



CITY OF PORTLAND

Office of City Auditor LaVonne Griffin-Valade

Hearings Office

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DECISION OF THE HEARINGS OFFICER

I. GENERAL INFORMATION

File No.: LU 13-120615 LDS
HO 4130011

Applicant: Mark Lisac
Lisac Bothers Construction, Inc.
PO Box 2422
Clackamas, OR 97015

Owner: Guy Bryant
GPB Development, LLC
6027 SE Main Street
Portland, OR 97215

Representative: Chris Goodell
AKS Engineering & Forestry, LLC
13910 SW Galbreath Drive, Suite 100
Sherwood, OR 97140

Hearings Officer: Gregory J. Frank

Bureau of Development Services (BDS) Representative: Sean Williams

Site Address: 106 N Wygant Street

Legal Description: BLOCK 2 N 20' OF LOT 6&7 LOT 13&14, WILLIAMS AVE ADD 2

Tax Account No.: R916500810

State ID No.: 1N1E22AC 02900

Quarter Section: 2530

Neighborhood: Humboldt

Business District: North-Northeast Business Association

District Coalition: Northeast Coalition of Neighborhoods

Zoning: Residential 1,000 (R1) w/ Alternative Design Density Overlay (a)

Land Use Review: Type III, Land Division Subdivision (LDS)

BDS Staff Recommendation to Hearings Officer: Approval with conditions

Public Hearing: The hearing was opened at 9:08 a.m. on May 8, 2013, in the 3rd floor hearing room, 1900 SW 4th Avenue, Portland, Oregon, and was closed at 10:09 a.m. The applicant waived applicant's rights granted by ORS 197.763 (6)(e), if any, to an additional 7 day time period to submit written rebuttal into the record. The record was closed to all testimony and/or written submissions at the end of the hearing.

Testified at Hearing:

Sean Williams
Chris Goodell
Lauren Tobias
Fabio de Freitas

Proposal:

The applicant is proposing to subdivide real property described above (the "Site") into 12 lots ranging in size from 733 to 1,044 square feet. The lots are proposed to be developed with attached houses. Access to the new lots is proposed via a shared court private street tract; a street that is designed to accommodate pedestrians and vehicles within the same circulation area.

Approval Criteria:

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

II. ANALYSIS

Site and Vicinity: The Site is located on the south side of N Wygant Street between N Vancouver Avenue and N Williams Avenue. Existing development consists of a single family home and detached garage that will be removed. The Site topography is relatively flat. Two trees located on the Site are subject to preservation standards.

Multi-Dwelling ("R1") and Central Employment ("EX") zoning is concentrated around the N Williams and N Vancouver Avenue corridors in the vicinity. Surrounding development is primarily

composed of single-family homes with some multi-dwelling structures. A church and accessory parking lot is located on the north side of N Wygant across the street from the Site.

Infrastructure:

- **Streets** – The Site has approximately 100 feet of frontage on N Wygant Street. At this location, N Wygant Street is classified as a Local Service street for all modes in the Transportation System Plan (“TSP”). TriMet provides transit service approximately 105 feet to the east on N Williams Avenue and 115 feet to the west on N Vancouver Avenue via Bus #44. Parking is currently allowed on both sides of N Wygant Street.

At the Site location, N Wygant Street is improved with a 30-foot paved roadway surface and pedestrian corridor that consists of a 2-foot planter strip, 6-foot sidewalk, and 2-foot setback to private property (2-6-2 configuration) within a 50-foot wide right-of-way.

- **Water Service** – There is an existing 4-inch CI water main in N Wygant Street. The existing house is served by a 3/4- inch metered service from this main.
- **Sanitary Service** - There is an existing 10-inch public combination sewer main in both N Vancouver Avenue and N Williams Avenue. There is no public sanitary sewer available in N Wygant Street at this location.

Zoning: The R1 designation is one of the City’s multi-dwelling zones which is intended to create and maintain higher density residential neighborhoods. The zone implements the comprehensive plan policies and designations for multi-dwelling housing.

The “a” overlay is intended to allow increased density that meets design compatibility requirements. It focuses development on vacant sites, preserves existing housing stock, and encourages new development that is compatible with the surrounding residential neighborhood. This land division proposal subject to this decision is not using any of the provisions of the “a” overlay.

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

Agency Review: Several Bureaus have responded to this proposal and relevant comments are addressed under the applicable approval criteria. (see Exhibits “E” for details)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on April 12, 2013. One written response was received from a notified property owner (Exhibit F.1). The author of Exhibit F.1 appeared at the public hearing and testified in opposition of the application. Concerns relevant to the approval criteria include density and transportation impacts. Three letters were received, at the public hearing (Exhibits H.3, H.4 and H.6) from persons/entities with concerns or objections about the application. These letters (emails) raised density, traffic and parking issues.

The proposal in this case meets the density and lots dimension requirements as addressed in the findings associated with approval criterion pertaining to Lots (33.660.120.A). The Portland Bureau of Transportation ("PBOT") determined the transportation system is capable of safely supporting the proposed development in addition to the existing uses in the area based on evidence submitted in the record in the form of a Transportation Impact Study (Exhibit A.3). A more detailed discussion of transportation issues can be found in the relevant findings below.

ZONING CODE APPROVAL CRITERIA

APPROVAL CRITERIA FOR LAND DIVISIONS IN OPEN SPACE AND RESIDENTIAL ZONES

33.660.120 The Preliminary Plan for a land division will be approved if the review body finds that the applicant has shown that all of the following approval criteria have been met.

Due to the specific location of this Site, and the nature of the proposal, some of the criteria are not applicable. The following table summarizes the criteria that are **not applicable**. Applicable criteria are addressed below the table.

Criterion	Code Chapter/Section and Topic	Findings: Not applicable because:
C	33.631 - Flood Hazard Area	The site is not within the flood hazard area.
D	33.632 - Potential Landslide Hazard Area	The site is not within the potential landslide hazard area.
E	33.633 - Phased Land Division or Staged Final Plat	Not applicable. These standards only apply to land divisions in the RF through R2.5 zones.
F	33.634 - Recreation Area	Not applicable. The minimum required density is less than 40 units.
I	33.639 - Solar Access	The proposed development is for something other than single-dwelling detached homes.
J	33.640 - Streams, Springs, and Seeps	No streams, springs, or seeps are evident on the site outside of environmental zones.
	33.654.110.B.3 - Pedestrian connections in the I zones	The site is not located within an I zone.
	33.654.110.B.4 - Alleys in all zones	No alleys are proposed or required
	33.654.120.C.3.c - Turnarounds	No turnarounds are proposed or required
	33.654.120.D - Common Greens	No common greens are proposed or required
	33.654.120.E - Pedestrian Connections	There are no pedestrian connections proposed or required
	33.654.120.F - Alleys	No alleys are proposed or required
	33.654.130.D - Partial	No partial public streets are proposed or required

Criterion	Code Chapter/Section and Topic	Findings: Not applicable because:
	rights-of-way	

Applicable Approval Criteria are:

A. Lots. The standards and approval criteria of Chapters 33.605 through 33.612 must be met.

Findings: Opponents, in Exhibits F.1 and H.6, argue that the density of the proposed development, in this case, was too high. Chapter 33.612 contains the density and lot dimension requirements applicable in the R3 through IR zones. Applicant is proposing 12 lots for attached houses. Single-dwelling or duplex development is proposed for some or the entire Site, therefore the proposed lots must meet minimum density and not exceed the maximum density stated in Table 120-3.

The Site is in the R1 zone and attached houses are proposed along a shared court. Therefore, the minimum density is 1 unit per 2,000 square feet (33.120.270.E.2) and the maximum density is 1 unit per 1,000 square feet.

The total Site area shown on Applicant's survey is 14,498 square feet. Site area devoted to streets is subtracted from the total Site area in order to calculate the minimum and maximum density. However, the area used for shared courts is not subtracted from the total Site area to calculate maximum density. In this case, a new shared court street is proposed in a tract that totals 4,231 square feet and street dedication is required that totals 100 square feet. The resulting lot size for calculating minimum density is 10,167 square feet and the lot size for calculating maximum density is 14,398 square feet. The Site has a minimum density of 5 units and a maximum density of 14 units.

In the R1 zone, there are no minimum lot area requirements for lots designated for attached houses, detached houses, or duplexes. For this reason, it is necessary to condition the minimum and maximum density allowance on each lot in the land division, to avoid further division of lots in the future that could result in non-compliance with the overall density requirements of the site as it exists in this proposal.

The required and proposed lot dimensions are shown in the following table:

R1	Minimum lot area (square feet)	Minimum lot width (feet)	Minimum lot depth (feet)	Minimum front lot line (feet)
Attached Houses	none	15	none	15
Lot 1	862	23.6	37	23.6
Lot 2	733	19	37	19
Lot 3	844	22	37	22
Lot 4	843	21.4	37	21.4

R1	Minimum lot area (square feet)	Minimum lot width (feet)	Minimum lot depth (feet)	Minimum front lot line (feet)
Lot 5	759	19	37	19
Lot 6	1,044	27	42	31.3
Lot 7	1,041	26.4	42	31.1
Lot 8	759	19	37	19
Lot 9	844	22	37	22
Lot 10	844	22	37	22
Lot 11	733	29	37	19
Lot 12	863	23	37	23

* Width is measured from the midpoints of opposite lot lines.

The findings above show that the applicable density and lot dimension standards are met subject to a condition allocating the minimum and maximum density for each lot. The Hearings Officer finds this approval criterion is met.

B. Trees. The standards and approval criteria of Chapter 33.630, Tree Preservation, must be met.

Findings: The regulations of Chapter 33.630 preserve trees and mitigate for the loss of trees. Certain trees are exempt from the requirements of this chapter.

Applicant submitted a Preliminary Tree Removal, Tree Preservation, and Tree Mitigation Plan that inventoried the trees on the Site and evaluated their condition (Exhibit C.9). A total of three trees were inventoried, of which, one tree was determined to be exempt as it is listed as a nuisance on the Portland Plan List (11-inch Holly). Thus, two non-exempt trees are located on the Site, which comprise of 21 inches in total diameter. Applicant proposed to remove all of the trees on the Site. The proposal does not meet any of the tree preservation options in 33.630.100, and for that reason, Applicant proposes to use the mitigation options of 33.630.300.

The Site is less than 15,000 square feet in area. Applicant proposes to divide the Site for attached housing, which is an allowed housing type in the R1 zone. The location of the two non-exempt trees on the Site would prevent a land division that would result in a practicable arrangement of lots that could each contain a reasonable building area and still be able to meet the development standards of the R1 zone. Therefore, Applicant has met Criterion C.4 and Criterion A as no viable trees can be preserved.

Option 1 of the Tree Preservation Chapter would require that 35 percent, or approximately 8 inches of the existing non-exempt tree diameter on site, be preserved. Applicant proposed mitigation in the form of providing pervious surfaces and planting trees as depicted in the Preliminary Landscape and Tree Mitigation Plan (Exhibit C.10). BDS staff expressed the opinion that tree planting, as a form of mitigation, did not appear to be a viable option based on the smaller size of the lots and T1 tree planting standard (33.248.020.H), which requires trees to be planted on new lots as part of the

approval of future building permits. For lots that are 3,000 square feet or smaller, at least 3 inches of tree diameter must be planted per lot. This would equate to two trees per lot based on the minimum planting size of 1.5 inches. Because of the small size of the lots it was the BDS staff opinion that it was not practical for additional trees beyond the T1 standard to be planted without jeopardizing the overall health of all of those trees. In addition, special paving treatment such as pervious pavers is already required for the shared court private street tract and therefore may not be used as a form of mitigation.

The Hearings Officer agreed with BDS staff that planting trees on Site and providing pervious surfaces was not a viable option for mitigation. The Hearings Officer finds Applicant should be required to pay into the City Tree Fund. Payment into the Tree Fund will contribute to the general beauty and natural heritage of the City, if not directly on the Site.

The Hearings Officer find approval Criterion B is met with a condition of approval requiring payment into the City Tree Fund the amount equivalent to 8 inches of trees.

With the condition noted above for mitigation, the Hearings Officer finds this approval criteria can be met.

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

Findings:

Clearing and Grading

The regulations of Chapter 33.635 ensure that the proposed clearing and grading is reasonable given the infrastructure needs, site conditions, tree preservation requirements, and limit the impacts of erosion and sedimentation to help protect water quality and aquatic habitat.

In this case, the Site is relatively flat, and is not located within the Potential Landslide Hazard Area. However a new shared court private street is proposed as part of the land division, which will require grading on the Site. Applicant submitted a Preliminary Grading, Clearing, and Demolition Plan (Exhibit C.5) that depicts the proposed work, including existing and proposed elevation contours, a temporary soil stockpile area, temporary construction staging area, a gravel construction entrance, limits of disturbance and erosion control/sediment fencing.

The proposed Preliminary Grading, Clearing, and Demolition Plan, shown on Exhibit C.5, represents a minimal amount of change to the existing contours and drainage patterns of the Site to provide for a level street surface. The contour changes proposed should not increase runoff or erosion because all of the erosion control measures shown on the grading plan must be installed prior to starting the grading work. Stormwater runoff from the new street and lots will be appropriately managed via pervious pavers and drywells, respectively, to assure that the runoff will not adversely impact adjacent properties (see detailed discussion of stormwater management later in this decision).

The clearing and grading proposed is sufficient for the construction of the new street and the preparation of the lots, without being excessive. The limits of disturbance shown on the Applicant's plan include grading of the street areas, as well as the lots, to allow the Applicant to conduct the majority of the clearing and grading on the Site at one time. This will help manage erosion and sedimentation concerns, limit the disturbance on the adjacent properties, and allow for the existing house and detached garage on the site to be demolished and any debris associated with these buildings to be removed. No trees are required to be preserved on the site that would require root protection fencing. In addition, the clearing and grading plan indicates areas of topsoil storage and general stockpiling that are located directly adjacent to the new street tract.

As shown above, the Preliminary Clearing and Grading Plan meets this approval criterion. As discussed later in this decision, the Site Development Section of the Bureau of Development Services requires that Applicant apply for a Site Development Permit for the construction of the proposed private street. The permit application must include a final clearing and grading plan, that must be consistent with the preliminary clearing and grading plan approved with the land division. With a condition of approval that the Applicant's final clearing and grading plan is consistent with the preliminary clearing and grading plan, the Hearings Officer finds this approval criterion will be met.

Land Suitability

The Site is currently in residential use, and there is no record of any other use in the past. Applicant proposed to remove the existing house and garage and redevelop the Site. Although the existing house is currently connected to the public sanitary sewer, there is an old septic system on the Site. The City has no record that this facility was ever decommissioned. In order to ensure that the new lots are suitable for development, a permit must be obtained and finalized for demolition of all structures on the Site, sewer capping, and decommissioning of the septic system prior to final plat approval. With this condition, the Hearing Officer finds the new lots can be considered suitable for development, and this criterion will be met.

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

Findings: This proposal includes a shared court private street tract. With a condition that the proposed tract be owned in common by the owners of lots 1 through 12, this criterion can be met. As stated in Section 33.636.100 of the Zoning Code, a maintenance agreement will be required describing maintenance responsibilities for the tract described above and facilities within this area. This criterion can be met with the condition that a maintenance agreement is prepared and recorded with the final plat. In addition, the plat must reference the recorded maintenance agreement with a recording block, substantially similar to the following example:

"A Declaration of Maintenance agreement for Shared Court Private Street Tract has been recorded as document no. _____, Multnomah County Deed Records."

With the conditions of approval discussed above, the Hearings Officer finds this criterion is met.

K. Transportation impacts. The approval criteria of Chapter 33.641, Transportation Impacts, must be met; and,

L. Services and utilities. The regulations and criteria of Chapters 33.651 through 33.654, which address services and utilities, must be met.

Findings: The regulations of Chapter 33.641 allow the traffic impacts caused by dividing and then developing land to be identified, evaluated, and mitigated for if necessary. Chapters 33.651 through 33.654 address water service standards, sanitary sewer disposal standards, stormwater management, utilities and rights of way. The Hearings Officer finds these criteria and standards are met as shown in the following table:

33.651 Water Service standard - See Exhibit E.3

Water is available to serve the proposed development from the water main in N Wygant Street. The existing single family residence is served by a ¾-inch metered service from this main that may be used to serve future development on proposed Parcel 1. The Hearings Officer finds this approval criterion is met.

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

There is no public sanitary sewer available in N Wygant Street to serve the proposed lots. The nearest available sewer main is located in N Vancouver Avenue, approximately 115 feet west of the Site. Applicant proposed to extend the public sewer main in N Wygant Street from an existing manhole in N Vancouver Avenue and through the shared court private street tract to be directly accessible by each lot. Applicant must obtain a public works permit to extend the public sewer main to this Site prior to final plat approval. In addition, the Bureau of Environmental Services ("BES") requires a City of Portland sewer easement over the entirety of the shared court private street tract to be shown on the final plat. With the conditions of approval discussed above, the Hearings Officer finds this approval criterion will be met.

33.653.020 & .030 Stormwater Management criteria and standards- See Exhibit E.1

BES verified that a stormwater management system can be designed that will provide adequate capacity for the expected amount of stormwater. No stormwater tract is proposed or required. Therefore, criterion A is not applicable. Applicant submitted a Stormwater Management Report (Exhibit A.2) that indicates infiltration results of 5 inches per hour near the surface and 2.5 and 6.6 inches per hour at 6.5 and 8 feet of depth, respectively. The following stormwater management methods are proposed:

- **Shared Court Private Street:** Pervious pavers are proposed for the shared court that will allow for stormwater infiltration. BES indicated that the base rock of the pervious pavement will need to have at least 0.5 feet of storage as specified within the stormwater report calculations.
- **Lots 1-12:** Stormwater from these lots will be directed to individual drywells that will treat the water and slowly infiltrate it into the ground. Each of these lots has sufficient area for a stormwater facility that can be adequately sized and located to meet setback standards, and accommodate water from a reasonably-sized home.

BES indicated that the proposed stormwater management approach, as described above, is sufficient for the purposes of this land use review. Therefore, the Hearings Officer finds this approval criterion is met.

33.654.110.B.1 -Through streets and pedestrian connections

33.654.130.B - Extension of existing public dead-end streets & pedestrian connections

33.654.130.C - Future extension of proposed dead-end streets & pedestrian connections

The regulations of this section ensure provision of efficient access to as many lots as possible, and enhance direct movement by pedestrians, bicycles, and motor vehicles between destinations. Direct routes for bicycles and pedestrians from residential areas to neighborhood facilities, such as schools and parks, are particularly important to increase the convenience of travelling by foot or bicycle. The specific location of rights-of-way is influenced by a variety of conditions, including existing development, streets and lot patterns, and environmental features. Through streets and pedestrian connections are required where appropriate and practicable. Generally, through streets and pedestrian connections should be provided no more than 530 and 330 feet apart, respectively. PBOT provided the following evaluation of connectivity for the Site (Exhibit E.2):

"The above reference connectivity goals are satisfied within the subject block wherein the site is located. PBOT therefore has no concerns regarding connectivity in relation to the proposed subdivision."

For the reasons described above, the Hearings Officer finds this approval criterion is met.

33.654.110.B.2 Approval criterion for dead-end streets in OS, R, C, and E zones.

The proposal includes a private dead-end street and pedestrian connection, which will be located in the new street. As discussed under the findings for through streets above, a new public north-south through street is not required for this proposal. The private dead-end street will serve 12 dwelling units and it is approximately 145 feet in length from the frontage along N Wygant Street. The Hearings Officer finds this approval criterion is met.

33.641 – Transportation Impacts – 33.641.020 and 33.641.030

33.654.120.C Width and Design of the street right-of-way

33.654.130.D Partial Rights of way

The regulations of Chapter 33.641 allow the traffic impacts caused by dividing and then developing land to be identified, evaluated, and mitigated for if necessary. Applicant submitted a Transportation Impact Study ("TIS") to address the evaluation factors of this approval criterion (Exhibit A.3). PBOT reviewed the application and TIS in the context of the proposed development's potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services. PBOT's analysis (Exhibit E.2) is quoted, in part, as follows:

"Street capacity and level-of-service

Findings: Using the evaluation factors listed in this code section, the Applicant should provide a narrative and all necessary plans and documentation to demonstrate that the

transportation system is capable of safely supporting the proposed development in addition to the existing uses in the area. The Applicant was advised that a Traffic Impact Study (TIS) would also have to be prepared in order to adequately determine the impacts of the proposed project on the area's transportation system. The Applicant hired Lancaster Engineering as his consultants, and Lancaster submitted their TIS for the City's review. The following discussion is based on PBOT's assessment of the Applicant's TIS.

The existing property will be divided into twelve lots, creating eleven additional single family dwellings (the site is currently developed with a single-family residence that will be demolished in relation to this land division proposal). A shared court (private street) will provide access to the homes and parking spaces.

To determine whether the local transportation system has the capacity to support the proposed development, as directed by PBOT staff, the Applicant's traffic consultant evaluated the current and forecasted operations of four local intersections that will carry the bulk of the trips are expected to be generated by the proposed development. The signalized intersections of N Vancouver Ave/N Alberta St and N Williams Ave/N Alberta St, and the stop-controlled intersections of N Vancouver Ave/N Wygant St and N Williams Ave/N Wygant St were analyzed.

To estimate the trips generated by the proposed land division and subsequent construction of eleven new single family dwellings, the submitted TIS accurately refers to trip rates from the Institute of Transportation Engineers *Trip Generation Manual (9th Edition)*. The data utilized are for *Single-Family Detached Housing*, which includes, "all single family homes on individual lots." Though the actual development will consist of attached housing in the form of four triplexes, using trip rates for detached housing ensures that the trip generation from the proposed subdivision is not understated.

The trip generation calculations show that the proposed land division is projected to result in eight additional trips during the morning peak hour and eleven additional trips during the evening peak hour. The new lots are projected to result in 110 additional weekday vehicular trips.

To determine existing traffic volumes at the study intersections, the Applicant's traffic consultant conducted traffic counts from 7:00 to 9:00 AM to obtain data for the morning peak hour and from 4:00 to 6:00 PM to obtain data for the evening peak hour. To determine the capacity and level-of-service at the study intersections, a capacity analysis was conducted. The analysis was conducted using the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual (5th Edition)* published by the Transportation

Research Board.

The TIS included the capacity and level-of-service calculations at the study intersections under the three typical scenarios: 1) existing conditions; 2) background conditions, and; 3) background conditions with site trips added.

	Existing LOS	Background LOS	Background + Site
Trips LOS			
Hour	AM/PM Peak Hour	AM/PM Peak Hour	AM/PM Peak
Intersections			
N Vancouver/N Alberta	B/C	C/C	C/C
N Vancouver/N Wygant	B/B	C/B	C/B
N Williams/N Alberta	B/B	B/B	B/B
N Williams/N Wygant	A/B	A/B	A/B

Under each scenario, the TIS indicates that all of the area intersections studied currently operate within acceptable City of Portland performance standards and will continue to do so taking into consideration both background (assumed growth in traffic volumes without the proposed project) and project related/anticipated vehicle trips. Accordingly, PBOT is supportive of the TIS' conclusion that development of the proposed 12 attached homes on the site will have little impact on the surrounding area; all of the local study area intersections will continue to operate below capacity.

Vehicle access and loading

Findings: The subject site can be readily accessed from the greater street network relatively easily via N Vancouver and N Williams, which connect to many east-west collectors and arterials within a short distance to the site. The TIS contains a trip distribution analysis which suggests that it is expected that the majority of trips generated by the proposed subdivision will utilize N Vancouver and N Williams Avenues to travel to and from the central city or to access N Alberta Street which connects to I-5 as well as other major roads.

The proposed subdivision includes a shared court (private street), which will provide access to the on-site garages and dedicated off-street parking spaces. The Applicant has provided an analysis of the shared court using AutoTurn software to verify that vehicles can safely enter and exit in a forward direction, and can maneuver in and out of the on-site garages and surface parking spaces efficiently. Vehicle loading will utilize a combination of on-site parking within the shared court area and attached garages as well as on-street parking along N Wygant St.

On-street parking impacts

Findings: On-street parking is available on both sides of N Wygant St, with the exception of curb cuts. The proposed subdivision includes parking at each residence, as well as one

additional common parking space in the shared court. Any additional vehicles can utilize on-street parking. To ensure that the neighborhood can accommodate the additional demand associated with the proposed subdivision, the Applicant's traffic consultant observed existing parking demand during the late evening hours when the parking demand from residencies is at its peak. Observations were also made during the Sunday morning church service of the nearby Berean Baptist Church located across the street from the subject site.

Parking demand was observed to be similarly light during both observation periods. During the Sunday morning observation period at approximately 10:00 AM, demand at the church's on-site parking lot was observed to be eleven vehicles, and an additional eight vehicles were observed utilizing on-street parking. During the late night observation period, eleven vehicles were observed utilizing on-street parking.

Each side of the segment of N Wygant St between N Vancouver and N Williams Avenues contains approximately 260-ft of frontage along which on-street parking is available. Assuming a parked vehicle requires an average of 20- ft of frontage, this equates to 26 on-street parking spaces along N Wygant St.

Based on data from the ITE Parking Generation Manual, the 85th percentile peak parking demand for eleven new lots is 23 parking spaces. Since the proposed subdivision includes one on-site parking space at each new lot as well as a shared on-site parking space, the proposed development will utilize as many as eleven on-street parking spaces. Thus, on street parking is adequate to meet the additional demand resulting from the proposed subdivision even during the periods of the greatest demand, though the actual demand may be less than the demand in this worse-case scenario.

Availability of transit service and facilities and connections to transit

Findings: The nearest transit to the site is Tri-Met bus route #44 (Capitol Hwy/Mocks Crest) which can be accessed on N Williams Ave for northbound trips and on N Vancouver Ave for southbound trips. The nearest southbound bus stop is approximately 80-ft to the south of the intersection of N Vancouver Ave/N Wygant St, and the nearest northbound stop is approximately 100-ft to the south of the intersection of N Williams Ave/N Wygant St.

These bus stops can be readily accessed by pedestrians. N Wygant St and N Vancouver and Williams Avenues have continuous sidewalks between the subject site and the nearest bus stops. The intersection of N Williams Ave/N Wygant St has a marked crosswalk with a curb extension to facilitate the crossing of N Williams necessary to travel to and from the nearest northbound bus stop. The intersection of N Vancouver Ave/N Wygant St features unmarked crosswalks and pedestrians should ensure any southbound traffic on N Vancouver yields the right-of-way as required before crossing.

Impacts on the immediate and adjacent neighborhoods

Findings: The impacts associated with the eleven additional lots that the proposed subdivision will create are expected to be minimal. As previously discussed in this response, there will be a minor increase in vehicular traffic associated with the proposed subdivision and these added trips will not have a significant effect on efficiency or operations of the nearby intersections. While the proposal will increase the demand for on-street parking along N Wygant St, the parking supply in the neighborhood is adequate to serve this increased demand.

Development of the subject property will result in improved pedestrian connectivity, as the proposal includes frontage improvements to improve the sidewalk along Wygant St including a 1-ft right-of-way dedication to enlarge the sidewalk corridor to the standard width of 11-ft from the current 10-ft wide corridor.

The sidewalk at this location is presently in poor condition, so the proposal will improve the condition of the sidewalk in addition to enlarging the corridor. The development will have minimal adverse impacts on its neighborhood while including planned improvements that will enhance the pedestrian environment in the area.

Safety for all modes

Findings: Crash data was examined for the four intersections that will carry the bulk of site trips for the most recent available five years (2007-2011). Crash rates and patterns were well below thresholds that are indicative of potential safety concerns, and there were no apparent safety deficiencies noted during site visits by the Applicant's traffic consultant.

The site is located between N Vancouver and N Williams Avenues, which is one of the most utilized bicycle routes in Portland. The City has been in a long term process to improve the conditions along this couplet in relation to the N Williams Ave Traffic Operations + Safety Plan. The project continues to evolve but its primary purpose remains to make traveling these routes safer and more comfortable for all users. As a low-traffic residential street, N Wygant St can easily be shared by bicycles and motor vehicles.

As discussed above, pedestrian safety and access will be improved by the proposed subdivision, as the quality of the sidewalk along the site's frontage will be improved and the sidewalk corridor will be widened by 1-ft when the property is developed. Throughout the vicinity, there are continuous sidewalks and numerous improved crossings, including the curb extension and marked crosswalk at the intersection of N Williams Ave/N Wygant St, and marked crosswalks and pedestrian signal phases at each crossing of the intersections of N Vancouver/N Alberta and N Williams/N Alberta. The proposed residential subdivision will not negatively impact safety for any mode and the improvement of the sidewalk along the site's frontage will serve to enhance

pedestrian experience in the area.

Based on the information supplied, the methodology, assumptions and conclusions made by the Applicant's traffic consultant, which PBOT concurs with, the transportation system is capable of safely supporting the proposed development in addition to the existing uses in the area."

In reviewing this land division, PBOT relied on accepted civil and traffic engineering standards and specifications to determine if existing street improvements for motor vehicles, pedestrians and bicyclists can safely and efficiently serve the proposed new development. In this case, PBOT determined that sidewalk improvements must be made along the Site's N Wygant Street frontage in order to ensure that safe pedestrian travel is possible within the proposed development. To accommodate these improvements additional right-of-way must be dedicated along the frontage of the Site. With these improvements, PBOT concluded that the proposed development could be safely served by the existing streets without having any significant impact on the level of service provided.

Written comments, in the record, raised a number of questions/concerns related to transportation and parking impacts related to this application. (Exhibits F.1, H.3, H.4 and H.6)

Many of the opponents expressed concerns about on-street parking impacts, including the potential of residents and their guests, arising from the proposed development. Opponents, in Exhibits H.3 and H.4, indicated that approval of the application in this case could result in illegal parking in the church parking lot that is located across Wygant from the Site. Opponents, in Exhibits F.1 and H.6, indicated that approval of the proposed development would create traffic safety issues at the intersections of N Wygant/N Williams and N Wygant/N Vancouver.

A representative of PBOT, (Fabio de Freitas – hereafter "de Freitas") appeared at the hearing. De Freitas testified Applicant submitted a written TIS. De Freitas stated that he, on behalf of PBOT, reviewed the TIS and concurred with the TIS methodology and conclusions. De Freitas stated that all relevant intersections, including the N Wygant /Williams and N Wygant/Vancouver currently and, if the application is approved, operate within adopted performance measures. De Freitas stated that the TIS researched and analyzed current and projected on street parking impacts. De Freitas stated that the TIS concluded that if the application would be approved there would still be sufficient on street parking to meet demand. De Freitas stated that the proposal, in this case, provides 13 on-Site parking spaces for the 12 residential units.

The Hearings Officer finds Applicant submitted a professionally prepared TIS addressing traffic, parking and safety. The Hearings Officer finds PBOT, the City's transportation agency, reviewed the TIS and concurred that approval of application would have minimal transportation (traffic and parking) impacts. PBOT concluded, based upon the TIS, the approval criteria in PCC 33.641, PCC 33.654.120 C, and PCC 33.654.130 D are met.

The Hearings Officer finds concurs with the methodology and conclusions stated in the TIS. The Hearings Officer, based upon the evidence in the record of this case, the approval criteria in PCC 33.641, PCC 33.654.120 C, and PCC 33.654.130 are, with the recommended conditions, met.

33.654.120.G – Approval criteria for shared courts

The proposed shared court private street tract is approximately 4,231 square feet in area with a width of 26 feet and length of 145 feet. The vehicle surface of the shared court will be composed of pervious pavers. The shared court is configured to allow access to the garages and main entrances of the development on Lots 1-12. There is one shared parking bay as well bicycle parking within the central plaza of the shared court. Applicant has provided a Vehicular Turning and Sweep Analysis (Exhibit A.4) to demonstrate that the configuration of the shared court will allow vehicles to enter and exit each garage as well as the shared court from the adjacent public street in a forward motion.

The shared court provides pedestrian access from the adjacent sidewalk on N Wygant Street to the main entrances of the buildings proposed for Lots 1-12. Because the shared court will provide access to fewer than 16 lots in this manner, the opportunities for conflict between residential vehicles and pedestrians will be limited.

Shared courts must be designed to serve as an outdoor space amenity for residents. To this end, the shared court will include such amenities as street trees, landscape planters, a community garden, and central plaza with community seating and bike parking.

For the reasons described above, the size and configuration of the shared court is sufficient to accommodate the expected users. The Hearings Officer finds this approval criterion is met.

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

Any easements that may be needed for private utilities that cannot be accommodated within the adjacent right-of-ways can be provided on the final plat. At this time no specific utility easements adjacent to the right-of-way have been identified as being necessary. Therefore, the Hearings Officer finds this approval criterion is met.

DEVELOPMENT STANDARDS

Development standards that are not relevant to the land division review, have not been addressed in the review, but will have to be met at the time that each of the proposed lots is developed.

Future Development

Among the various development standards that will be applicable to this lot, the Applicant should take note of:

- Houses, detached houses and duplexes accessed by common greens, shared courts, or alleys-- special requirements apply to this type of development per Section 33.120.270.E:
 1. The front and side minimum setbacks from common greens and shared courts is 3 feet.

2. The setbacks of garage entrances accessed from a shared court must be either 5 feet or closer to the shared court property line. If the garage entrance is located within 5 feet of the shared court property line, it may not be closer to the property line than the residential portion of the building
3. In R1 zone where the front lot line abuts a shared court, the maximum height within 10 feet of a front property line abutting a shared court is 45 feet
4. When a land division proposal includes common greens, shared courts, or private alleys, maximum building coverage is calculated based on the entire land division site, rather than for each lot.
5. For attached houses, uncovered rear balconies that extend over an alley for vehicle maneuvering area between the house and rear lot line do not count toward maximum building coverage calculations.

Existing development that will remain after the land division. The Applicant is proposing to remove all of the existing structures on the site, so the division of the property will not cause the structures to move out of conformance or further out of conformance with any development standard applicable in the R1 zone. Therefore, this land division proposal can meet the requirements of 33.700.015.

OTHER TECHNICAL REQUIREMENTS

Technical decisions have been made as part of this review process. These decisions have been made based on other City Titles, adopted technical manuals, and the technical expertise of appropriate service agencies. These related technical decisions are not considered land use actions. If future technical decisions result in changes that bring the project out of conformance with this land use decision, a new land use review may be required. The following is a summary of technical service standards applicable to this preliminary partition proposal.

Bureau	Code Authority and Topic	Contact Information
Water Bureau	Title 21 - Water availability	503-823-7404 www.portlandonline.com/water
Environmental Services	Title 17; 2008 Stormwater Manual Sewer availability & Stormwater Management	503-823-7740 www.portlandonline.com/bes
Fire Bureau	Title 31 Policy B-1 - Emergency Access	503-823-3700 www.portlandonline.com/fire
Transportation	Title 17, Transportation System Plan Design of public street	503-823-5185 www.portlandonline.com/transportation
Development Services	Titles 24 –27, Admin Rules for Private Rights of Way Building Code, Erosion Control, Flood plain, Site Development & Private Streets	503-823-7300 www.portlandonline.com/bds

As authorized in Section 33.800.070 of the Zoning Code conditions of approval related to these technical standards have been included in the Administrative Decision on this proposal.

- The Applicant is required to make improvements to the proposed shared court private street. Several conditions are required, including provision of plans and financial assurances, initiating a building permit, and providing a maintenance agreement. In addition to the approval criteria of Title 33, these requirements are also based on the technical standards of Title 17 and Title 24.
- The Applicant must meet the requirements of the Fire Bureau in regards to fire apparatus access, fire flow/water supply, turning radius, aerial fire department access roads, and posting of "No Parking" signs in the shared court private street. These requirements are based on the technical standards of Title 31 and Oregon Fire Code (Exhibit E.4).
- The Applicant must meet the requirements of Urban Forestry for street tree planting in the reconfigured planter strip of N Wygant Street adjacent to Parcels 1 and 12 at the time of building permit review. This requirement is based on the standards of Title 20 (Exhibit E.6).

III. CONCLUSIONS

Applicant proposed a 12 lot subdivision with a shared court private street tract, as shown on the attached preliminary plans (Exhibits C.1-C.10). A number of persons expressed objections and/or concerns about the proposed project. Objections related to aesthetics, traffic impacts and on street parking impacts.

The Hearings Officer notes that this decision is made in the context of relevant approval criteria. The Hearings Officer finds that this proposal can not be denied on the basis of aesthetics because there are no relevant approval criteria directly related to aesthetics. The Hearings Officer acknowledged that aesthetics are important to residents of the City but this proposal cannot be denied because one or more persons believe the project is not aesthetically pleasing.

The Hearings Officer found the primary approval criteria issues, in this case, to be tree preservation, public services/ utilities, and transportation impacts. The most contentious issue, on street parking, was thoroughly addressed by the Applicant and PBOT. The Hearings Officer found, based upon the TIS, there would be adequate on street parking to meet the existing and projected demand.

The Hearings Officer found the evidence in the record to demonstrate all approval criteria (some with one or more conditions) had been met.

IV. DECISION

Approval of a Preliminary Plan for a 12 lot subdivision, that will result in 12 lots for attached houses and a shared court private street tract, as illustrated with Exhibits C.1 through C.10, subject to the following conditions:

A. The Final Plat must show the following:

1. The Applicant shall meet the street dedication requirements of the City Engineer for N Wygant Street. The required right-of-way dedication must be shown on the final plat.
2. A public sanitary sewer easement, granted to the City of Portland, shall be shown over the entirety of the shared court private street, to the satisfaction of the Bureau of Environmental Services. The easement must be labeled as "Public Sewer Easement to COP".
3. An Emergency Vehicle Access Easement, granted to the City of Portland, shall be shown over the entirety of the shared court private street to the satisfaction of the Fire Bureau.
4. The private street tract shall be named, with approval from the City Engineer, and noted on the plat as "Tract A: Private Shared Court *name of street*."
5. A public walkway easement must be shown over the entirety of the shared court private street tract.
6. A recording block for each of the legal documents such as maintenance agreement(s), acknowledgement of special land use conditions, or Declarations of Covenants, Conditions, and Restrictions (CC&Rs) as required by Condition B.9 below. The recording block(s) shall, at a minimum, include language substantially similar to the following example: "A Declaration of Maintenance Agreement for (name of feature) has been recorded as document no. _____, Multnomah County Deed Records."

B. The following must occur prior to Final Plat approval:

1. The Applicant shall meet the requirements of the City Engineer for right of way improvements along the site's N Wygant Street frontage. The Applicant shall submit an application for a Public Works Permit and provide plans and financial assurances to the satisfaction of the Portland Bureau of Transportation and the Bureau of Environmental Services for required street frontage improvements.
2. The Applicant shall submit an application for a Site Development Permit for construction of the shared court private street and related site development improvements. Street design plans must be prepared by, or under the direction of, an Oregon licensed civil engineer. The plans must be in substantial conformance with Exhibits C.1-C.10 and the Private Street Administrative Rule.
3. The Applicant shall furnish a financial guarantee of performance, as approved by the Bureau of Development Services, for 125 percent of the estimated construction cost for the shared court private street and all required site development improvements. The Applicant shall provide an engineer's estimate of the costs of performance including the costs for temporary erosion control measures required during construction. The financial guarantee of performance shall be accompanied by a performance agreement with the Bureau of Development Services to complete the required improvements.

4. The Applicant shall meet the requirements of the Bureau of Environmental Services (BES) for extending a public sewer main in N Wygant Street and the shared court private street tract. The public sewer extension requires a Public Works Permit, which must be initiated and at a stage acceptable to BES prior to final plat approval. As part of the Public Works Permit, the Applicant must provide engineered designs, and performance guarantees for the sewer extension to BES prior to final plat approval.
 5. The Applicant shall meet the requirements of the Fire Bureau for ensuring adequate hydrant flow from the nearest hydrant. The Applicant must provide verification to the Fire Bureau that Appendix B of the Fire Code is met, the exception is used, or provide an approved Fire Code Appeal prior final plat approval.
 6. The Applicant must meet the requirements of the Fire Bureau for providing an adequate fire access way for Lots 1-12, as required in Chapter 5 of the Oregon Fire Code. Alternately, the Applicant will be required to install residential sprinklers in the new houses on Lots 1-12, if applying the exception. An Acknowledgement of Special Land Use Conditions describing the sprinkler requirement must be referenced on and recorded with the final plat.
 7. A finalized permit must be obtained for demolition of the existing residence, capping the existing sanitary sewer connection and decommissioning of the existing sanitary sewer system on the site. Note that Title 24 requires a 35-day demolition delay period for most residential structures.
 8. The Applicant must obtain a finalized demolition permit for removing the existing detached garage.
 9. The Applicant shall execute a Maintenance Agreement for the share court private street tract. The agreement shall assign common, undivided ownership of the tract to the owners of Lots 1-12 and include provisions assigning maintenance responsibilities for the tract and any shared facilities within that area. The agreement must also acknowledge all easements granted within the street tract, the beneficiaries of those easements, and the limitations on the easement areas to the satisfaction of the beneficiary service agencies. The maintenance agreement must be reviewed by the City Attorney and the Bureau of Development Services, and approved as to form, prior to final plat approval.
 10. The Applicant must pay into the City Tree Fund the amount equivalent to 8 inches of trees. Payment must be made to the Bureau of Development Services, who administer the fund for the Parks Bureau.
- C. The following conditions are applicable to site preparation and the development of individual lots:**
1. The minimum and maximum density for the lots in this land division are as follows:

Lot	Minimum Density	Maximum Density
1	1	1
2	1	1
3	1	1
4	1	1
5	1	1
6	1	2
7	1	2
8	1	1
9	1	1
10	1	1
11	1	1
12	1	1

2. Pervious pavements must be installed and a pervious pavement protection plan approved by Site Development prior to issuance of any permits for residential construction.
3. Residential building permit drawings must include the approved pervious pavement protection plan.
4. Prior to finalizing the Site Development permit for the private street, a plumbing permit must be obtained and finalized for the new utility lines that will be constructed beneath the paved surface of the new street.
5. The Applicant must post the shared court private street with "No Parking" signs to the satisfaction of the Fire Bureau. The location of the signs must be shown on the Site Development permit.
6. The Applicant must meet the addressing requirements of the Fire Bureau for the shared court private street. The location of the signs must be shown on the building permit.
7. If required, the Applicant shall meet any requirements of the Fire Bureau to install residential sprinklers in the new dwelling units on Lots 1-12. Please refer to the final plat approval report for details on whether or not this requirement applies.
8. The Applicant must provide a fire access way that meets the Fire Bureau requirements related to aerial fire department access. Aerial access applies to buildings that exceed 30 feet in height as measure to the bottom of the eave of the structure or the top of the parapet for a flat roof.



Gregory J. Frank, Hearings Officer

5/15/13

Date

Application Determined Complete:	March 22, 2013
Report to Hearings Officer:	April 26, 2013
Decision Mailed:	May 16, 2013
Last Date to Appeal:	4:30 p.m., May 30, 2013
Effective Date (if no appeal):	May 31, 2013 Decision may be recorded on this date.

Conditions of Approval. 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.

Appeal of the decision. ANY APPEAL OF THE HEARINGS OFFICER'S DECISION MUST BE FILED AT 1900 SW 4TH AVENUE, PORTLAND, OR 97201 (503-823-7526). Until 3:00 p.m., Tuesday through Friday, file the appeal at the Development Services Center on the first floor. Between 3:00 p.m. and 4:30 p.m., and on Mondays, the appeal must be submitted at the Reception Desk on the 5th Floor. **An appeal fee of \$4,500 will be charged (one-half of the application fee for this case, up to a maximum of \$5,000).** Information and assistance in filing an appeal can be obtained from the Bureau of Development Services at the Development Services Center.

Who can appeal: You may appeal the decision only if you wrote a letter which is received before the close of the record on hearing or if you testified at the hearing, or if you are the property owner or applicant. If you or anyone else appeals the decision of the Hearings Officer, only evidence previously presented to the Hearings Officer will be considered by the City Council.

Appeal Fee Waivers: Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

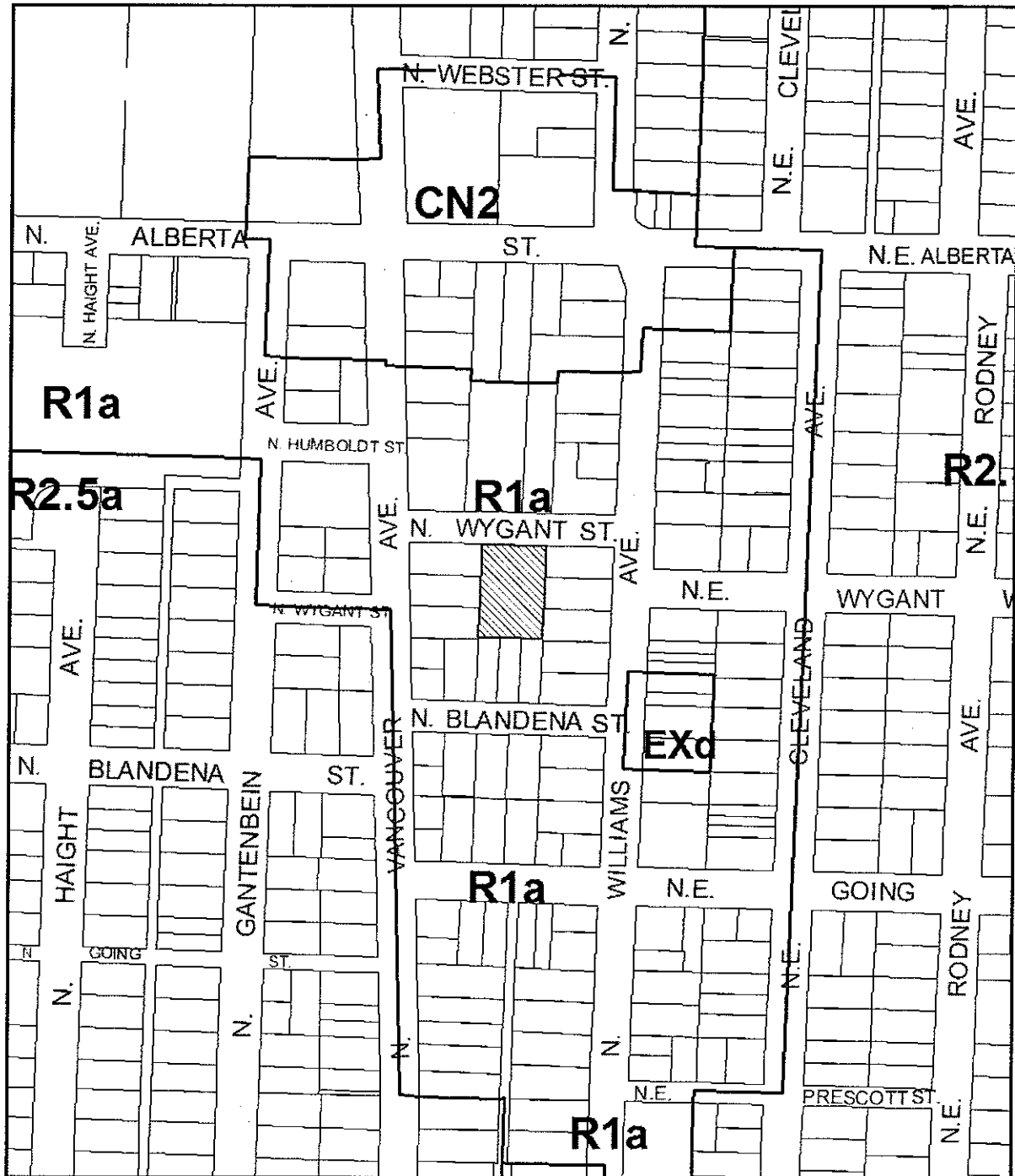
Recording the land division. The final land division plat **must** be submitted to the City **within three years** of the date of the City's final approval of the preliminary plan. This final plat must be

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

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Narrative
 - 2. Stormwater Management Report
 - 3. Traffic Impact Study
 - 4. Vehicular Turning and Sweep Analysis
 - 5. Neighborhood Contact
- B. Zoning Map (**attached**)
- C. Plans and Drawings
 - 1. Cover Sheet with Vicinity and Site Map (**attached**)
 - 2. Existing Conditions Plan (**attached**)
 - 3. Preliminary (Land Division) Subdivision Plat (**attached**)
 - 4. Preliminary Site Plan (**attached**)
 - 5. Preliminary Grading, Clearing, and Demolition Plan (**attached**)
 - 6. Preliminary (Proposed Improvements) Street Plan and Cross Section (**attached**)
 - 7. Preliminary Fire Marshal/Emergency Vehicle Access Plan (**attached**)
 - 8. Preliminary Utility Plan (**attached**)
 - 9. Preliminary Tree Removal, Tree Preservation, and Tree Mitigation Plan (**attached**)
 - 10. Preliminary Landscape and Tree Mitigation Plan (**attached**)
- D. Notification information
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailing list
 - 6. Mailed notice
- E. Agency Responses
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of Bureau of Development Services
 - 6. Bureau of Parks, Forestry Division
 - 7. Life Safety Plans Examiner
- F. Letters
 - 1. Lauren Tobias (4/23/13)
- G. Other
 - 1. Original LUR Application
- H. Received in Hearings Office
 - 1. Notice of Public Hearing – Sean Williams

2. Staff Report – Sean Williams
3. 5/4/13 Letter – Berean Baptist Church
4. Letter – 5/6/13 – Ronald R. Gaither
5. PowerPoint presentation – Sean Williams
6. E-mail from Ed Timke – Sean Williams
7. Record Closing Information – Hearings Office



ZONING



File No.	LU 13-120615 LDS
1/4 Section	2530
Scale	1 inch = 200 feet
State_Id	1N1E22AC 2900
Exhibit	B (Mar 04, 2013)

File No. LU 13-120615 LDS

1/4 Section 2530

Scale 1 inch = 200 feet

State Id 1N1E22AC 2900

Exhibit B (Mar 04, 2013)

WYGANT ROW

PRELIMINARY PLAN

SITE DESCRIPTION: 14.5 LOT 2000 OF MULTNOMAH COUNTY MAP NUMBER IN-1E-224C

SITE ADDRESS: 106 N WYGANT STREET PORTLAND, OR 97132

EXISTING LAND USE: SINGLE DWELLING HOME WITH OUTBUILDING

PROJECT PURPOSE: 12-LOT SUBDIVISION - FUTURE ATTACHED HOUSES (MULTI DWELLING UNIT RESIDENTIAL ZONE R1)

BENCHMARK: ELEVATIONS ARE BASED ON CITY OF PORTLAND BENCHMARK NO. 3735 AT THE SW CORNER OF N ALBERTA STREET AND N GANTHER AVENUE WITH A CITY OF PORTLAND DATUM ELEVATION OF 210.628 FEET.

TOTAL SITE AREA: 14,468 SF ± (0.33 ACRES)

VICINITY MAP
NOT TO SCALE

APPLICANT:
 USAC BROTHERS CONSTRUCTION, INC.
 CONTACT: MARC USAC
 P.O. BOX 7422
 CLATSOP, OR 97105

PLANNING / ENGINEERING / SURVEYING / ARBORIST FIRM:
 AKS ENGINEERING & SURVEY, LLC
 12310 SW CALLEBACH LANE, SUITE 100
 SHERWOOD, OR 97140
 PH: 503-925-8789
 FAX: 503-925-8969

SITE MAP
SCALE: 1" = 20 FEET

COVER SHEET WITH VICINITY AND SITE MAP

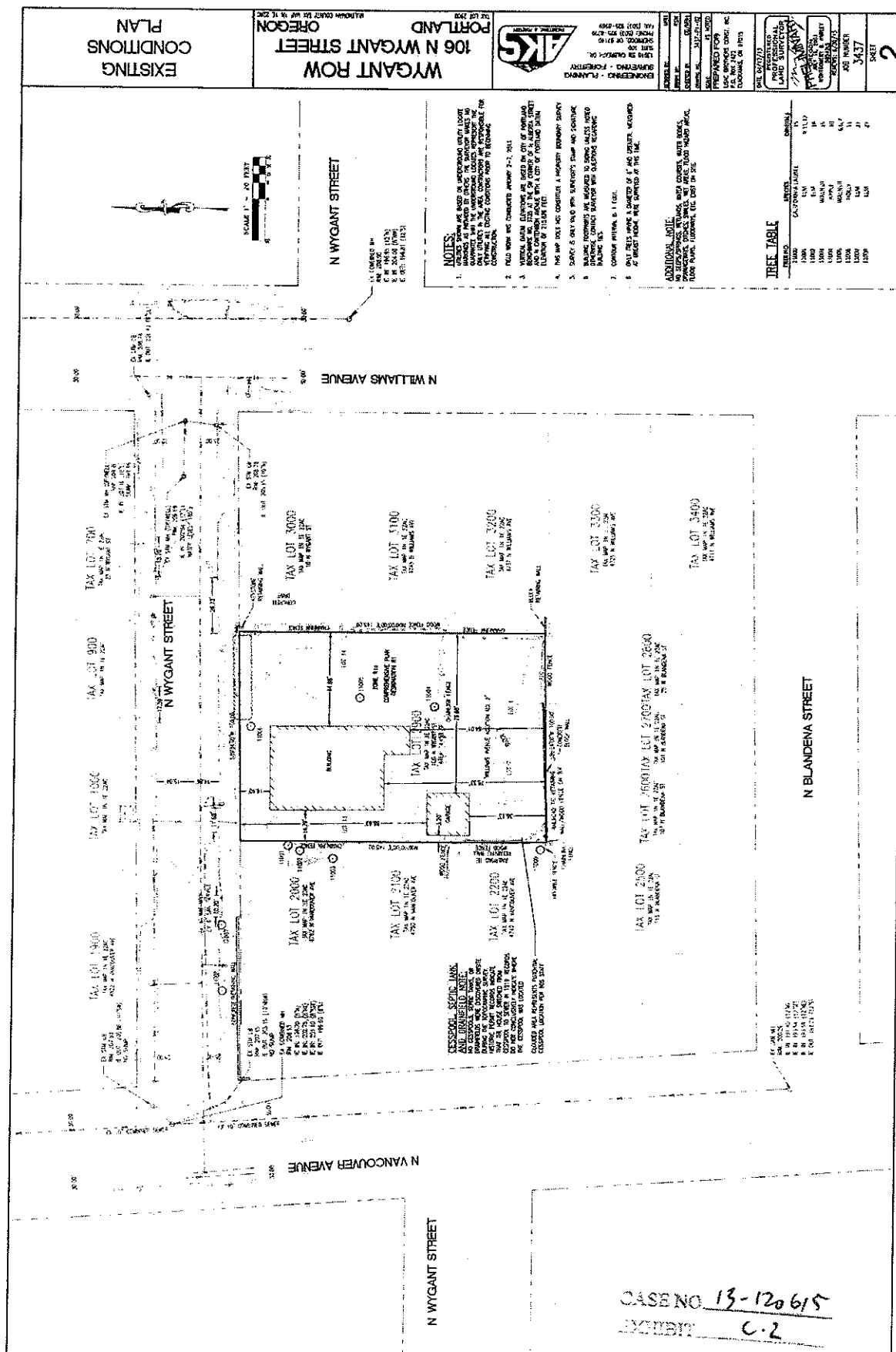
WYGANT ROW
 106 N WYGANT STREET
 PORTLAND, OREGON

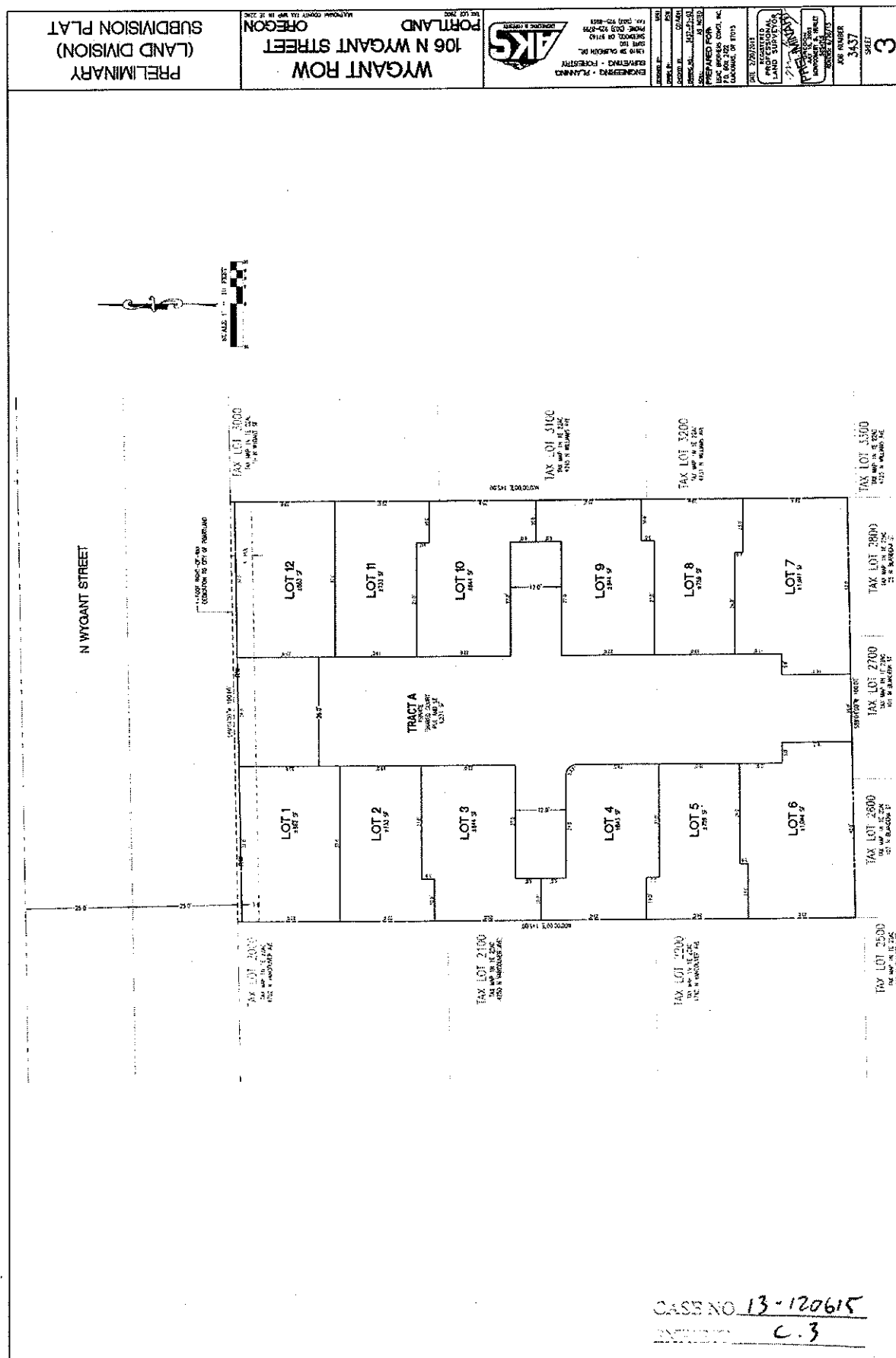
COVER SHEET WITH VICINITY AND SITE MAP

WYGANT ROW
 106 N WYGANT STREET
 PORTLAND, OREGON

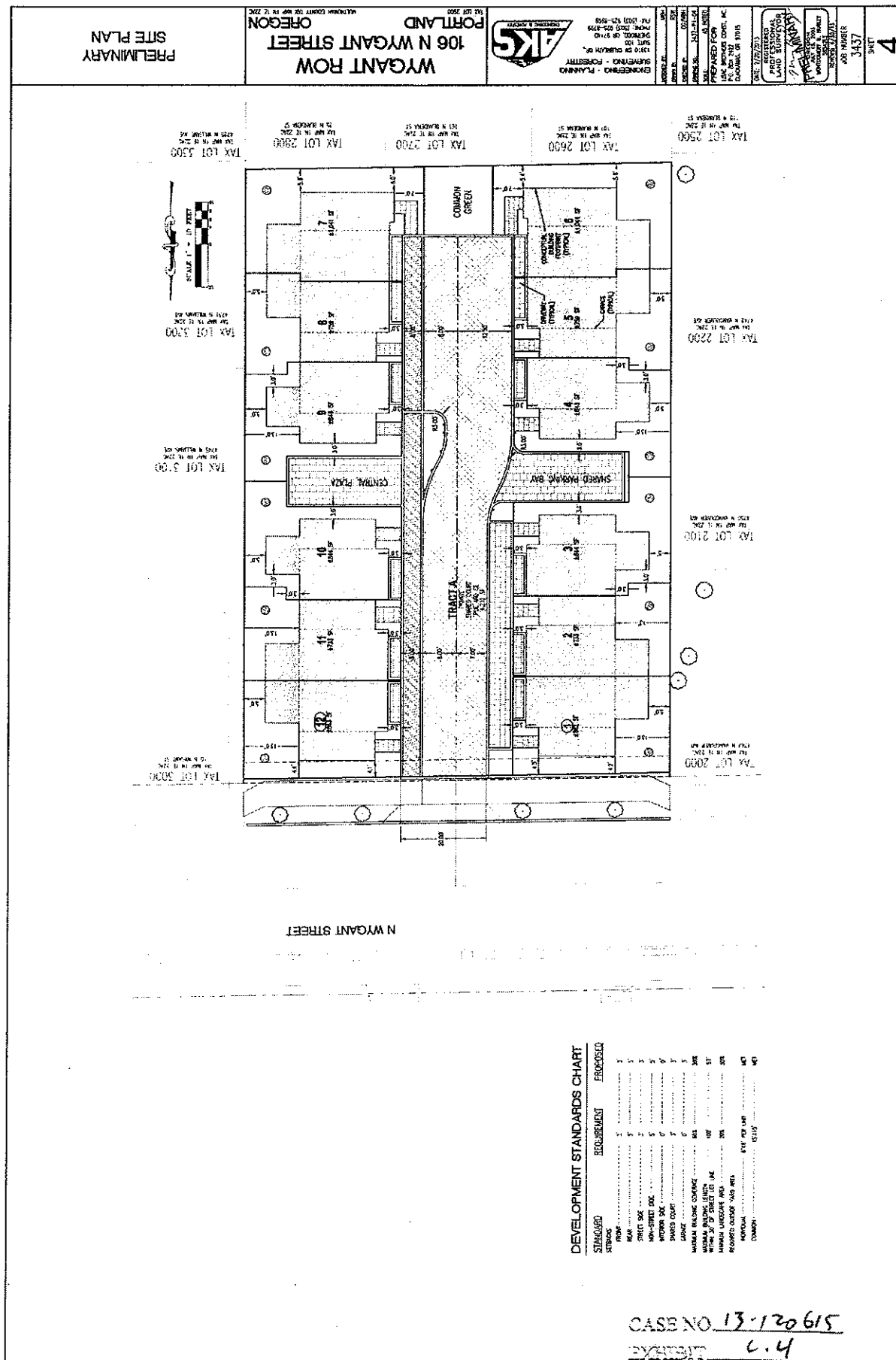
CASE NO. 13-120615
 EXHIBIT C.1

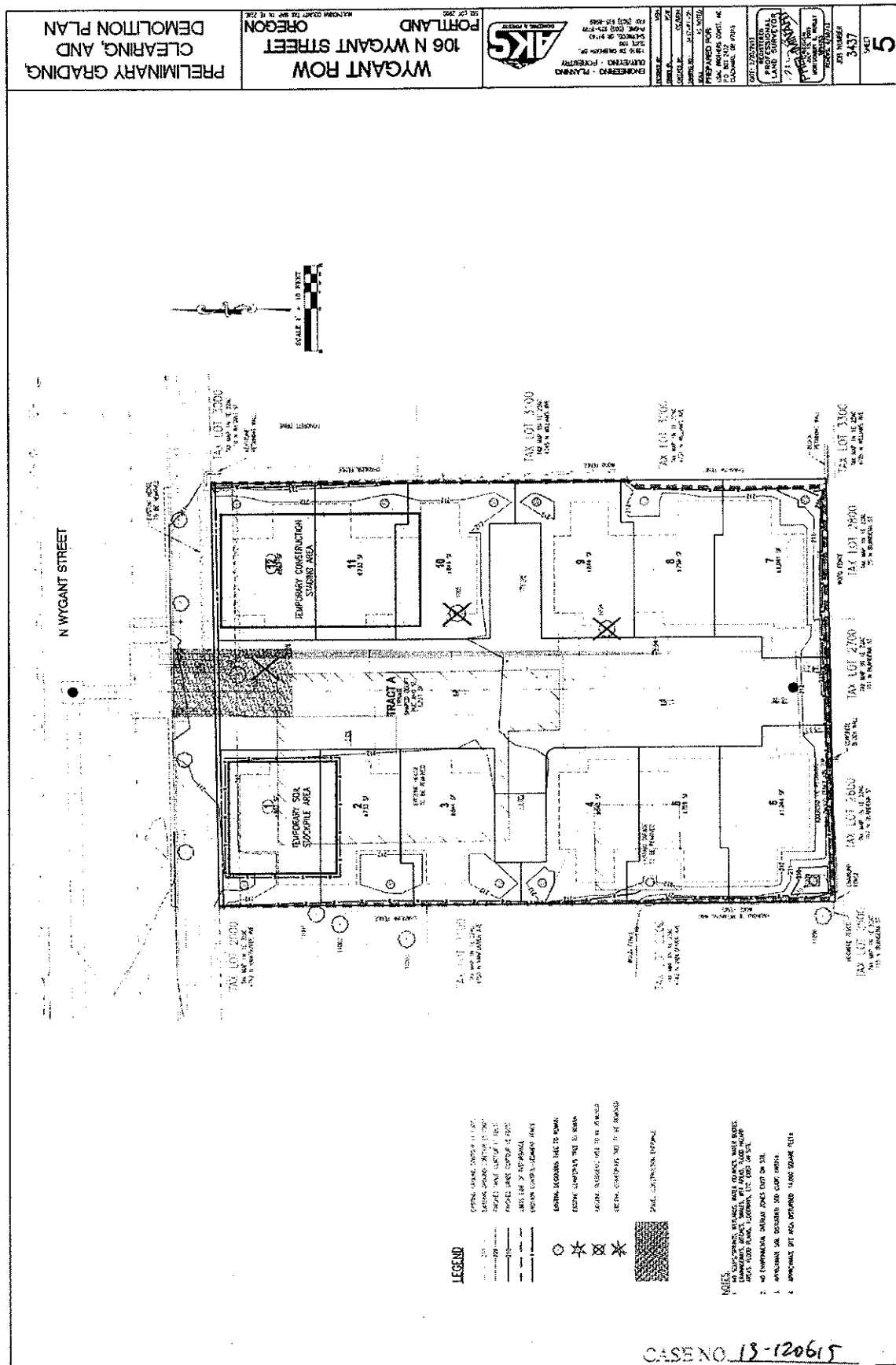
LU 13 120615 LDS



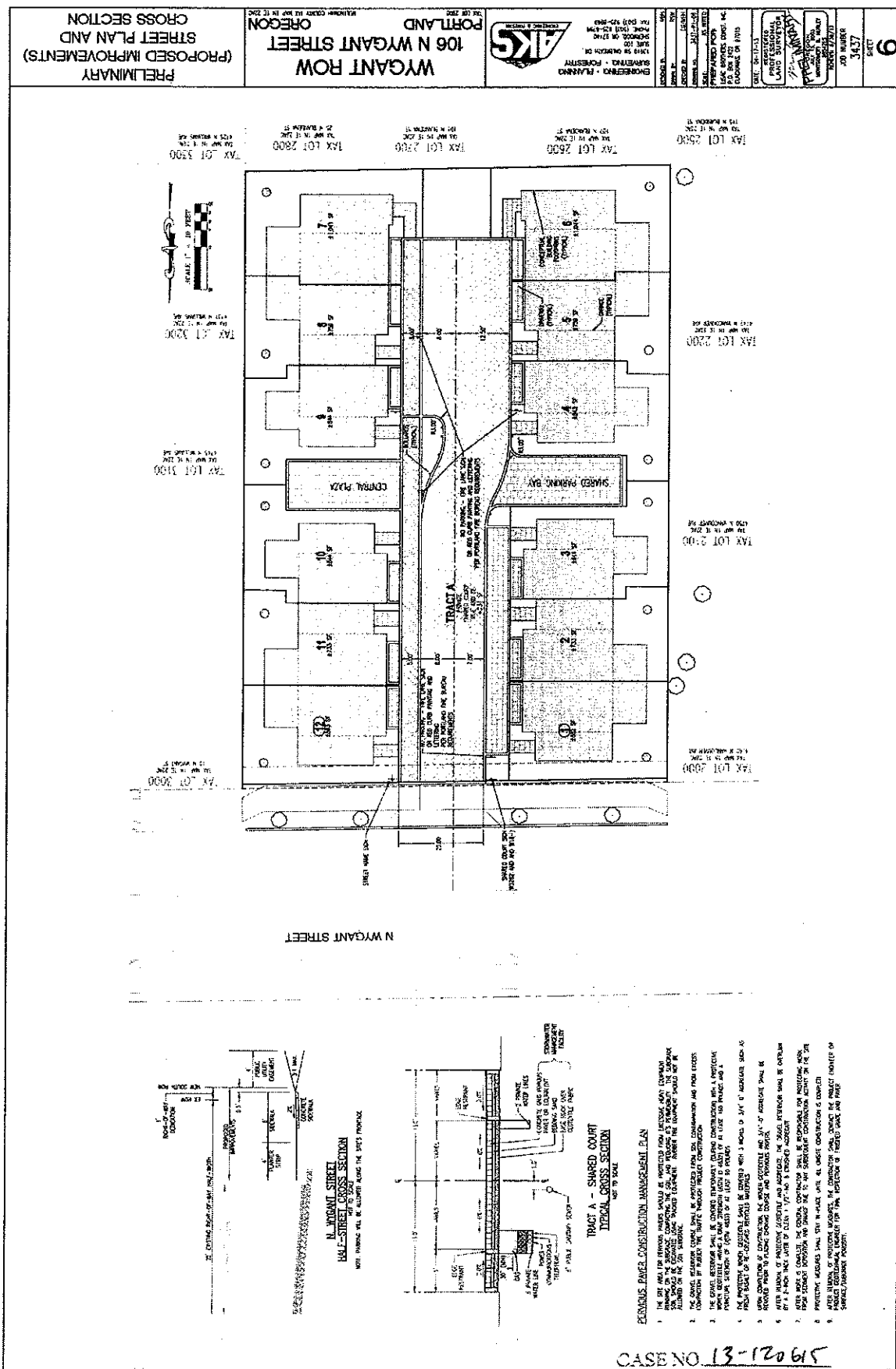


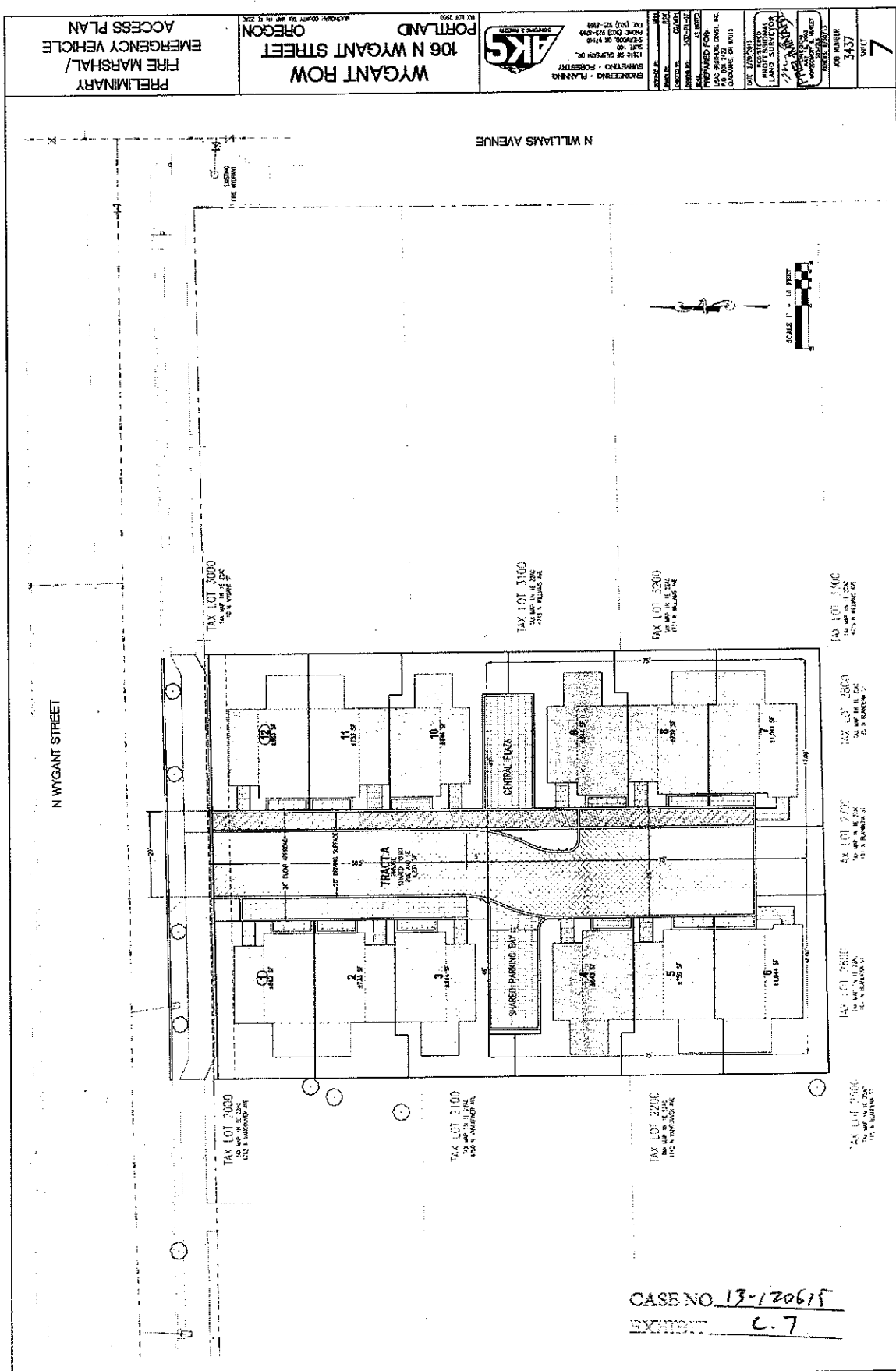
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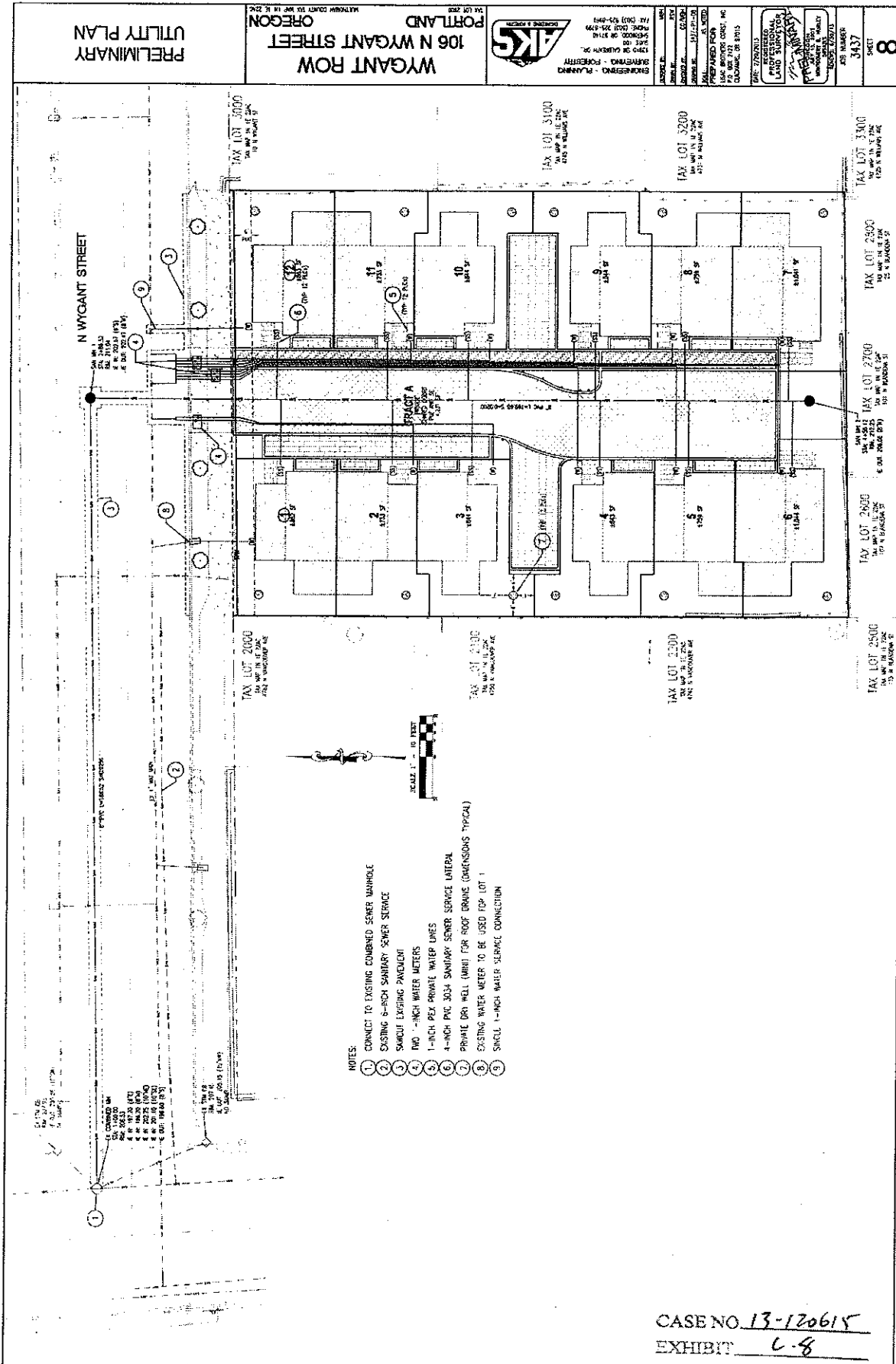


LV13 1206154DS





W 13 120615LDS



CASE NO. 13-120615
 EXHIBIT C-8

LU 13 120615 LDS

