



City of Portland
Bureau of Development Services
Land Use Services Division

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Portland, Oregon 97201
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www.portlandonline.com/bds

Date: May 29, 2008
To: Interested Person
From: Lois Jennings, Land Use Services
503-823-2877

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 08-122317 AD

GENERAL INFORMATION

Applicant: Kelly Lafollette
Makella Development LLC
4817 SE 61st Ave
Portland OR 97206

Owner: Randy Pellegrini
3816 NE 109th Ave
Portland, OR 97220

Site Address: 3131 NE WASCO ST

Legal Description: Except Part in Highway Lot 5, Block 7 of Goodsells Addition
Tax Account No.: R333800950 **State ID No.:** 1N1E36BA 01900
Quarter Section: 2933
Neighborhood: Kerns, contact Michael Whitmore at 503-233-0305.
District Coalition: Southeast Uplift, contact Gary Berger at 503-232-0010.
Zoning: R1 -Medium Density Multifamily (Residential -1 unit per 1,000 s.f. of site area)

Case Type: AD (3 Adjustments)
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal: The applicant plans to construct a single-dwelling residence on a triangular shaped lot and has requested three adjustments to the standards of the Portland Zoning Code. The Zoning Code requires a 6-foot side setback for side building walls that measure 1,001 to 1,300 square feet in area. The side building walls for this new house measure approximately 1,184 square feet in area and the applicant has proposed a 5-foot setback from both the west and east side property lines. The Zoning Code also limits the length of the garage wall facing the street to 50 percent of the length of the total street-facing façade. Plans show 68 percent of the length of the street-facing wall to be devoted to garage area. The total street-facing wall of this new house is 26.83 feet and the garage wall length is 18.25 feet. The Zoning Code requires the garage wall to be flush or behind the longest street-facing wall of the dwelling unit. The longest

street-facing wall of the living area of this new house is the third floor. The third floor is set back behind the deck, approximately 11.5 feet from the front property line.

In summary, the applicant requests the following three adjustments to the Portland Zoning Code: (1) To reduce the east and west side setback from 6 feet to 5 feet, (2) To increase the maximum allowed garage wall area from 50 percent of the street-facing building façade to 68 percent, (3) To allow the garage wall that faces the street to be closer to the street lot line than the longest street facing wall of the dwelling unit (3rd floor).

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. The approval relevant criteria are:

❖ **33.805.040 Adjustment Approval Criteria**

ANALYSIS

Site and Vicinity: This lot was originally a 44.45-foot by 100-foot lot when it was platted in 1928 under Goodsell's Addition. However when the I-84 freeway was constructed a portion of this property was required for public right-of-way and the result was this 1,524 square foot triangular shaped lot. The lot is relatively flat and abuts the I-84 freeway on the west side and a single dwelling residence on the opposite side.

The surrounding area is an established residential neighborhood, with a mixture of home styles. Generally, lot within this neighborhood are 5,000 square feet in area. However, lots adjacent to the freeway have reduced lot areas and different lot dimensions as a result of land given to public right-of-way to construct the I-84 Freeway.

Zoning: The lot is within a Medium Density Multifamily (R1) Zone. The R1 zone allows residential development with a maximum density of one unit per 1,000 square feet of site area. The zone implements the comprehensive plan policies and designations for multi-dwelling housing.

Land Use History: City records indicate that prior land use reviews for this site include the following:

- ❖ LUR 91-00497 HL-Void/Withdrawn land use application
- ❖ 2007-145796 PR-Lot Confirmation Request regarding this site. The City acknowledges this lot as a lot of record, so a Primary Structure (Single Family Residence) may be developed on this triangular lot.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **April 28, 2008**. The City of Portland Service Bureaus and Oregon Department of Transportation have responded with no issues or concerns. The Bureau of Environmental Services, Life Safety Section of BDS and Oregon Department of Transportation included comments and additional information that would be relevant towards the building permit application. Exhibits E.1-E.8 contain additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on April 28, 2008. No written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

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

The proposal is to develop a single-dwelling residence on this triangular shaped lot. For this to happen the applicant requests three adjustments: (1) to reduce both side setbacks from 6 feet to 5 feet. (2) To increase the maximum allowed garage wall length from 50 percent of the street-facing façade to 68 percent. (3) To allow the garage wall that faces the street to be closer to the street lot line than the longest street facing wall of the dwelling unit (3rd floor living area).

Adjustment #1-Side Setback:

The purpose of the building setback regulation (Section 33.120.220) is as follows:

- ❖ *They maintain light, air, separation for fire protection, and access for fire fighting;*
- ❖ *They reflect the general building scale and placement of multi-dwelling development in the city's neighborhoods;*
- ❖ *They promote a reasonable physical relationship between residences;*
- ❖ *They promote options for privacy for neighboring properties;*
- ❖ *They require larger front setbacks than side and rear setbacks to promote open, visually pleasing front yards;*
- ❖ *They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity; and*

Findings: The applicant requests to reduce the east and west side setbacks for this new house from 6 feet to 5 feet. The proposed new house is located on the north side of NE Wasco Street. Northeast Wasco street dead ends into the noise barrier wall for the I-84 freeway. Due to this property being adjacent to I-84 freeway and the sound barrier wall the reduced one-foot setback on the west side has no impact on the physical relationship between residences, light, air, and separation for fire protection.

For the homes to the east of the site, a 5-foot side setback will not result in a considerable difference in the availability of air and light versus a 6-foot setback. The applicant sloped the roof down towards the east side to lessen the height impact and set back the third floor to assist in maintaining light and air to the adjacent residences. There is approximately 10-11 feet of distance between the proposed new house and the existing house to the east, which assists in maintaining light, air and a reasonable physical relationship between residences. Adjacent to the east property line is a driveway for the neighboring house to the east, which also assists in maintaining privacy between residence, maintaining a physical relationship between residences, and maintaining availability of air and light between residences.

The Fire Bureau and the Life Safety Section of BDS raised no concerns regarding the request to reduce the side setback from 6 feet to 5 feet. The 5-foot setback still provides access for fire fighting and adequate separation for fire protection.

The proposed reduced side setback of five feet is consistent with the placement of existing homes in the surrounding neighborhood. The majority of these houses were constructed prior to the R1-Multi-family zoning being placed in this area. The proposed house is located closer to the front property line than the existing homes in this neighborhood, which assists in providing privacy to the adjacent residence to the east. The proposed new house is 16 feet forward of the adjacent house to the east, therefore the windows on the east elevation are less intrusive on the neighboring property since it is off-set from the main living area of the existing house to the east.

The applicant stepped back a portion of the east facade on the east elevation to minimize impacts to the neighbor and provide a visual relief along this facade. On the east building elevation the larger windows are within the first 20 feet and then smaller windows toward the rear.

This existing lot is triangular in shape and is not like most of the existing rectangular lots

within this area, which are 50 feet wide by a 100 feet in depth. Therefore this reduction in side setback by one-foot is providing flexibility to site a new house, which will be compatible in width to other residences within the neighborhood and still allow for architectural diversity.

Based on the findings above, this criterion is met.

Adjustment #2 & 3 Section 33.120.283.E –Length of Street Facing Garage and 33.120.283.F-Street Lot line Setback

Findings: The purpose of the special standards for garages (Section 33.120.283.E & F) is as follows:

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

Adjustment #2: Length of Street-facing Garage

The applicant requests to increase the maximum allowed garage area from 50 percent of the street-facing facade to 68 percent. Due to the shape of the lot being triangular, it creates a design challenge. The architectural design of this house floor plan narrows in width as the triangle tapers to a point. The garage, due to the tapered width really only functions as a one-car garage, which is similar to other garages within the surrounding neighborhood.

The front covered porch extends out to be in alignment with the garage wall, drawing attention to the main entrance of the living area of the residence. With the deck and covered porch extending to be in alignment with the garage wall, the length of street facing façade wall appears to be extended to include these elements as integral part of the new house, creating a visual connection to the main entrance

The deck above the 2nd floor living space and the baywindow on the 2nd floor that extends beyond the garage plane de-emphasizes the garage and provides a physical and visual connection between the living area of the residence and the street. The third floor deck is an outdoor living area above the lower level. This deck extends beyond the garage plane, which draws attention to the location of the living area on the second and third level.

The proposed driveway meets the front yard paving limitation and is comparable in width to existing driveways within the neighborhood, which range approximately from 8-12 feet wide. The proposed garage width is comparable to existing homes within the surrounding neighborhood. Therefore, the proposed garage and the driveway width do not dominate the view from the sidewalk. The garage does not block views of the street, since the windows combined with the decks on the street-facing facade provides views of the street and the neighborhood from within and outside the residence. In addition, windows within the garage door will soften the appearance of the door and breakup the mass of the garage wall when viewed from the street. Windows within the garage door will tie in with the windows on the 2nd and 3rd levels making it seem that all three levels are on the same plane.

With the condition that the garage door will include windows, this criterion is met.

Adjustment #3: Street Lot Line Setback

The applicant requests an adjustment to allow the garage wall to extend 6'10" in front of the longest street-facing wall of the living area of the house, which is the third floor for this new house. The front setback development standard for R1- Multi-family zone only allows a new building to be 25 feet high within the first 10 feet from the front property line. To be in

compliance with this development standard this house was designed to have the third floor setback outside the first 10 feet from the front property line.

The third floor living area opens onto a deck providing an outdoor living area, which extends beyond the plane of the garage wall. The deck on the third floor is in alignment with the 2nd floor baywindow projection. The baywindow on the 2nd floor projects one-foot beyond the garage wall plane, ensuring that the living area is more prominent as seen from street.

The applicant designed the house with a covered porch, which extends the entry out to the plane of the garage wall. The house is designed so the second floor living area is in same plane with the garage wall. From the street the garage appears to be slightly recessed due to the 3rd floor deck extending beyond the garage wall plane and baywindow on the 2nd floor projecting one-foot beyond the garage wall plane. By adding windows within the garage door the garage wall will be softened in appearance from the view from the street and also compliment the existing design elements. The alignment of the garage door with the baywindow on the 2nd floor and windows on the third floor create an integrated design element that creates an overall cohesive street-facing facade.

This criterion is met.

Based on these findings listed above for all three adjustment requests and with the condition the garage door will include windows, this proposal equally meets the intent of standards noted above.

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: Regarding the reduction in setback along the west property line, there is no impact to residences, since this site abuts the I-84 freeway. There are existing single dwelling residences within the surrounding area where the side setback is 5 feet. The applicant sloped the roof down towards the east side to lessen the height impact and set back the third floor to assist in maintaining light and air to the adjacent residences.

A majority of the homes within this residential area have a detached single-car garage to the rear of the lot behind the house. However, due to the triangular shape of this lot and the limited lot area, it would not be feasible to develop both a detached garage and house. There are existing single dwelling residences within the surrounding neighborhood, which have a garage on the lower level and living area above the garage on the street-facing facade. Compared to these residences, where the existing garage is attached to the house, the design of this new house is similar in character with a covered entry to the main entrance and the garage located on the lower level with the living area above the garage. All of these garages, detached or attached, are wide enough to provide vehicle storage for one car. The proposed garage within this new single family residence will function to provide vehicle storage for one car. Also by requiring a condition that the garage door includes windows, the appearance of the garage wall on the lower level will be softened and will provide an appearance, which is similar in character to other garages within the neighborhood.

Therefore, considering the constraint of the triangular shaped lot and small lot area, the overall design of this new proposed single dwelling will not significantly detract from the livability or appearance of the residential area. 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: In this R1-medium density multi-family zone development may range from multi-

family structures, a duplex, townhouse/rowhouse, or a single-family residence. The lots surrounding the site are developed with single family residences. Where most of the lots within this neighborhood are rectangular with lot dimensions of 50 feet by 100 ft, this existing lot is triangular in shape. The cumulative effect of the three adjustments allows a new single family residence to be developed on a triangular shaped lot, which is consistent with the overall purpose of the zone. This criterion is met.

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

Findings: City designated resources are shown on the zoning map by the 's' overlay; historic resources are designated by a large dot. There are no such resources present on the site. Therefore, this criterion is not applicable.

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

Findings: Through the various integrated design elements (covered entry porch, deck, baywindow, slope of roof, extending the covered porch to be in same plane as the garage wall) of this new single dwelling house the applicant has appropriately mitigated for any impacts, which may result from the adjustments. Also by requiring a condition that the garage door includes windows, the appearance of the garage wall on the lower level will be softened in appearance.

Based on this information, this criterion is met.

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

Findings: The site is not within an environmental zone, which is designated on the zoning map by either a "c" or "p" overlay. Therefore, this criterion is not applicable.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The applicant requests three adjustments associated with developing a single-dwelling residence on this small triangular shaped lot. The 5-foot side setback is comparable to placement of other residences within the surrounding area. The roof of the new house is designed to slope towards the east side to lessen the impact to the neighbor to the east. The placement of this new house is more forward on the property, which assists in maintaining privacy to the adjacent property to the east due to the staggered affect. The one-foot setback reduction has no impact along the west property line since this site abuts the I-84 Freeway and the sound barrier. Through the findings listed above it has been determined there is no impact to maintaining light, air, separation for fire protection and privacy, by allowing the reduction in setback from 6 feet to 5 feet.

The covered porch entry extends to be within the same building plane as the garage wall, ensuring the main entrance to the living area of the residence is the focal point when viewed from the street. The appearance of the garage wall on the lower level will be softened by including windows in the garage door, which is similar in character to other garages in the neighborhood. The prominence of the garage is lessened by the overall integration and alignment of design elements (covered porch, baywindow projection, decks, windows, roofline)

shown on the street facing facade.

These design elements provide an overall cohesive street facing façade when viewed from the street, and at the same time provide a physical and visual connection between the living area of the residence and the street. These adjustments provide an opportunity for this small triangular shaped lot to be developed with a single-dwelling residence, which is consistent with overall purpose of the zone. The livability and appearance of this residential area will not be negatively impacted from these three adjustments. All relevant approval criteria have been met.

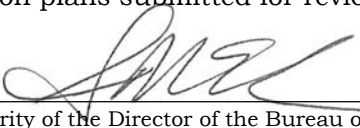
ADMINISTRATIVE DECISION

In order to construct a single dwelling residence, the following three adjustments have been approved:

- ❖ Adjustment to 33.120.220-To reduce the east and west side setback from 6 feet to 5 feet,
- ❖ Adjustment to 33.120.283.E -To increase the maximum allowed garage wall length from 50 percent of the street-facing building façade to 68 percent,
- ❖ Adjustment to 33.120.283.F -To allow the garage wall that faces the street to be closer to the street lot line than the longest street facing wall of the dwelling unit (3rd floor).

The approval for these three adjustment is per the approved site plan, building elevations and floor plans as shown in Exhibits C-1 through C5 signed and dated May 28, 2008 subject to the following conditions.

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.5. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 08-122317 AD. No field changes allowed."
- B. The garage door must include windows within it. At the time of development on the lot the building permit application plans submitted for review must show this requirement being met.

Decision rendered by:  on May 28, 2008

By authority of the Director of the Bureau of Development Services

Decision mailed: May 29, 2008

Staff Planner: Lois Jennings

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 April 15, 2008, and was determined to be complete on April 22, 2008.

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 April 15, 2008.

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.

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 June 11, 2008** at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., 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. Recognized neighborhood associations are not subject to the appeal fee. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. 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 contact the receptionist at 503-823-7967 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 **June 12, 2008**. A building 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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

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
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Building Elevations (attached)
 3. Building Floor Plans
 4. Building Section
 5. Copy of Plumbing Appeal

D. Notification information:

1. Mailing list
2. Mailed notice

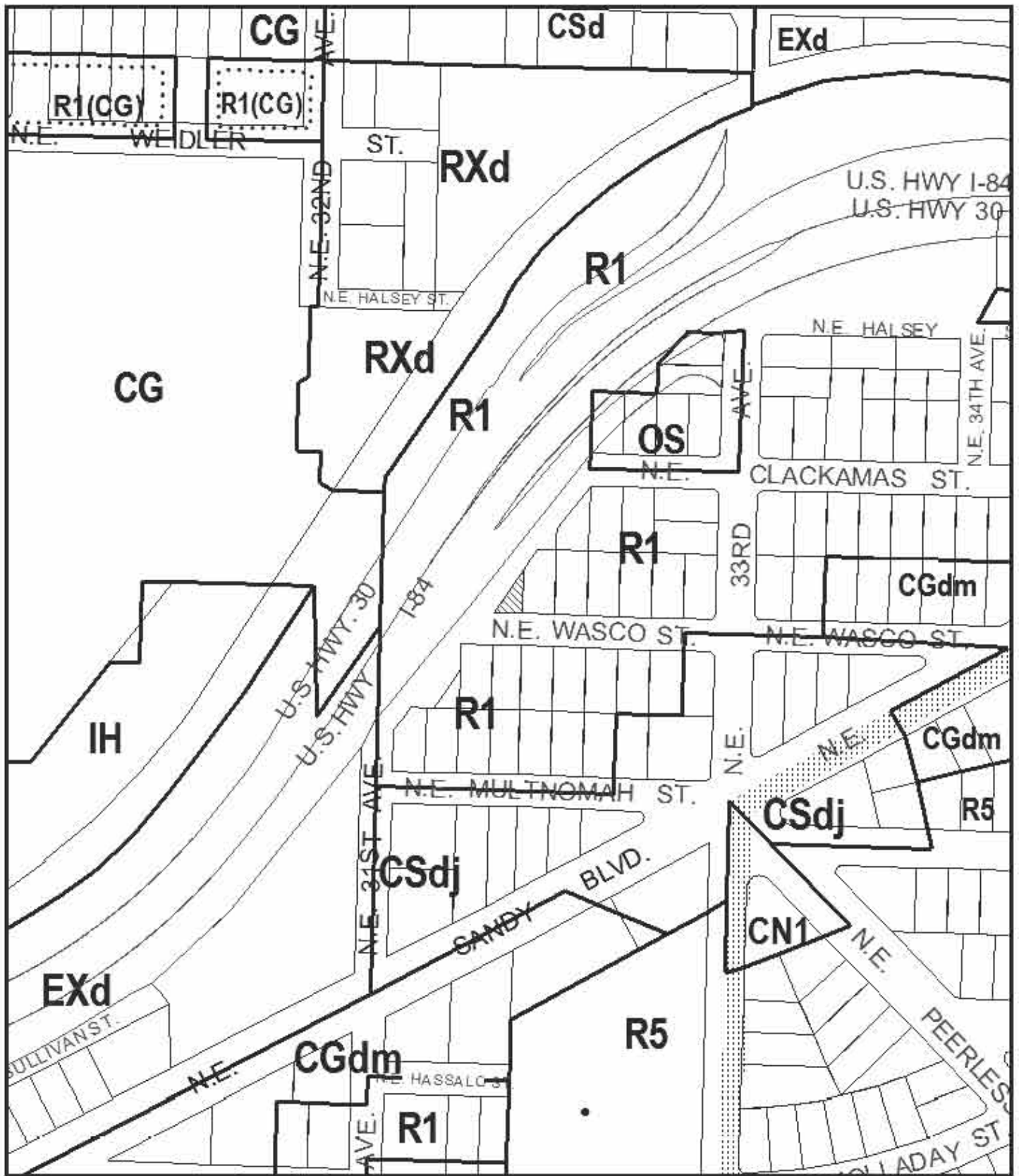
E. Agency Responses:

1. Bureau of Environmental Services
2. Bureau of Transportation Engineering and Development Review
3. Water Bureau
4. Fire Bureau
5. Site Development Review Section of Bureau of Development Services
6. Bureau of Parks, Forestry Division
7. Life Safety Section of Bureau of Development Services
8. Oregon Department of Transportation

F. Other:

1. Original LU Application
2. Site History Research

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868)



ZONING

 Site



File No.	<u>LU 08-122317 AD</u>
1/4 Section	<u>2933</u>
Scale	<u>1 inch = 200 feet</u>
State Id	<u>1N1E36BA 1900</u>
Exhibit	<u>B (Apr 21, 2008)</u>

3105 NE WASCO AVENUE NEW RESIDENCE

PROPERTY

3105 NE WASCO AVENUE
 PORTLAND, OREGON 97113
 PROPERTY ID: R172000
 TAX ROLL: GOODSSELLS ADD. EXC. FT IN HWY LOT 5 BLOCK 7

STRUCTURAL ENGINEER

T.M. RIPPEY CONSULTING ENGINEERS
 1650 SW BEVELAND ROAD
 TIGARD, OREGON 97123
 503.443.3500

OWNER

RANDY FELLEGRINI
 3816 NE 109TH AVENUE
 PORTLAND, OREGON 97120

CODE SUMMARY

PROJECT DESCRIPTION: NEW RESIDENCE

BUILDING CODE: 2005 OREGON RESIDENTIAL SPECIALTY CODE
 CODE JURISDICTION: CITY OF PORTLAND, OREGON

ZONE: R1
 LOT AREA: 1574 SQFT.
 BUILDING AREA: MAIN FLOOR 612 SQFT., 44% OF LOT AREA
 TOTAL IMPERVIOUS: 46%, OR 701 SQFT.

ENERGY CODE COMPLIANCE

BUILDING COMPONENTS PATH1

MAX WINDOW AREA	NO LIMIT
WINDOW CLASS	U = 0.40
EXTERIOR DOORS	U = 0.20
WALL INSULATION	R-21
UNDERFLOOR INSULATION	R-25
FLAT CEILING INSULATION	R-38
VAULTED CEILING INSULATION	R-30
SKYLIGHT CLASS	U = 0.50
SKYLIGHT AREA	< 2%
BASEMENT WALLS	R-15
SLAB FLOOR EDGE INSULATION	R-15
FORCED AIR DUCT INSULATION	R-8

FINISH SCHEDULE			REMARKS
ROOM	FLOOR	WALLS	CEILING
ENTRY	TILE	GAB	GAB
BAT FLOOR BATH	CONC.	GAB	GAB
OFFICE/SHOP	SEALED CONC.	GAB	GAB
GARAGE	SEALED CONC.	GAB	GAB
LIVING RT1	WOOD	GAB	GAB
DINING RT1	WOOD	GAB	GAB
KITCHEN	WOOD	GAB	GAB
STAIRS	WOOD	GAB	GAB
2ND FLR BATH	TILE	GAB	GAB
BEDROOM	CARPET	GAB	GAB
HANTER BED	CARPET	GAB	GAB
3RD FLR BATH	TILE	GAB	GAB
HALL	CARPET	GAB	GAB
TILE BACKGROUND			

Approved

City of Portland - Bureau of Development Services

Planner: *A. Jennings*

Date: *May 29, 2008*

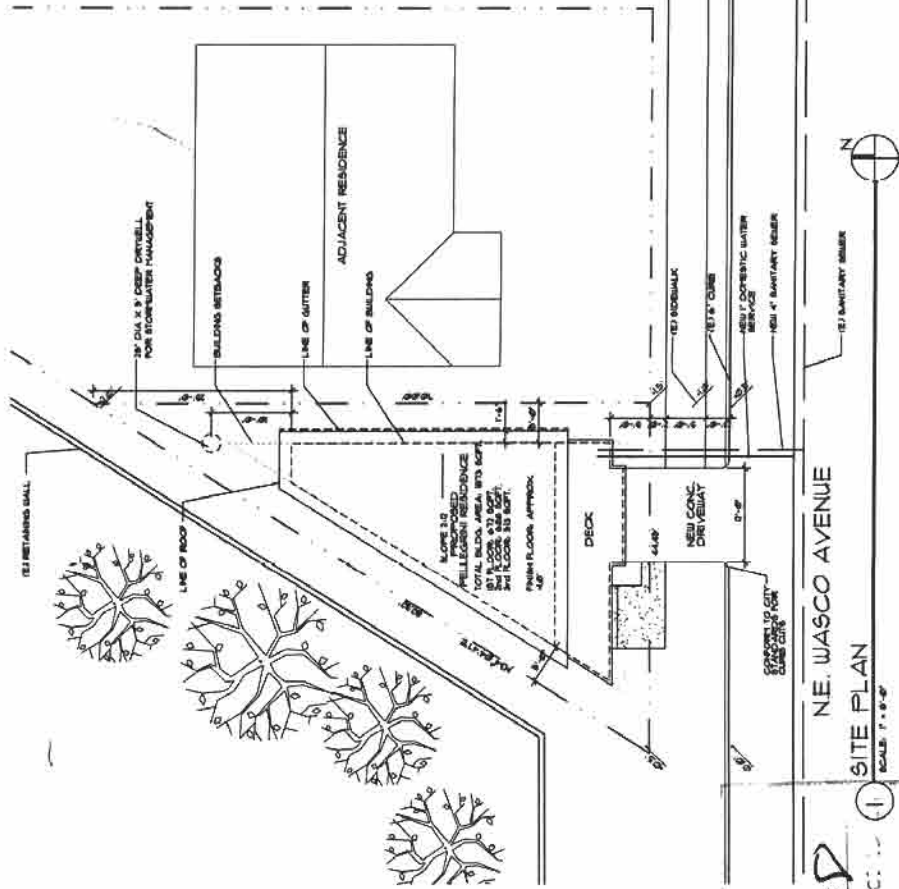
This approval applies only to the reviews requested and is subject to the requirements of approval. Additional zoning requirements may apply.

DRAWING INDEX

- A 10 SITE PLAN and TITLE PAGE
- A 20 FIRST FLOOR PLAN AND SECOND FLOOR PLAN
- A 21 THIRD FLOOR PLAN/WALL TYPES
- A 30 EXTERIOR ELEVATIONS
- A 40 BUILDING SECTIONS/TYP. STAIR DETAILS
- S 11 GENERAL STRUCTURAL NOTES/SCHEDULES
- S 21 FOUNDATION/SECOND FLOOR FRAMING PLANS
- S 22 THIRD FLOOR/ROOF FRAMING PLANS
- S 31 STRUCTURAL DETAILS
- S 32 STRUCTURAL DETAILS
- ATS-1 ANCHOR TIEDOWN SYSTEM DETAILS
- ATS-2 ANCHOR TIEDOWN SYSTEM DETAILS

GENERAL REQUIREMENTS

1. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE STATE OF OREGON CONSTRUCTION SPECIALTY CODES, CURRENT EDITIONS.
2. ALL WORK SHALL CONFORM TO ORDINANCES OR REGULATIONS RELATING TO ENVIRONMENTAL POLLUTION AND PRESERVATION OF NATURAL RESOURCES.
3. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE STATE AND LOCAL SAFETY CODES.
4. PERFORM ALL WORK IN A FIRE-SAFE MANNER AND COMPLY WITH LOCAL AND STATE FIRE PREVENTION REGULATIONS.
5. SEE ATTACHED STRUCTURAL NOTES AND CALCULATIONS FOR SPECIFIC STRUCTURAL REQUIREMENTS.
6. VERIFY ALL DIMENSIONS BEFORE CONSTRUCTION.



SITE PLAN
 SCALE: 1" = 4'-0"

NE WASCO AVENUE

OWNER:
 ROBERT LOWRY
 8416 48TH AVENUE
 PORTLAND, OREGON 97133
 PHONE: 503.864.4252
 FAX: 503.266.6475

CONTRACTOR:
 FRI CONSTRUCTION INC.
 GENERAL CONTRACTOR
 4819 SE 84th AVENUE
 PORTLAND, OREGON 97106
 PHONE: 503.706-5705
 FAX: 503.706-5709

FELLEGRINI RESIDENCE
 3105 NE WASCO AVENUE
 PORTLAND, OREGON 97113

SITE PLAN

DATE: 2/12/08
 REVISIONS:

SCALE: AS SHOWN

A1.0

CASE NO. 08-122317AD

EXHIBIT C.1

122317 AD

DESIGNER:
ROBERT LOWRY
843 NE 68TH AVENUE
PORTLAND, OREGON 97238
PHONE: 503.969.4251
FAX: 503.286.9195

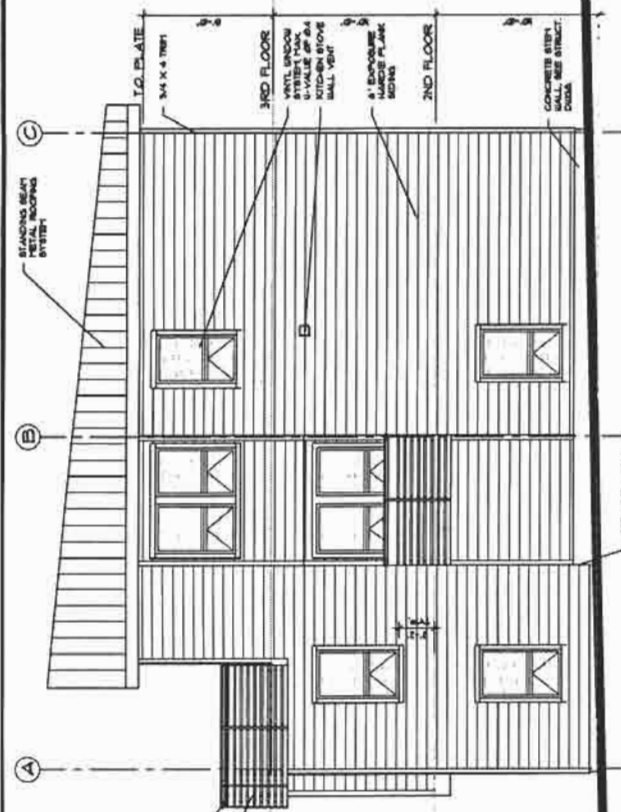
CONTRACTOR:
PHI CONSTRUCTION INC.
GENERAL CONTRACTOR
4811 SE 84th AVENUE
PORTLAND, OREGON 97066
PHONE: 503.786-3799
FAX: 503.786-3795

PELLEGRINI RESIDENCE
3105 NE WASCO AVENUE
PORTLAND, OREGON 97213

EXTERIOR ELEVATIONS
DATE: 2/12/08
REVISIONS:

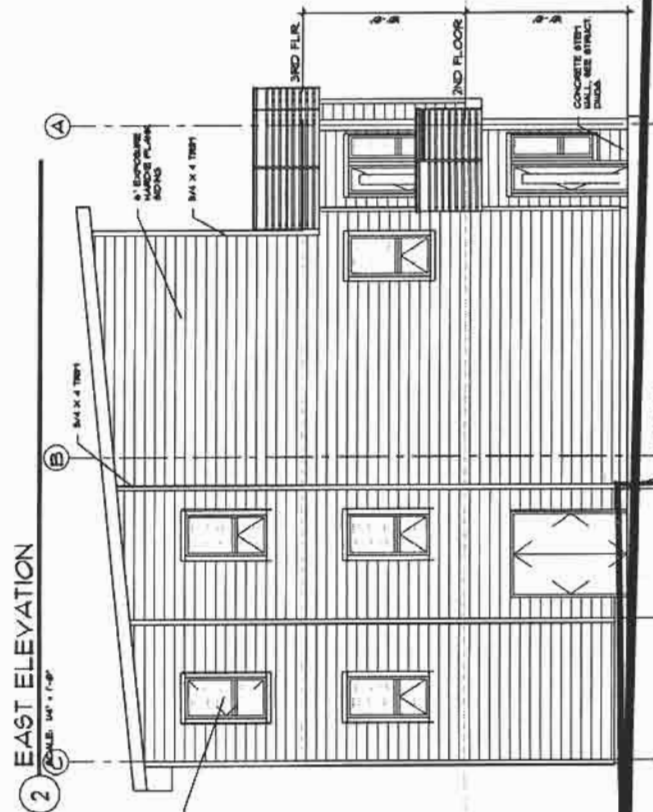
SCALE: AS SHOWN
A3.0

CASE NO. 08-122317AD
C2
EXHIBIT

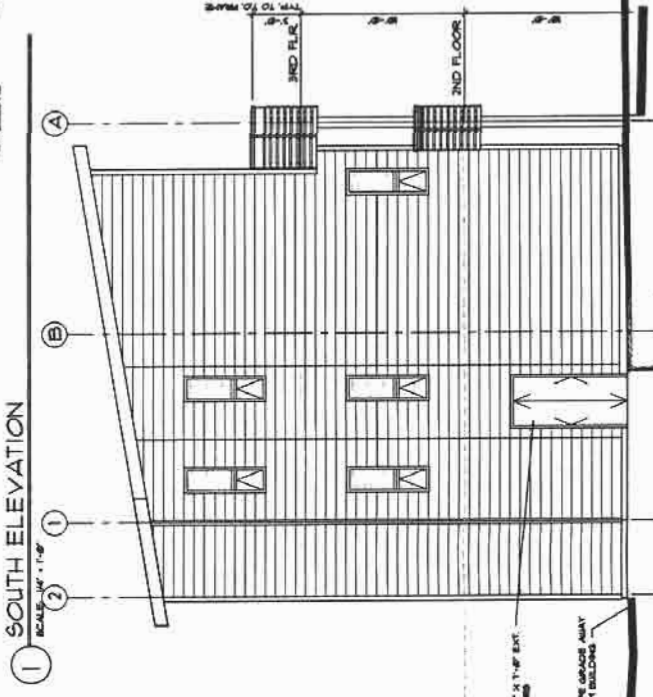


GENERAL NOTES
1. ESCAPE OR RESCUE WINDOW SHALL HAVE A MINIMUM CLEAR OPENING HEIGHT, RESPECTIVELY, NOTION SHALL BEAT SHALL FINISHED FLOOR.

*Windows in
REQUIRED in
GARAGE DOOR*



GENERAL NOTES
1. ESCAPE OR RESCUE WINDOW SHALL HAVE A MINIMUM CLEAR OPENING HEIGHT, RESPECTIVELY, NOTION SHALL BEAT SHALL FINISHED FLOOR.



GENERAL NOTES
1. ESCAPE OR RESCUE WINDOW SHALL HAVE A MINIMUM CLEAR OPENING HEIGHT, RESPECTIVELY, NOTION SHALL BEAT SHALL FINISHED FLOOR.

City of Portland - Bureau of Development Services

Planner Deanna Date May 16, 2008
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Approved*
SCALE: 1/4\"/>