



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

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Date: May 9, 2012
To: Interested Person
From: Sheila Frugoli, Land Use Services
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NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has **denied** a proposal in your neighborhood. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 13-129202 AD

GENERAL INFORMATION

Applicant: Denny Boone, Contractor / Boone Remodel, Inc.
8835 SW Canyon Ln / Portland, OR 97225

Owner: Virginia B Wheeler
2142 SW Laurel St / Portland, OR 97201-2368

Site Address: 2142 SW LAUREL ST

Legal Description: BLOCK 88 LOT 7&8 TL 4800, CARTERS ADD TO P
Tax Account No.: R140406350
State ID No.: 1S1E04CB 04800
Quarter Section: 3227
Neighborhood: Southwest Hills Residential League, Nancy Seton at 503-224-3840.
District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.
Zoning: R10, Single-Dwelling Residential 10,000
Case Type: AD, Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal: In order to construct a new 3-car detached garage, the applicant is requesting an Adjustment to reduce the required 10 foot side and rear setback to allow the garage to be located within 5 feet of both the south (rear) and east (side) property lines. And, a 1-foot deep roof eave will extend within 4 feet of the south and east property lines, respectively. There will be no door and window openings on the south and east building walls.

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

ANALYSIS

Site and Vicinity: The subject site is a 10,000 square foot steeply sloped residential lot that is developed with a three-story single-dwelling residence. The home is set back at least 30 feet from the front lot line. An asphalt paved winding driveway extends up to a paved parking pad located in the southeast corner of the lot. The home sits on the flattest portion of the lot, approximately 15 feet above the street grade. The driveway winds up from the street through a terraced retaining walls. The home is set back approximately 7.5 feet from the west property line and 15 feet from the south property line.

The surrounding area is developed predominantly with large stately homes. Most of the homes in the immediate vicinity were constructed in the early 1900s, which pre-dated existing zoning regulations. Setbacks from lot lines, particularly side lot lines are varied, with many side setbacks being less than the minimum required 10 feet. Most of the nearby residential lots have accessory garages—detached or attached.

Zoning: The site and surrounding properties are located in an R10, Single-Dwelling Residential 10,000 zone. The use regulations of the Single-Dwelling zones are intended to create, maintain and promote single-dwelling neighborhoods. The development standards work together to preserve the character of neighborhoods, and promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. The development standards are generally written for houses on flat, regularly shaped lots.

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

Summary of Applicant's Statement: The applicant explains the proposed 3-bay garage is essential to the property and is in keeping with the tradition of the 100 year old home. Existing foliage will surround the garage. The new garage will compliment the existing homes building scale and relate favorably to surrounding neighbors homes. The applicant notes there is room to build a 3-car garage without the Adjustment. "The reduced setback is requested because it will be the highest and best use of the property". Lastly, the applicant notes that many 10-foot setbacks adjustments have been granted in the "grid area".

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **April 5, 2013**. The following Bureaus have responded with no issues or concerns:

- Bureau of Transportation Engineering (Exhibit E.5)
- Water Bureau (Exhibit E.2)
- Fire Bureau (Exhibit E.5)
- Life Safety Section of BDS (Exhibit E.4)
- Site Development Section of BDS (Exhibit E.3)
- Bureau of Parks-Forestry Division (Exhibit E.5)

The **Bureau of Environmental Services** responded with the following key comments:

BES has no objection to the requested side and rear setback adjustments but notes that the nonconforming sewer may have implications on construction of the garage. Note that the proposed development will be subject to BES standards and requirements during the permit review process. The following comments have been included as a courtesy to the applicant.

A. SANITARY SERVICE

1. Existing Sanitary Infrastructure:

- a. There is a 10-inch VSP public combination sewer located in SW 21st that serves the sanitary disposal needs of this site (BES project #0095).
- b. There is no sewer directly accessible by the project site.
- c. According to City of Portland plumbing records from 1955 and 1959 the sewer from the house appears to extend out to the SE Laurel ROW before heading east to the publically

maintained sewer in SW 21st. The 1959 record shows the private sewer running east between the curb and the sidewalk. Plumbing records can be reviewed [here](#).

- 1) The existing sewer appears to be a nonconforming sewer since part of the privately maintained system is within the right-of-way. The sewer might be shared with the property at 2124 SW Laurel. For more information and how to establish a conforming connection contact the [BES Nonconforming Sewer Program](#) at 503-823-7869.
- 2) The nonconforming sewer may have implications regarding development of the future garage since new plumbing work may trigger the requirements for a standard connection. See stormwater comments below.

B. STORMWATER MANAGEMENT

1. *Existing Stormwater Infrastructure:*
 - a. There is no public storm-only sewer available to this property.
2. *General Stormwater Management Requirements:* All development and redevelopment proposals are subject to the requirements of the City of Portland Stormwater Management Manual (SWMM). The SWMM is periodically updated; projects must comply with the version that is adopted when permit applications are submitted. The 2008 SWMM may be found at www.portlandonline.com/bes/2008SWMM.
3. Development projects are evaluated using the criteria described in [Section 1.3](#) of the SWMM. The Stormwater Hierarchy guides the applicant in determining where stormwater runoff should be conveyed (i.e. infiltrated on-site or discharged off-site). The highest technically feasible category must be used.
4. *On-Site Stormwater Management Comments:* BES reviews stormwater management facilities on private property for the feasibility of infiltration, pollution reduction, flow control, and off-site discharges. The Site Development Section of BDS determines if stormwater infiltration on private property is feasible when slopes on or near the site present landside or erosion related concerns, or where proximity to buildings might cause structural problems.
 - a. The applicant has not provided any information regarding the potential for on-site infiltration. It is unclear if infiltration is feasible or if off-site discharge will be necessary.
 - b. The provided site plan indicates 3 potential areas for a storm disposal soakage trench. The provided locations appear to have conflicts draining toward the house, within setbacks to the subject and neighboring houses (10 feet to foundations), and / or conflicts with tree roots.
 - c. **If on-site infiltration is not feasible the applicant would be required to discharge stormwater off-site. Off-site discharge would likely entail establishing a conforming connection to the combination sewer.**
 - d. BES requires at minimum, that the applicant submit a completed Simplified Approach Form (Form 1 from [Appendix D.3](#) of the SWMM) and preliminary utility plan showing adequately sized stormwater management facilities and setbacks that meet SWMM requirements (SWMM exhibit 2-1) at time of building permit. In order to verify whether on-site infiltration is feasible, the results of Simplified Approach infiltration test(s) on the subject site per [Appendix F.2](#) must be included. Infiltration test pits must be as close as possible to proposed infiltration facilities, and tests must be performed at the depth of the proposed facilities. Indicate on a submitted plan the approximate location of the test pit(s).
 - e. **Since soils in southwest Portland typically do not infiltrate well, BES strongly urges the applicant to provide a Presumptive Approach Stormwater Report that includes Presumptive Approach infiltration testing and stormwater facility calculations.** Presumptive testing and calculations would need to be provided by a professional engineer (PE), certified engineering geologist (CEG), or registered geologist (RG) in accordance with [Appendix F.2](#). BES may require a Presumptive Approach test and report at time of building permit.

- f. The Oregon Department of Environmental Quality (DEQ) regulates underground injection control (UIC) facilities to protect groundwater. Drywells and soakage trenches are examples of UICs. It is the applicant's responsibility to register all on-site UICs with DEQ, as appropriate. To learn more visit [DEQ's website](#) or contact the DEQ UIC Program at 503-229-5945. The [SWMM](#) also includes general UIC information.

C. SITE CONSIDERATIONS

The following information relates to specific site conditions or features that may impact the proposed project.

1. *Mature Trees:* The site contains mature trees which are beneficial because they intercept at least 30% of precipitation that falls on the canopy, filter stormwater, help prevent erosion, and provide shade which cools the air and stormwater runoff. It is difficult to mitigate for the removal of mature trees as it can take decades for new trees to provide equivalent benefits. BES recommends that future development at this site include measures to preserve as many of the site's existing trees as possible. Financial incentives for existing trees taller than 15 feet on private property may be available for ratepayers who register with [Clean River Rewards](#), the City's stormwater discount program. Call 503-823-1371 for more information.
2. *Slope Information:* This site is steeply sloped; therefore, BES recommends that slope stability be carefully considered in all aspects of site development. This may include strategies such as replanting disturbed areas with native plants to help stabilize soils and minimize erosion, and placing stormwater facilities in areas that will protect slope stability.
3. *Soil Information:* Generally, Cascade silt loam soils predominate in this area. Cascade soils have a surface layer and subsoil of silt loam and a substratum of silt loam fragipan that can restrict water flow. The depth of the fragipan layer varies from 2-4 feet, or more. This type of soil is moderately- to poorly-drained and can become saturated during the rainy season, resulting in surface runoff, erosion, and landslides. (Exhibit E.1)

Neighborhood Review: A "Notice of Proposal in Your Neighborhood" was mailed on April 5, 2013. A total of four written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal. One of the letters was sent after the close of the comment period and therefore is not addressed in this decision. The concerns raised by nearby neighbors are summarized below.

- The 3-car garage seems inappropriate, in size and scale, on this street of older homes.
- Question the need for a 3-car, 37-foot wide garage, placed within the setbacks.
- The garage will have a large blank wall rising 16 feet, not counting the cupola, facing the adjacent property's fence and garden. The large wall will be unattractive and will affect air circulation.
- The proposed garage is more in keeping with a larger suburban lot.
- Do not know of other 3-car garage in SW Hill's grid area.
- The eave will extend within 4 feet of property line, almost touching eastern abutting home.
- The garage will block light entering eastern abutting home and back patio.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

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

33.805.040 Approval Criteria

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

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

Findings: Setback: The purpose for setbacks is found in Zoning Code Section 33.110.220 A, which states:

The setback regulations for buildings and garage entrances serve several purposes:

- *They maintain light, air, separation for fire protection, and access for fire fighting;*
- *They reflect the general building scale and placement of houses 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*
- *They provide room for a car to park in front of a garage door without overhanging the street or sidewalk, and they enhance driver visibility when backing onto the street.*

This proposal is to construct an 814 square foot, 3-bay, single-story garage to be within 5 feet of the east side (east) and rear (south) property lines instead of the required 10 feet. Also requested is a reduction in the setback, from 8 feet to 4 foot, for the 1-foot eave that will project from the roof.

The applicant explains that the garage is proposed in this location because it will be the highest and best use of her property and contends that the five foot setbacks will maintain access to light, air and fire separation/protection. Property owners of two abutting lots raised concern about a reduction in light, air and the compatibility and physical relationship between the proposed garage and the adjacent development (Exhibits F.2 & F.3). Neither the BDS Life Safety (Building Code) Plan Review Section nor the Fire Bureau raised concerns regarding fire protection (separation) and access.

Many of the residences within the neighborhood were built prior to zoning regulations that established setback standards. Even though SW Laurel and other nearby streets were platted on a grid-like pattern, many of the homes are located relatively close to property lines. The home on the subject site is located approximately 7 feet (according to the applicant's site plan) from the west property line. The home on the eastern abutting lot is located approximately 2 feet from the shared property line. There are attached and detached garages that are located within the required setbacks as well. On the block of the subject property there is a cluster of garages that are built up to or close to the property line. The garages are located near each other and are of similar size—one and two bay and of similar height.

The proposed 814 square foot, 3-bay garage is 37 feet wide. The proposed structure is wider than the home (excluding the covered porch area). The south wall of the garage will present to the abutting properties a 333 square foot continuous blank (solid) wall and a relatively large roof line. The roof line will provide for a deep lofted ceiling area and or future upper level storage or useable space. The two small north facing dormers

provide natural light into the upper portion of the structure. The application explains that in the “west hills neighborhood families with teenage children have multiple cars and need places to park their vehicles. It is felt that a three bay garage is essential to compliment this property”. The property currently has ample parking to accommodate multiple vehicles. There is a large, approximately 1,800 square foot paved area available for on site parking. Locating a relatively large detached structure within the required 10 foot setbacks is not compatible with the surrounding development. Furthermore, this large paved area could accommodate a 3-bay garage and still comply with the required 10 foot setbacks.

A setback reduction from 10 to 5 feet could be found to meet this approval criterion—consistent with the development character if the garage is reduced in size and scale. A smaller 22’ by 24’ garage with a roof pitch of 5/12 or lower could be found to be consistent in scale and character with the surrounding development. Staff explained this to the applicant and suggested the applicant revise the proposal. Because the proposal was not revised, BDS finds this criterion is not met and therefore, the request must be denied.

- 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: All three letters received from neighbors raised concerns about the scale of the garage. One of the neighbors considers the proposal an “esthetic eyesore”. The submitted exterior elevations illustrate elements of a quality design-- deep eaves, wide trim, shingle siding and ornate carriage-style garage doors are shown. The proposed garage evokes thoughts of a Colonial or Country-style carriage building with carriage-like doors, a cupola and weathervane. The design does not conflict with the grand 1906 home with wrap-around porch. However, even with such a quality design, staff agrees with the neighbors that a 333 foot south-facing blank wall detracts from the appearance of a residential area. The structure will detract from the livability of the neighbors to the south. Further, because the home on the eastern abutting lot is relatively close to the common property line, the 13 foot tall (measured to the mid-point of the primary roof) structure with approximate 200 square foot solid blank wall will create livability impacts to neighbors at 2124 SW Laurel, as well.

It should be noted that in single-dwelling residential zones, the Portland Zoning Code allows residential structures, including detached accessory structures to be as tall as 30 feet. Further, in all the single-dwelling zones, except the R10 zone, the minimum side and rear setback is 5 feet. However, detached garages are allowed to be built with a zero setback to the side and rear property lines. This allowance applies only to garages that are no larger than 24’ by 24’ and the garage height is limited to 15 feet. Given that the proposed garage is 13 feet wider than allowed in other single-dwelling residential zones and the deeper setbacks apply to R10 zoned sites, BDS cannot find that the setback reduction of 5 feet is approvable. This criterion is not met.

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

Findings: This proposal requires only one Adjustment. Therefore, this criterion does not apply.

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

Findings: There are no city-designated scenic or historical resources present on the site itself. A home with historic landmark status is located near the site at 2040 SW Laurel. The proposed adjustments, if approved, would not adversely impact that historic residence in any way. Therefore, this criterion is met.

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

Findings: Apart from revising the proposal to reduce the size of the garage, there are no mitigation actions/improvements that could be implemented to adequately address the impacts. This criterion is not met.

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

Findings: The site is not within an environmental zone. 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

As reflected in the findings, this proposal does not satisfy the approval criteria. The scale of the proposed detached garage will create significant impacts that cannot be mitigated. Therefore, this proposal must be denied.

ADMINISTRATIVE DECISION

Denial of a side and rear building setback Adjustment (Zoning Code Section 33.110.250.C.4.b/Table 110-3), from 10 to 5 feet, for a proposed 814 square foot, 3-bay, detached garage (Exhibits C.1-C.3).

Staff Planner: Sheila Frugoli

Decision rendered by:  **on May 6, 2013**

By authority of the Director of the Bureau of Development Services

Decision mailed: May 9, 2013

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 March 19, 2013, and was determined to be complete on April 3, 2013.

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 March 19, 2013.

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 May 23, 2013** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

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

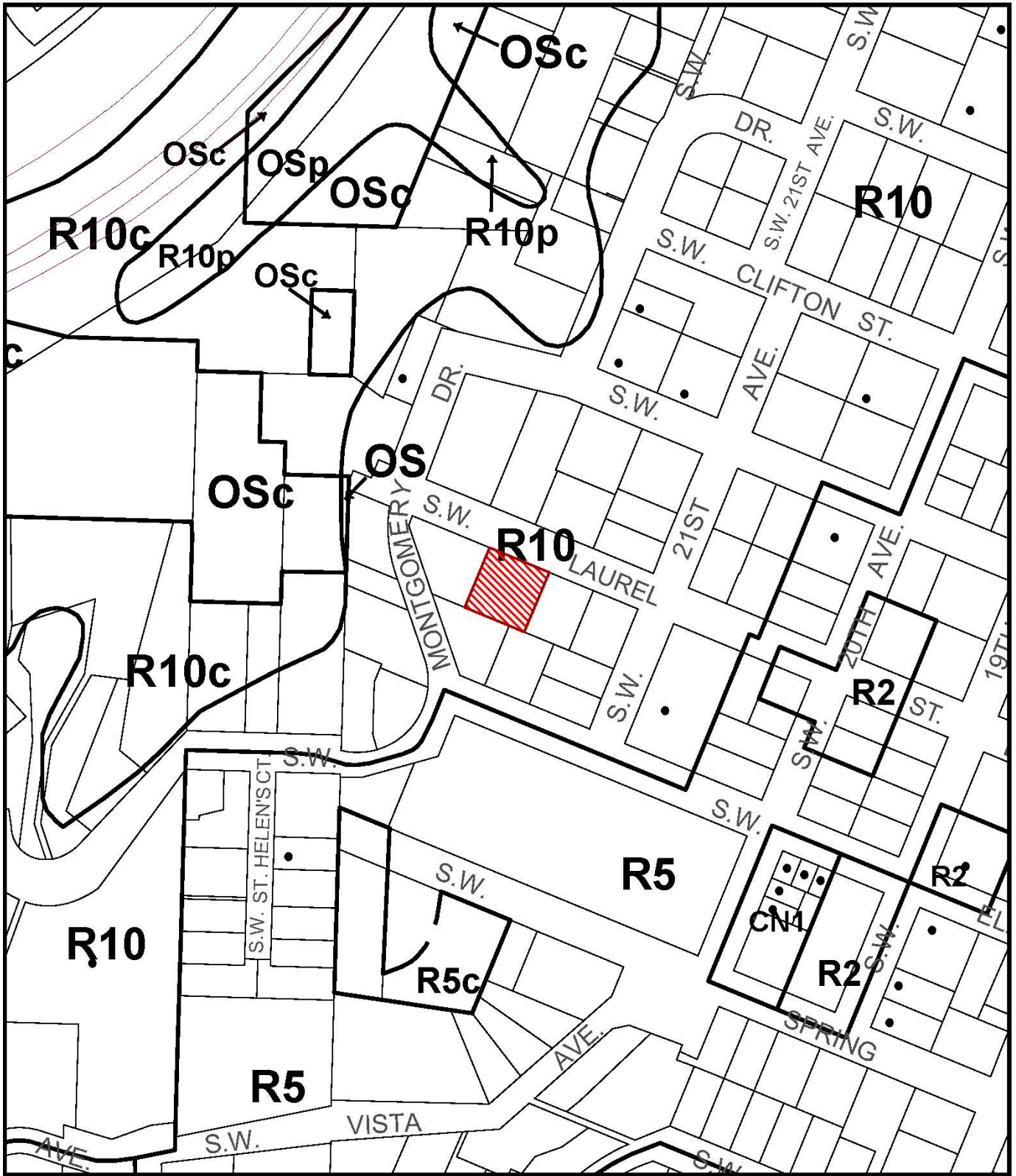
Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

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

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Response to Approval Criteria
 - 2. Hand-Delivered Letter from Virginia Wheeler, Rebuttal Response to 3 Neighbor's Letters, submitted April 29, 2013. *Note: The letter refers to photos of nearby 3-car garages. The photos were not given to staff.*
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. North/West Elevations (attached)
 - 3. South/East Elevations (attached)
 - 4. Garage Floor Plan
 - 5. Artist Rendering of Home and Garage
 - 6. Photos of Home, Paved Parking Area and Eastern Abutting Garage
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Water Bureau
 - 3. Site Development Review Section of BDS
 - 4. Life Safety Plan Review Section of BDS
 - 5. TRACS print-out showing "no concerns" from: Bureau of Transportation Engineering and Development Review, Fire Bureau and Bureau of Parks, Forestry Division
- F. Correspondence:
 - 1. Gwyneth Gamble Booth, received April 15, 2013, letter of opposition
 - 2. Robert and Pamela Howard, received April 17, 2013, letter of opposition
 - 3. Kathryn Littlefield, received April 18, 2013, letter of opposition
 - 4. Annette and Thomas Hill, received April 30, 2013 E-mail sent after close of comment period.
- G. Other:
 - 1. Original LU Application
 - 2. Incomplete Application Letter from Staff to Application, March 25, 2013

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



ZONING



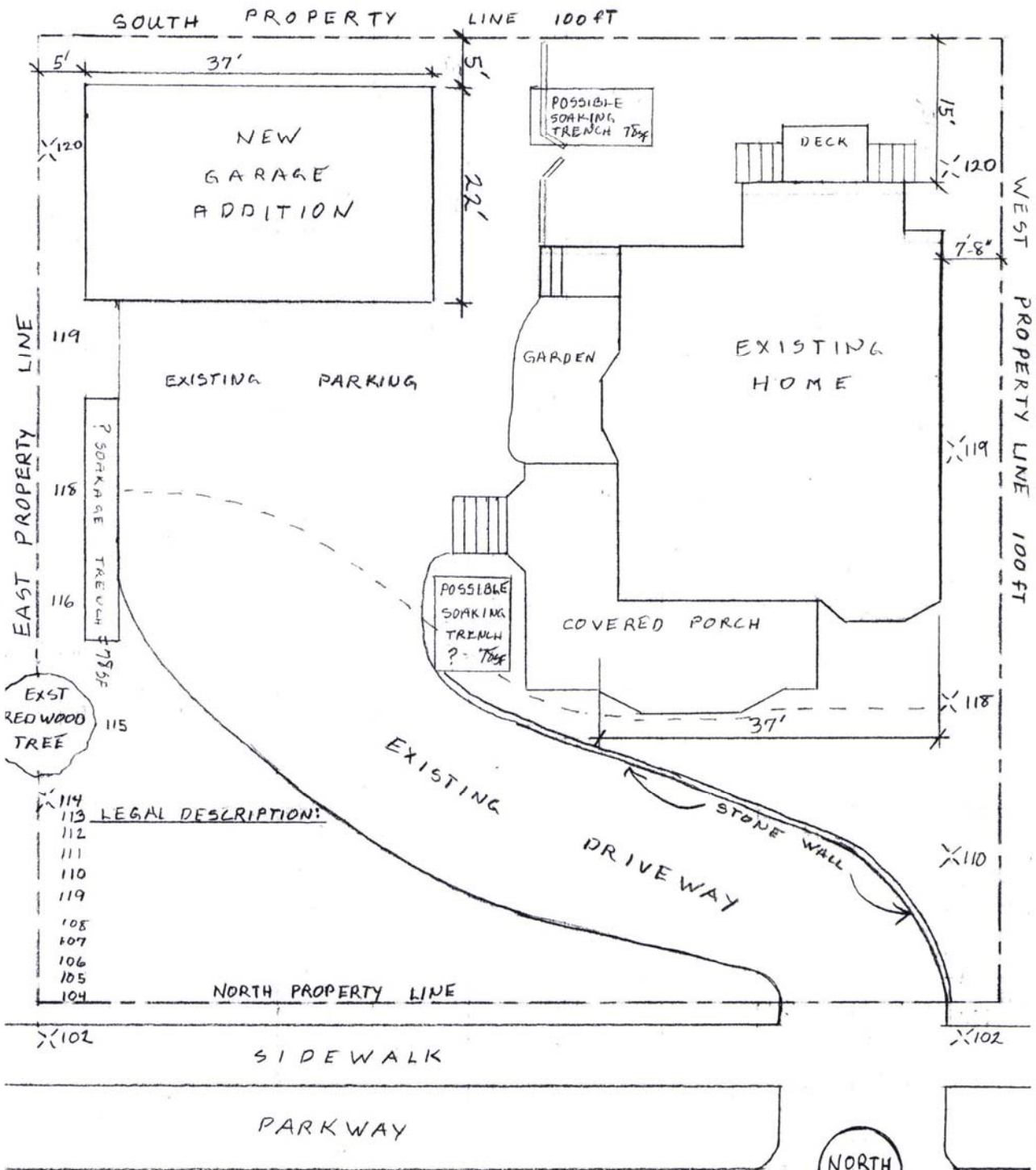
Site



Historic Landmark



File No.	<u>LU 13-129202 AD</u>
1/4 Section	<u>3227</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1S1E04CB 4800</u>
Exhibit	<u>B (Mar 20, 2013)</u>



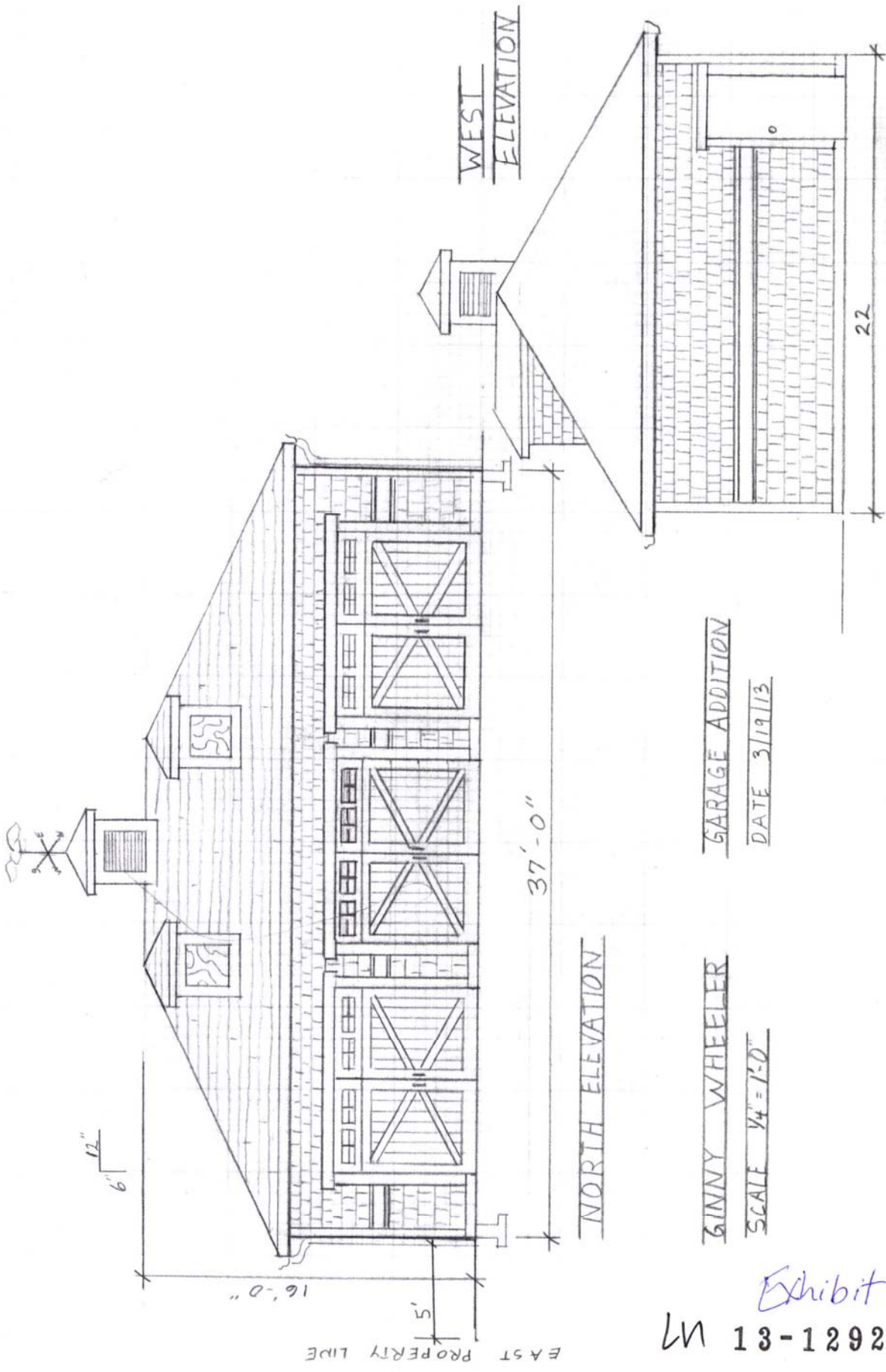
LEGAL DESCRIPTION:
 114
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SW LAUREL STREET



SITE PLAN
SCALE 1" = 10'-0"
 OWNER: GINNY WHEELER
 2142 SW LAUREL
 PORTLAND OR 97225
 DATE: 3/19/13

Exhibit C.1
 LN 13-129202 AD



EAST PROPERTY LINE

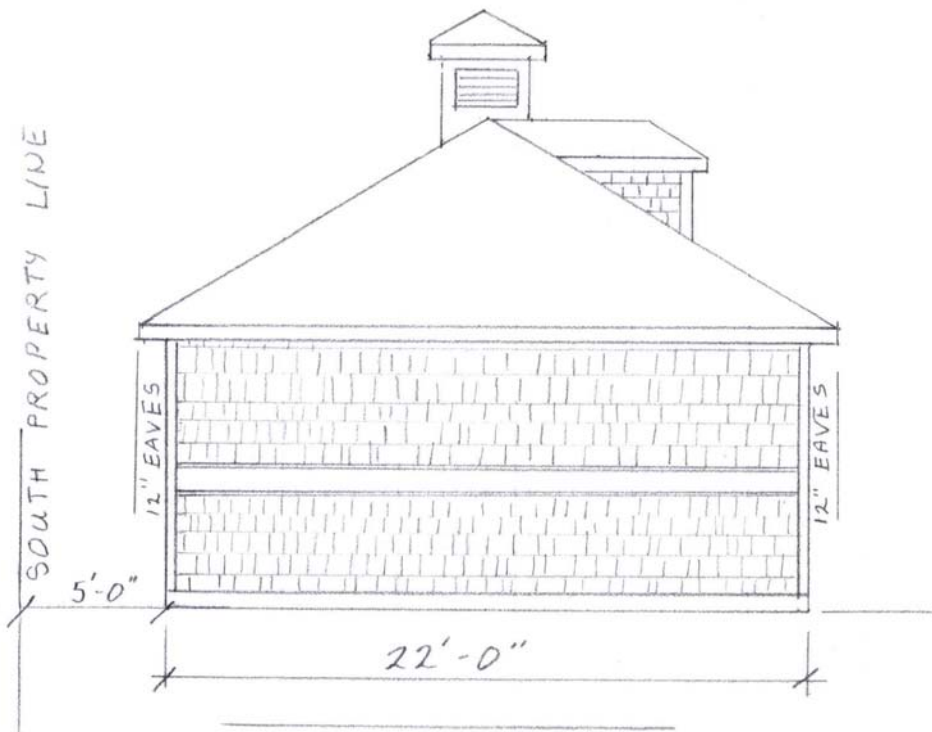
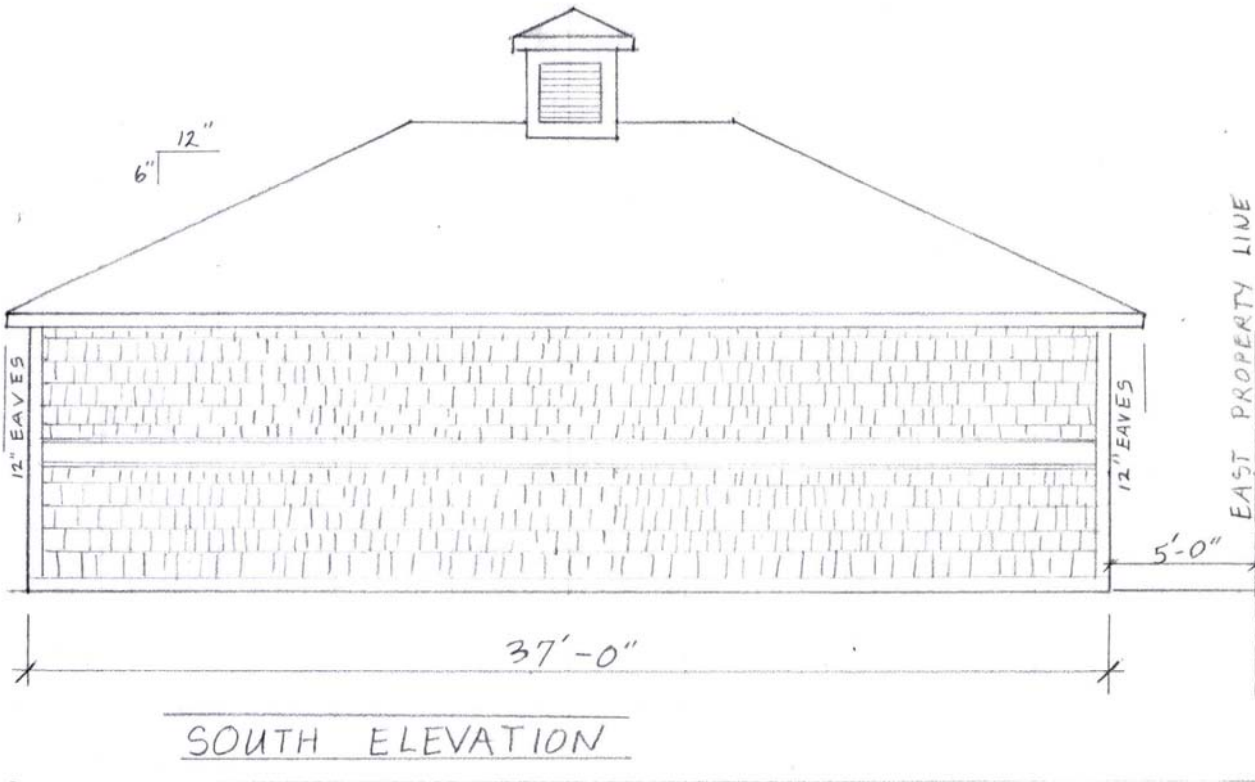
GARAGE ADDITION

DATE 3/19/13

GINNY WHEELER

SCALE 1/4" = 1'-0"

LN 13-129202 AD *Exhibit C.2*



SCALE 1/4" = 1'-0"

GINNY WHEELER

SINGLE STORY GARAGE

2145 SW LAUREL ST

PORTLAND OR 97201

LU 13-129202AD
Exhibit C.3