



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

FROM CONCEPT TO CONSTRUCTION

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

Date: September 1, 2016
To: Interested Person
From: Don Kienholz, Land Use Services
503-823-7771 / Don.Kienholz@portlandoregon.gov

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

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

CASE FILE NUMBER: LU 16-207984 AD

GENERAL INFORMATION

Applicant: Gabriel Genauer,
Groundswell Development Inc
2525 NE 37th Ave
Portland, OR 97212

Site Address: 13044 NE PACIFIC CT.

Legal Description: BLOCK 2 LOT 11, FAIRWAY TERRACE
Tax Account No.: R269700550
State ID No.: 1N2E35BD 05600
Quarter Section: 2943

Neighborhood: Hazelwood, contact Arlene Kimura at 503-252-9429.
Business District: Gateway Area Business Association, contact Paul Wild at paul.wild@mhcc.edu
District Coalition: East Portland Neighborhood Office, contact Richard Bixby at 503-823-4550.

Plan District: None

Zoning: Single Dwelling Residential 7,000 – (R7)

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

Proposal:

The site is developed with a single-dwelling residence, which was previously modified to relocate the main entrance closer to the street. Zoning standards for the R7 zone require that main entrances be located within 8-feet of the longest street-facing wall of the dwelling unit.

The main entrance is also required to face the street, be at an angle of 45 degrees from the street, or open onto a porch (Zoning Code Section 33.110.230(C)).

In single-dwelling zones, a parking space is allowed in the front setback only when immediately behind a required parking space. This allows a car to park in the driveway behind a required parking space that is in the garage [33.266.120(C)(2)]. On the subject site, the eastern portion of the garage has been converted to living space, precluding the possibility to park a car in this half of the garage (see floor plan) and therefore not allowing a car to park on the eastern portion of the driveway that extends into the front setback.

The applicant is requesting an Adjustment review to:

1. Allow the relocated main entrance to be 16-feet in front of the longest street-facing wall of the dwelling unit;
2. Allow the relocated main entrance to be on a wall that is perpendicular to the street rather than facing the street, being at a 45 degree angle to the street, or opening onto a porch as required in 33.120.231(C)(2); and
3. Allow a non-required parking space to be located in a driveway within 15-feet of the front property line and not immediately behind a required parking space.

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 lot is located in the far eastern portion of the City in a subdivision that is adjacent to the Glendoveer Golf Course off of NE Glisan Street. The area generally consists of midcentury ranch single-family dwellings. On most properties, garages for the dwellings are predominately featured in front of the living area and closest to the street. Lot sizes in the vicinity range between 7,000 square feet to 10,000 square feet.

The subject lot has a single-story, three-bedroom dwelling with an attached two-car garage immediately off of the front of the living area. The dwelling sits at a slight angle from the front lot line and has a two-car driveway leading to the two-car garage. The right-of-way profile has a 5-foot planting strip, 5-foot sidewalk and a 1-foot strip between the sidewalk and property line.

Prior to the current owner purchasing the home, the interior was remodeled and included bumping the living area into a portion of the double-car garage. That remodeled area became the entry way when the main entrance was relocated and moved forward along the side of the house.

Zoning: The Residential 7,000 zone (R7), is a Single-Dwelling zone intended to preserve land for housing and to provide housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-dwelling housing. Minimum lot size is 4,200 square feet, with minimum width and depth dimensions of 40 and 55-feet, respectively. Minimum densities are based on lot size and street configuration. Maximum densities are 1 lot per 7,000 square feet of site area.

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

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed August 3, 2016. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1);
- Portland Bureau of Transportation (Exhibit E.2);

- Fire Bureau (Exhibit E.3);
- Water Bureau (Exhibit E.4); and
- Site Development Section of BDS (Exhibit E.5);

Neighborhood Review: No written responses have been received from either the Neighborhood Association or notified property owners in response to the Notice of Proposal.

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: The applicable standards that are being adjusted require the main entrance to the dwelling to be located within 8-feet of the longest street-facing exterior wall of the dwelling unit and face the street, be at an angle of up to 45 degrees from the street or open onto a porch that is at least 25 square feet in area. The applicant also seeks to allow a non-required parking area in the driveway to encroach two-feet into the required 15-foot deep front yard setback since the driveway parking space is not immediately behind a required and properly sized parking space in the garage.

Main Entrance Location

The purpose of the Main Entrance location is stated in Portland Zoning Code Section **33.110.230(A):**

A. Purpose. These standards:

- **Together with the street-facing facade and garage standards, ensure that there is a physical and visual connection between the living area of the residence and the street;**
- **Enhance public safety for residents and visitors and provide opportunities for community interaction;**
- **Ensure that the pedestrian entrance is visible or clearly identifiable from the street by its orientation or articulation; and**
- **Ensure that pedestrians can easily find the main entrance, and so establish how to enter the residence.**

- **Ensure a connection to the public realm for development on lots fronting both private and public streets by making the pedestrian entrance visible or clearly identifiable from the public street.**

The existing dwelling is already significantly out of conformance with the current R7 design standards by having the double-car garage as both the longest structural façade facing the street and the closest façade to the street. As seen on the applicant's site plan (Exhibit C.1) and floor plan (Exhibit C.2), the garage is 24-feet wide and located at the front of the house, with all living space behind it and without a main entrance facing the street. The closest street facing wall of the dwelling unit is 19-feet behind the garage. The main entrance, which used to be within 8-feet of the longest street facing wall, was moved 13-feet closer to the street.

Moving the main entrance closer to the front of the building makes it easier for pedestrians to identify and locate it. A paved walk way leads pedestrians from the driveway, along the side of the garage and dwelling to the relocated main entrance ensuring they can easily find it. Having the main entrance closer to the front of the structure, sidewalk and street enhances public safety by allowing residents to be closer to the street to identify or respond to any criminal or nefarious activity within the neighborhood. Lastly, the new location of the main entrance brings it closer to the street and improves the overall physical and visual connection between the living area of the residence and the street as it is more identifiable.

Staff finds the new location of the main entrance equally or better meets the purpose of the main entrance requirements.

Parking Area Location

The purpose of the parking area location for houses is stated in Portland Zoning Code Section 33.266.120(A):

A. Purpose. The size and placement of vehicle parking areas are regulated in order to enhance the appearance of neighborhoods.

Generally speaking, the standards pertaining to parking area locations have the purpose of ensuring attractive design and neighborhood appearance, ensuring a structure's appropriate relationship to the street, and safety for pedestrians and vehicles. Vehicles are not allowed to park within the front yard setback (15-feet for the R7 zone) for visual appearance purposes but also to ensure the vehicles don't overhang into sidewalk areas and cause conflicts for walking pedestrians or block visual clearance for vehicles.

The subject property has a double-car driveway leading up to the double-car garage. The driveway measures 33-feet down the middle of the western parking lane from the garage entrance to the property line. The eastern parking lane of the driveway measures 31-feet from the garage entrance to the property line. With the required 15-foot front setback in the R7 zone, a 9x18-foot residential parking space [33.266.120(D)(1)] does not fit in the eastern lane of the driveway without encroaching into the front yard setback by two feet. However, under Portland Zoning Code Section 33.266.120(C)(2), a residential parking area may encroach into the 15-foot front setback *if* there is a standard 9x18-foot parking area in the garage space immediately in front of the driveway parking space. It is the eastern side of the garage that was previously modified by increasing the living area of the dwelling and conversely reducing the garage parking area below 9x18-feet in size.

The applicant has one required 9x18-foot parking space within the western side of the garage as well as additional 9x18-foot non-required parking space immediately behind it. The R7 zone has a larger front setback at (15-feet) than the adjacent R5 and R2 zones (10-feet). Using Google Street View, staff identified many vehicles parked in driveways and closer than 15-feet from the property line in the R5 and R2 zoned areas. Additionally, five of the immediately adjacent homes on NE Pacific Court that are also zoned R7 have cars

parked in their respective driveways in front of the garage and within 15-feet of the property line.

It is not known whether or not each home has a standard 9x18-foot parking space in each of the garage bays. However, it is clear that the visual character of the subject neighborhood and adjacent neighborhood includes vehicles parking in the driveways and within 15-feet of the front property line. The subject property having a 2-foot encroachment into the 15-foot front setback will not place parked vehicles near the sidewalk and therefore will not impact pedestrians using the sidewalk. Additionally, the parking space will still be 13-feet from the property line which will allow unobstructed visual clearance for passing vehicles or vehicles pulling in or out of the property's parking spaces.

Allowing a non-required third parking space to encroach 2-feet into the 15-foot front setback will not alter the vicinity's visual character because all the dwellings in the subdivision have a similar double-car attached garage-front design with double car driveways. It is routine in the subject neighborhood for cars to routinely park in the driveway spaces in front of garages and within 15-feet of the front property line. With a parking space being 13-feet from the front property line, no dangerous conditions will be created for pedestrians or vehicles.

Staff finds allowing the 9x18-foot parking area on the eastern side of the driveway in front of sub-standard parking area in the garage equally or better meets the purpose of the parking area location standards.

Criterion met.

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

Findings: The subject property is in the R7 zone, a residential zone. Therefore, this criterion requires that the proposal will not significantly detract from the livability or appearance of the residential area.

Main Entrance

The subject dwelling is located in a neighborhood that was fully developed around the same time – in the mid 1950's. The architectural style of the neighborhood includes attached double-car garages as the most prominent feature of the home. The garage doors and façade are typically the longest façade facing the street, such as in the case of the subject property where the longest street facing wall is only six feet long compared to a 24-foot long garage façade. Additionally, the main entrance to homes in the area are located further from the front property line than the attached garage entrances. For the subject dwelling, the main entrance was originally located 28-feet past the garage front and relocated 13-feet from the garage front. Every other dwelling on NE Pacific Court also has the main entrance further from the street than the garage entrance. Several dwellings on the same street also have the main entrance on a non-street facing wall.

Moving the main entrance 15-feet closer to the street will not significantly detract from the livability or appearance of the residential area because all dwellings in the immediate area already have the same similar design. Rather, moving the main entrance closer improves the livability by bringing the residential active space closer to the street, making the main entrance easier for pedestrians to locate, and provides an updated and more visually appealing door design.

Parking Area Location

As noted previously, the subdivision that the subject property is located in consists of ranch style homes with attached double-car garages as the most predominant feature on the

front. As seen in Google Street View, the majority of properties on NE Pacific Court have vehicles parked in a driveway in front of the garage with some portion of the vehicle encroaching within the 15-foot front setback. It is also common to have vehicles parked on the street in the neighborhood. Properties on adjacent streets, zoned R5 and R2, were also commonly found to have vehicles parked in driveways in front of garages and within 15-feet of the property line.

Taken as a whole, the character of the immediate neighborhood and adjacent streets are clearly auto-oriented, with similar house designs featuring prominent garages, and parking in the driveways and front setbacks. As such, allowing the subject property to have a non-required parking area encroach two-feet into the front setback will not significantly detract from the appearance of the residential area. Additionally, the two-foot encroachment will not adversely impact pedestrians using the sidewalk or obstruct the vision clearance of vehicles, thereby not significantly detracting from the livability of the residential area.

Staff finds that the proposal will not significantly detract from the livability or appearance of the residential area.

Criterion met.

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

Findings: The applicant is requesting two adjustments, one to the main entrance standards and one to the parking area location. The overall purpose of the use regulation in the R7 single-dwelling zone is “to preserve land for housing and to provide housing opportunities for individual households” as stated in Portland Zoning Code Section 33.110.010. The overall purpose for the development standards in the R7 zone is to promote desirable residential areas by addressing aesthetically pleasing environments, safety and privacy. The requested Adjustments are for an existing single-family dwelling and do not alter the use of the home. As such, the purpose of the R7 zone is satisfied. Additionally, as discussed earlier, the relocation of the main entrance equally or better meets the development standards’ purpose. Similarly, allowing a vehicle to park in a non-required parking space and encroach two-feet into the 15-foot setback equally or better meets the parking area location standards.

Criterion met.

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

Findings: City-designated scenic resources are identified on the Official Zoning Maps with a lower case “s,” while historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. The subject property is not within a City-designated ‘s’ overlay zone and is not within a Historic or Conservation district. The property is roughly 625-feet from the nearest environmental overlay, a conservation zone located on a portion of the Glendoveer Golf Course. Considering the lack of proximity to any historic or scenic resources, identified city-designated resources will be preserved.

Criterion met.

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

Findings: As found in staff responses to criteria A, B, and C, the requested adjustments equally or better meet the purposes of the respective purpose statements. Staff found there are no adverse impacts resulting from the Adjustments and as such no mitigation is required.

Criterion 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 subject property is roughly 625-feet from the nearest environmental zone. The proposed Adjustments will have no detrimental impacts on the protected resource.

Criterion met.

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 has demonstrated that the applicable approval criteria have been met for the two requested Adjustments. The Adjustments equally meet the intent of the main entrance location and parking area location standards, and will not significantly detract from the livability or appearance of the residential area.

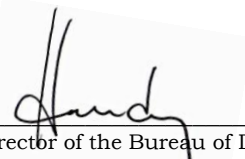
ADMINISTRATIVE DECISION

Approval of the following Adjustments:

- Allow the relocated main entrance to be 16-feet in front of the longest street-facing wall of the dwelling unit [33.110.230(C)(1)];
- Allow the relocated main entrance to be on a wall that is perpendicular to the street rather than facing the street, being at a 45 degree angle to the street, or opening onto a porch [33.120.231(C)(2)]; and
- Allow a non-required parking space on the east side of the driveway to encroach two-feet into the required 15-foot front setback while not being immediately behind a required parking space [33.266.120(C)(2)].

- 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.2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-207984 AD. No field changes allowed."

Staff Planner: Don Kienholz

Decision rendered by:  **on August 30, 2016.**
By authority of the Director of the Bureau of Development Services

Decision mailed: September 1, 2016

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on July 19, 2016, and was determined to be complete on August 1, 2016.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on July 19, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: November 19, 2016.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on September 15, 2016** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

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

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Adjustment Committee is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

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

Recording the final decision.

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

- *Unless appealed*, The final decision may be recorded on or after **September 16, 2016**.
- A building or zoning permit will be issued only after the final decision is recorded.

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

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

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

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

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

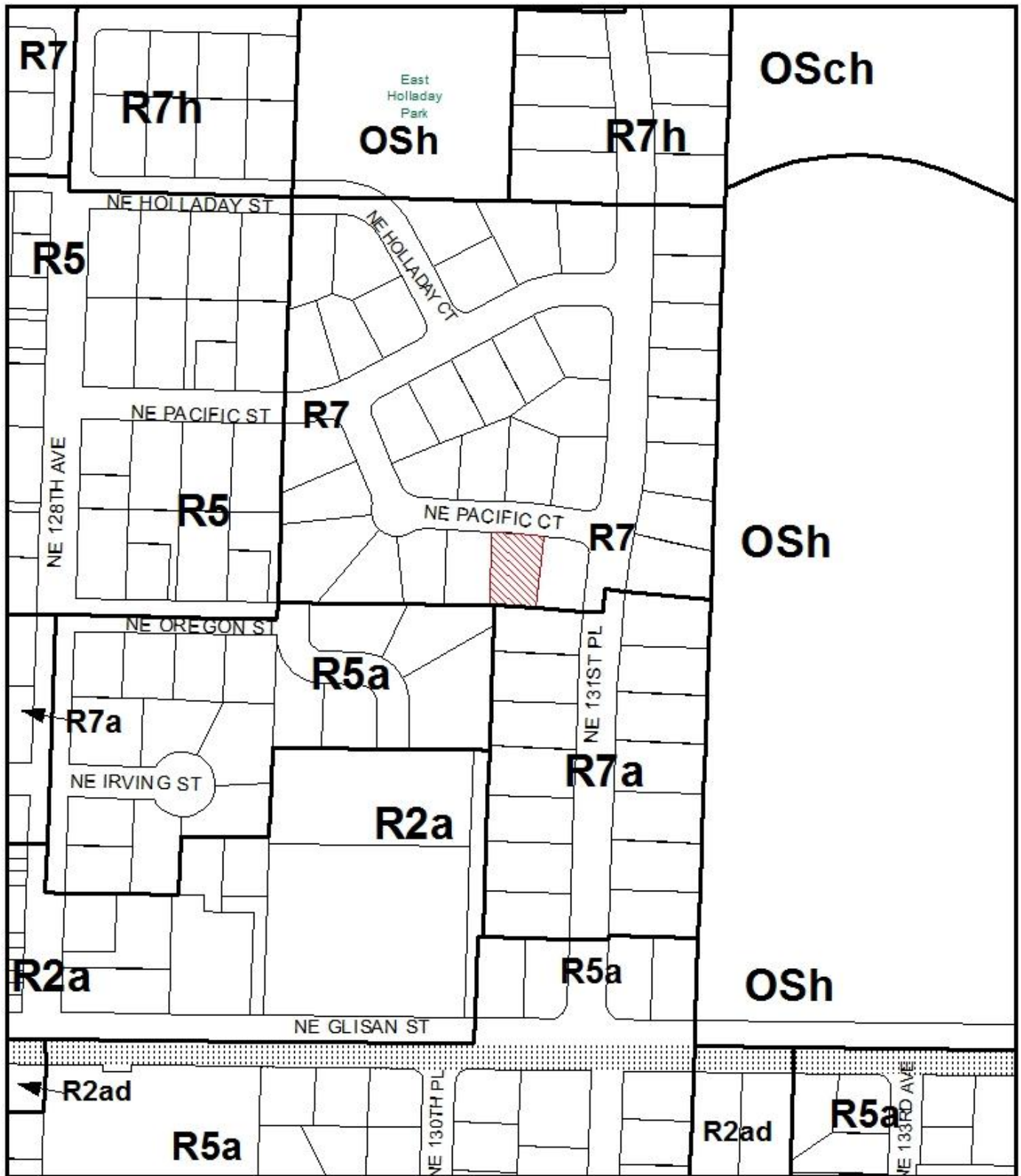
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Narratives
 - 1. Applicant's July 19, 2016 Narrative
 - 2. Applicant's August 3, 2016 Updated Narrative
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Applicant's July 19, 2016 Site Plan (attached)
 - 2. Applicant's July 19, 2016 Floor and Elevation Plans (attached)
- D. Notification information:
 - 1. August 3, 2016 Notice of Proposal Mailing List and Notice
 - 2. August 3, 2016 Mailed Notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Fire Bureau
 - 4. Water Bureau
 - 5. Site Development Review Section of BDS
- F. Public Comments: None
- G. Other:
 - 1. Original LU Application and Applicant Authorization
 - 2. Sidewalk Profile

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 ↑
NORTH

 Site

File No.	<u>LU 16-207984 AD</u>
1/4 Section	<u>2943</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N2E35BD 5600</u>
Exhibit	<u>B (Jul 21, 2016)</u>

Scope of Work:

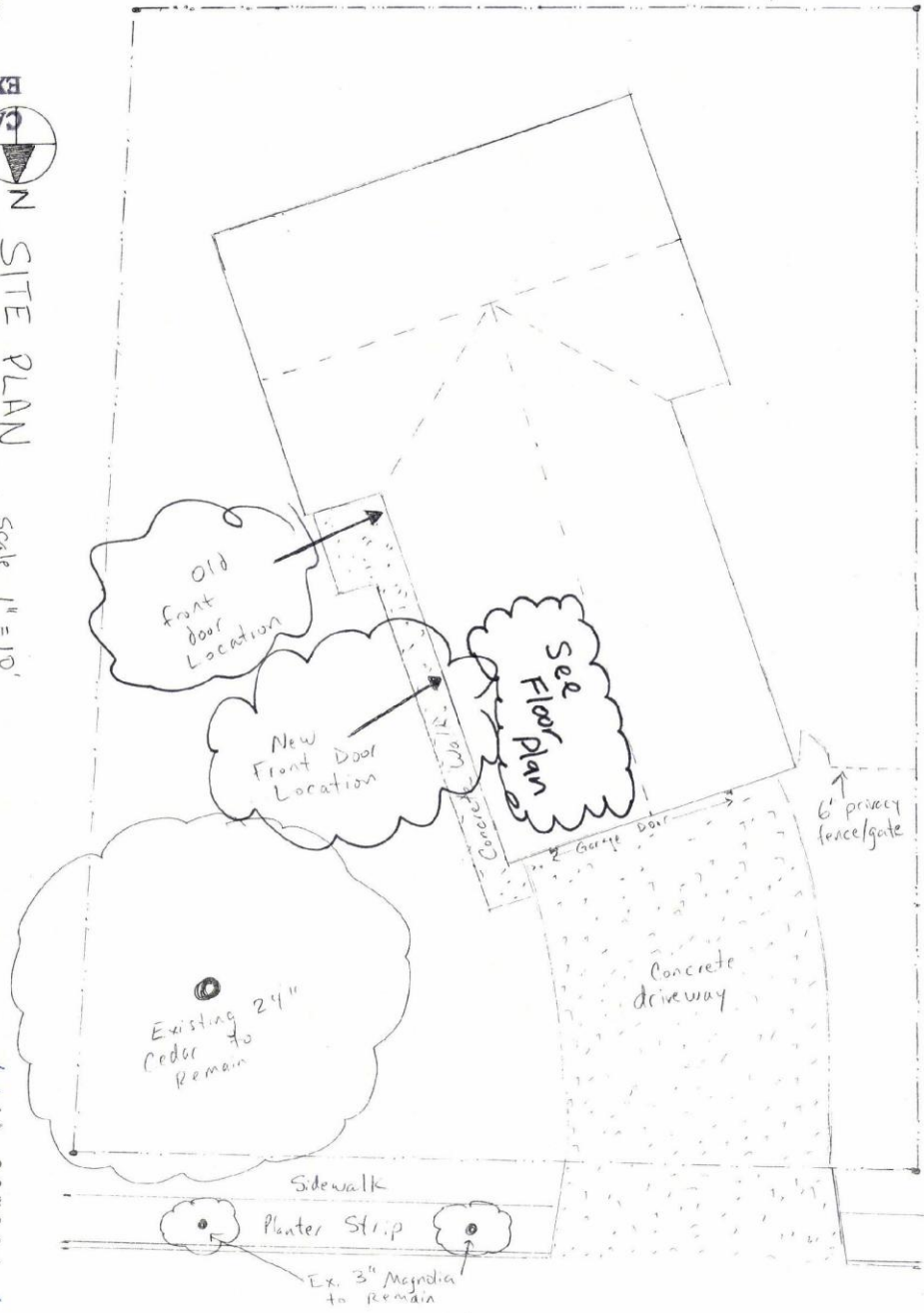
Permit relocated front door - work completed by previous owner. Expose framing for Inspector to confirm adequate framing

Lot Area.....	8100SF
Bldg. Footprint.....	1442SF
Garage.....	426SF
Walk/Driveway.....	1000SF
Patio.....	300SF
Impv. Area.....	2968

Legal Description
 Lot 11, Block 2
 AIRWAY TERR.
 R16157D

Project Address
 13044 NE PACIFIC CT
 PORTLAND, OR 97230

Project: New Front Door For 13044 NE Pacific Ct Portland, OR 97230



CASE NO. LW 16-207984 AD
 EXHIBIT C.1
 N SITE PLAN
 Scale 1" = 10'

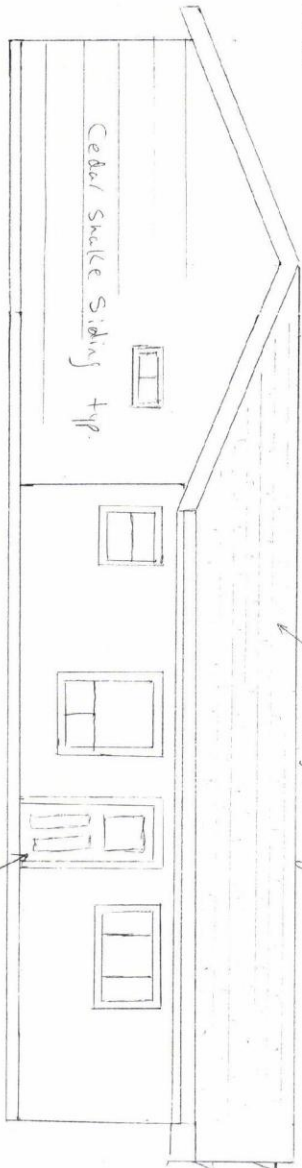
LW 16-207984 AD

N.E. PACIFIC CT.

CASE NO. LV 16-207984 AD
 EXHIBIT C.2



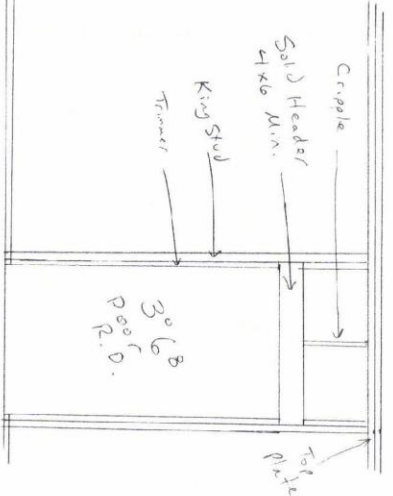
FLOOR PLAN
 Scale 1/8" = 1'-0"



East Elevation
 Scale 3/16" = 1'-0"

LV16-207984 AD

* Note:
 New Front Door
 on East Elevation
 is installed by previous
 owner without permit.
 Verify Existing framing
 at new door is
 structurally adequate



Door Framing Detail
 Scale 3/8" = 1'-0"