Ted Wheeler, Mayor
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

Date: September 15, 2020

To: Interested Person

From: Andrew Gulizia, Land Use Services
503-823-7010 / Andrew.Gulizia@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 20-127741 AD

GENERAL INFORMATION

Applicant: Anne DeWolf
Arciform LLC
2303 N Randolph Ave.
Portland, OR 97227

Property Owners: Paul Anderson and Diana Fitzpatrick
2633 NE Alameda St.
Portland, OR 97212

Site Address: 2633 NE Alamada St.

Legal Description: BLOCK 13 ELY 25' OF LOT 3 LOT 4, ALAMEDA PARK
Tax Account No.: R007601490
State ID No.: 1N1E24CC 05700
Quarter Section: 2633
Neighborhood: Alameda, contact alamedapdx@gmail.com
Business District: Soul District Business Association, contact at info@nnebaportland.org
District Coalition: Northeast Coalition of Neighborhoods, contact Jessica Rojas at jessica@necoalition.org.
Zoning: R5h – Single-Dwelling Residential 5,000 with Aircraft Landing ("h") overlay
Case Type: AD – Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee

Proposal: The applicant proposes to build a new, 2-car garage in front of and partially under the existing house that will extend into the side setback. On top of this garage and to the east of the house, the applicant proposes a covered porch/patio. To accommodate this proposal, the applicant requests two Adjustments to Zoning Code standards:

- An Adjustment to Zoning Code Section 33.110.253.E.3 to allow the front garage wall to be 10'-3½" closer to the street lot line than the primary building wall of the house; and

- An Adjustment to Zoning Code Section 33.110.220.B and Table 110-3 to reduce the minimum side building setback from 5 feet to zero for the garage, from 5 feet to 3 feet for the patio cover (measured to the post), and from 4 feet to 2 feet for the patio cover's eave overhang.

Relevant Approval Criteria: To be approved, this proposal must comply with the Adjustment Review approval criteria in Zoning Code Section 33.805.040.A-F.

ANALYSIS

Site and Vicinity: The subject site is located in the Alameda neighborhood on the north side of NE Alameda Street, between NE 26th and NE 28th Avenues. The site is 7,500 square feet in area and is developed with a 2-story, 3,914-square-foot house that was constructed in 1931. A detached garage in the rear yard of the site will be retained, though it will no longer be used as a garage or accessible by motor vehicles. Most neighboring lots are also developed with 2-story houses, with some having attached garages near the street and others having detached garages in the back. Though the house on the subject site does not have a historic designation from the City, several neighboring homes are listed on the City's Historic Resources Inventory or are designated Historic Landmarks.

Zoning: The R5 single-dwelling residential zone is intended to preserve land for housing and to promote housing opportunities for individual households. The development standards work together to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities.

The Aircraft Landing ("h") overlay zone provides safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures and vegetation in employment, industrial, and open space zones. The regulations of the "h" overlay zone do not apply to the subject site because it's in a residential zone (Zoning Code Section 33.400.030.B).

Land Use Review History: There are no prior land use reviews for this site.

Agency Review: A "Notice of Proposal" was sent August 14, 2020. The following Bureaus responded with no concerns about the proposed Adjustments:

- Bureau of Environmental Services (Exhibit E-1);
- Portland Bureau of Transportation (Exhibit E-2);
- Water Bureau (Exhibit E-3);
- Fire Bureau (Exhibit E-4);
- Site Development Review Section of the Bureau of Development Services (Exhibit E-5); and
- Life Safety Review Section of the Bureau of Development Services (Exhibit E-6).

Neighborhood Review: In response to the mailed "Notice of Proposal," the owner of the abutting property to the east of the site submitted comments in support of the proposal (Exhibit F-1).

ZONING CODE APPROVAL CRITERIA

33.805.040 Approval Criteria
Adjustment requests will be approved if the applicant has demonstrated that approval criteria A through F, below, have been met.

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

Findings: The applicant is requesting two Adjustments:

- An Adjustment to Zoning Code Section 33.110.253.E.3 to allow the front garage wall to be 10'-3½" closer to the street lot line than the primary building wall of the house; and

- An Adjustment to Zoning Code Section 33.110.220.B and Table 110-3 to reduce the minimum side building setback from 5 feet to zero for the garage, from 5 feet to 3 feet for the patio cover (measured to the post), and from 4 feet to 2 feet for the patio cover's eave overhang.

The purposes of these requirements are discussed below.

<u>Garage street lot line setback</u>
The purpose of the R5 zone's garage standards, including the requirement for the front of the garage to be no closer to the street lot line than the front of the house, is stated in Zoning Code Section 33.110.253.A:

Purpose. These standards:

- *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.*

The lot slopes upward from the street, and the new garage will be built into the hillside at the basement level of the house (Exhibit C-2). Since the new garage will be below the main floor of the house, and since the width of the garage will be only about 41% of the street-facing width of the house (less than the 50% allowed by Zoning Code Section 33.110.253.D.3.a), the front door and living area of the house will remain more prominent from the street than the garage. Although the basement garage will be about 10 feet closer to the street than the living area of the house, it will be set back 24.5 feet from the street lot line (6.5 feet further than required by Zoning Code Table 110-3), and will not dominate the view of the property. The new garage will not obscure the front door or block views of the street from inside the house, and the physical and visual connection between the living area of the house and the street will be maintained.

The proposed driveway design includes parallel paving strips with grass in between (Exhibit C-2), which limits the amount of the front yard which must be paved and helps to reduce the prominence of the vehicle area from the street. This type of driveway will also promote a greener, more pleasant pedestrian environment along the public sidewalk.

For these reasons, and with a condition of approval to require the driveway design illustrated in Exhibit C-2, the purpose of the garage entrance setback requirement is equally met.

<u>Side building setback</u>
The purpose of the R5 zone's building setback requirements, including the minimum side building setback, is stated in Zoning Code Section 33.110.220.A:

Purpose. 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.*

The new garage will be built into the hillside, so most of the east garage wall will be below grade and not visible (Exhibit C-2). Building the garage into the hillside takes advantage of the topography of the site and is a typical building form on residential lots which slope upward from the street. Since most of the bulk of the garage will be below grade, the proposal maintains access to light and air and a reasonable physical relationship between homes. Fire safety requirements can still be met, and the Fire Bureau and the Life Safety Review Section both reviewed the proposal and responded with no objections (Exhibits E-4 and E-6, respectively).

Reducing the side building setback does not affect the front yard or the front building setback requirement, which is exceeded in the applicant's proposal. The driveway will be 24.5 feet long between the front lot line and the front of the garage, allowing plenty of room for parking in front of the garage door without overhanging the public sidewalk (Exhibit C-1). Driver visibility when backing onto the street will not be affected by the Adjustment request.

The new patio on top of the garage has the potential to negatively affect the neighboring lot's privacy, and a patio cover only 3 feet from the side lot line (2 feet for the eaves) has the potential to appear more imposing from the abutting lot than a patio cover which meets the 5-foot building setback requirement. However, the applicant's proposal includes a 7-foot-tall screening fence along the east side lot line which will protect the privacy of the abutting lot (Exhibits C-1 and C-2). While the patio cover will be visible above this fence from the neighboring home's windows, it will appear less imposing than it would without the fence or if it extended all the way to the side lot line (which was the applicant's original proposal). The neighbor to the east expressed support for the applicant's current proposal and was especially supportive of the new fence (Exhibit F-1).

For the reasons discussed above, staff finds that with a condition of approval to require the screening fence along the east side of the new patio, the purpose of the side building setback requirement is equally met.

<u>Summary</u>
For the reasons discussed above, and with the conditions of approval for the driveway design and screening fence, both Adjustments will equally meet the purpose of the regulation to be modified. With the conditions of approval, approval criterion A is met.

B. If in a residential, CI1, or IR zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, I, or CI2 zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings: Since the site is in the R5 residential zone, the proposal must not significantly detract from the livability or appearance of the residential area.

As discussed above, garages built into hillsides are typical on residential lots which slope upward from the street. Although the new garage will be closer to the street and to the neighboring lot to the east than required without this review, most of the bulk of the proposed garage will be below grade. This design will reduce the visual prominence of the garage on the site and minimize impacts to the adjacent lot. In addition, the proposed driveway design minimizes paving and maximizes green space, which helps to de-emphasize the vehicle area and maintain an attractive front yard.

The applicant's proposal includes a partially covered patio on top of the new garage, but the 7-foot-tall screening fence along the east side lot line will protect the neighbor's privacy and help the above-ground elements of the proposal appear less imposing from the abutting lot. As mentioned above, the neighbor to the east expressed support for the applicant's current proposal and was especially supportive of the new fence (Exhibit F-1).

With conditions of approval for the driveway design and screening fence, staff finds the proposal will not significantly detract from the livability or appearance of the area. With the conditions of approval, approval criterion B 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: Two Adjustments are requested, and the purpose of single-dwelling residential zones such as R5 is described in Zoning Code Section 33.110.010:

The single-dwelling zones are intended to preserve land for housing and to provide housing opportunities for individual households. The zones implement the comprehensive plan policies and designations for single-dwelling housing.

A. Use regulations. The use regulations are intended to create, maintain and promote single-dwelling neighborhoods. They allow for some non-household living uses but not to such an extent as to sacrifice the overall image and character of the single-dwelling neighborhood.

B. Development standards. The development standards preserve the character of neighborhoods by providing six different zones with different densities and development standards. The development standards work together to 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. In addition, the regulations provide certainty to property owners, developers, and neighbors about the limits of what is allowed. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special regulations or exceptions.

Again, building a basement-level garage into the hillside places most of the bulk of the garage below grade, reducing the visual prominence of the garage on the site and minimizing impacts to the adjacent lot. All building safety, energy conservation, and fire prevention requirements can still be met, and the Fire Bureau and the Life Safety Review Section both reviewed the proposal and responded with no objections (Exhibits E-4 and E-6, respectively). The proposed driveway design minimizes paving and makes the front yard more attractive, and the proposed screening fence along the east lot line will enhance privacy for the abutting lot. The proposal maintains opportunities for outdoor recreation on

the site, as zoning standards for minimum outdoor area and maximum building coverage will be met outright.

For these reasons, and with conditions of approval for the driveway design and screening fence, the proposal is consistent with the overall purpose of the R5 zone. With the conditions of approval, approval criterion C is met.

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

Findings: City-designated scenic resources are identified on the official zoning maps with a lower case "s," and historic resources are identified either with a dot or as being within the boundaries of a Historic or Conservation district. As there are no scenic resources or historic resources mapped on the subject site, this criterion is not applicable.

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

Findings: Aesthetic impacts from the garage extending about 10 feet closer to the street than the front of the house are effectively mitigated by placing the garage at basement level, which ensures the living space of the house will appear more prominent from the street than the garage. In addition, the new driveway will consist of parallel paving strips with grass in between, which further reduces the prominence of the vehicle area from the street and promotes a greener, more pleasant pedestrian environment along the public sidewalk.

The basement garage extending to the east lot line will not create negative impacts, as the east wall of the garage will be below grade and not visible. The partially covered patio on top of the new garage has the potential to impact the abutting lot to the east, but the 7-foot-tall screening fence along the site's east lot line will maintain privacy and help the patio cover 3 feet from the east lot line appear less imposing.

For these reasons, and with conditions of approval for the driveway design and screening fence, impacts resulting from the Adjustment requests will be mitigated to the extent practical. With the conditions of approval, approval criterion E is met.

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

Findings: Environmental overlay zones are designated on the official zoning maps with either a lowercase "p" (Environmental Protection overlay zone) or a "c" (Environmental Conservation overlay zone). As there are no environmental overlay zones mapped on the site, this criterion is not applicable.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards 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 Adjustments requested are found to be consistent with the purpose of the requirements to be modified and with the purpose of the R5 residential zone. Staff finds the proposed Adjustments will not significantly detract from the livability or appearance of the residential area. With the conditions of approval listed below, staff finds each of the applicable approval criteria for the Adjustments is met. Since the approval criteria are found to be met, the proposal must be approved.

ADMINISTRATIVE DECISION

Approval of the following Adjustments:

- An Adjustment to Zoning Code Section 33.110.253.E.3 to allow the front garage wall to be 10'-3½" closer to the street lot line than the primary building wall of the house; and

- An Adjustment to Zoning Code Section 33.110.220.B and Table 110-3 to reduce the minimum side building setback from 5 feet to zero for the garage, from 5 feet to 3 feet for the patio cover (measured to the post), and from 4 feet to 2 feet for the patio cover's eave overhang.

per the approved plans, Exhibits C-1 and C-2, subject to the following conditions:

A. As part of the building permit application submittal, each of the 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 and C-2. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 20-127741 AD."

B. The new driveway must be designed with parallel paving strips with landscaped areas in between, as illustrated in Exhibit C-2. Each of the landscaped areas between the paving strips must be at least 3 feet wide and must be maintained with grass or other ground cover plants.

C. A new, fully sight-obscuring, good neighbor wood fence is required along the entire east side of the new patio above the garage, as illustrated in Exhibits C-1 and C-2. The new fence must be no more than 7 feet in height above the ground surface immediately east of the new garage.

Staff Planner: Andrew Gulizia

Decision rendered by: _____ **on September 10, 2020**
By authority of the Director of the Bureau of Development Services

Decision mailed: September 15, 2020

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 9, 2020 and was determined to be complete on August 11, 2020.

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 9, 2020.

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 December 9, 2020.**

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, and if appealed a hearing will be held. The appeal application form can be accessed at https://www.portlandoregon.gov/bds/45477. **Appeals must be received by 4:30 PM on September 29, 2020. Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to landuseintake@portlandoregon.gov and to the planner listed on the first page of this decision.** If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application. An appeal fee of $250 will be charged. Once the completed appeal application form is received, Bureau of Development Services staff will contact you regarding paying the appeal fee. The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations for the appeal of Type II and IIx decisions on property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Please contact the planner listed on the front page of this decision for assistance in filing the appeal and information on fee waivers. Please see the appeal form for additional information.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

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 will be recorded with the Multnomah County Recorder. *Unless appealed,* **the final decision will be recorded after September 29, 2020** by the Bureau of Development Services. The applicant, builder, or a representative does not need to record the final decision with the Multnomah

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

Expiration of this approval. This approval expires if a building permit has not been issued by January 1, 2024.

Applying for 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)
D. Notification Information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Bureau of Environmental Services
   2. Portland Bureau of Transportation
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Review Section of BDS
   6. Life Safety Review Section of BDS
F. Correspondence:
   1. September 2, 2020 e-mail from Christopher Shotola-Hardt
G. Other:
   1. Land use application form
   2. Incompleteness determination letter, dated March 18, 2020

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).

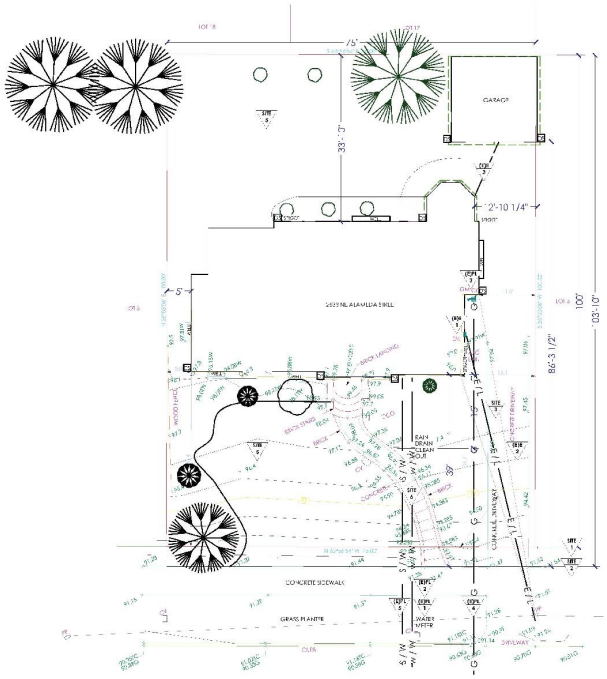
ZONING

NORTH

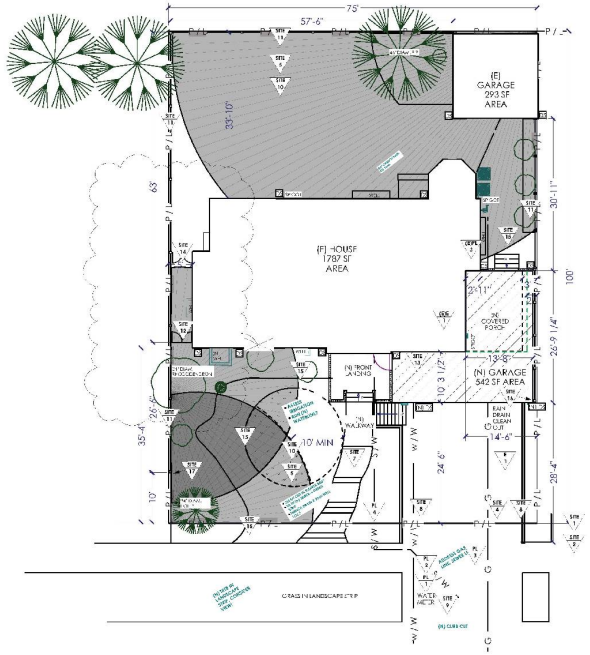
Site

Historic Landmark

File No.	LU 20 - 127741 AD
1/4 Section	2633
Scale	1 inch = 163 feet
State ID	1N1E24CC 5700
Exhibit	B Mar 12, 2020



A {E} SITE PLAN
SCALE 1"=10'-0"



B {N} SITE PLAN
SCALE 1"=10'-0"

LU 20-127741 AD
Exhibit C-1

FRONT OF HOUSE

ZONING

ZONE:	R5
(E) LOT COVERAGE:	7090 SF
ALLOWED LOT COVERAGE:	2628 SF
(N) LOT COVERAGE:	2622 SF
(E) IMPERMEABLE SURFACES:	3940 SF
(N) IMPERMEABLE SURFACES:	4028 SF
(E) HEIGHT:	34'-9"
ALLOWED HEIGHT:	30'-0"
(N) HEIGHT:	34'-9"
(E) GLAZING IN FACADE:	17%
NON-NORM GLAZING IN FACADE:	15%
(N) GLAZING IN FACADE:	15%

SITE

- LANDSCAPE, LANDSCAPING & ADJUSTMENT OF SPRINKLER SYSTEM BY CLIENT
- DISPOSE OF DIRT FROM EXCAVATION

1 : FRONT PROPERTY LINE
2 : SIDEWALK
3 : (E) DRIVEWAY
4 : (N) DRIVEWAY
5 : AWN
6 : (E) WALKWAY & STEPS
7 : (N) WALKWAY & STEPS
8 : (N) RETAINING WALL TO FOLLOW THE SLOPE OF GRADE
9 : (N) CURB CUT
10 : (N) DRY WELL TOP MIN 10' AT LEAST 10' AWAY FROM BUILDINGS AT LEAST 5' AWAY FROM PROPERTY LINES - AT LEAST 5' AWAY FROM UTILITY LINES
11 : (N) 7' TALL FENCE ON PROPERTY LINE TO REPLACE (E)
12 : (N) 5' TALL DOUBLE GATE
13 : (N) IRON GATE
14 : ARCHED GATE!!
15 : 6' TALL CHAIN LINK FENCE ON HACING ALONG THE EDGES OF THE TREE PROTECTION ZONE & AROUND THE AREA OF ENCROACHMENT LESS THAN 25% OF TREE PROTECTION ZONE
16 : (N) 6' TALL FENCE TO TERMINATE AT FRONT OF (N) GARAGE: 3'-6" FROM FRONT PROPERTY LINE
17 : 7' TALL FENCE ON WEST PROPERTY LINE TO NOT EXCEED 10' FRONT SETBACK

TREE PROTECTION ZONE:

AREA OF ENCROACHMENT LESS THAN 25% OF TREE PROTECTION ZONE:

SALVAGE FOR REUSE IN PROJECT

- PAVERS & PLANT MATERIAL TO BE STORED ON SITE PER CLIENT

(E) ELECTRICAL

1 : (E) ELECTRICAL METER
2 : (E) OVERHEAD CONNECTION FROM POLE TO ELEC METER
3 : (E) OVERHEAD FROM BAY TO (E) GARAGE

(E) PLUMBING

1 : (E) WATER METER
2 : APPROX. PATH OF (E) WATER LINE
3 : (E) GAS METER
4 : APPROX. PATH OF (E) GAS LINE
5 : APPROX. PATH OF (E) SEWER LINE

ELECTRICAL

1 : APPROX. PATH OF (N) UNDERGROUND CONNECTION FROM POLE TO ELEC METER

PLUMBING

1 : (N) WATER METER
2 : APPROX. PATH OF (N) WATER LINE
3 : APPROX. PATH OF (N) GAS LINE
4 : APPROX. PATH OF (N) SEWER LINE

MEP SYMBOLS

ELEC METER
GAS METER
HOSE BIB
HOT LOCATION

SITE LEGEND

	ADDITION
P / L	PROPERTY LINE
SB / L	SET BACK LINE
— W / W —	WATER LINE
— S / W —	SEWER LINE
G	GAS LINE
E / L	OVER-HEAD ELEC
DS	DOWNSPOUT

ARCIFORM
design | restore | remodel
phone 503-453-7546
fax/text 503-493-9023

PROJECT ADDRESS:
2527 NE ALAMEDA STREET
PORTLAND, OR 97212

Katie Fitzpatrick & Paul Anderson

2527 NE ALAMEDA ST
PORTLAND, OR 97212

Project No.: 190119

Designer
ARCIFORM
Design Associate
Elizabeth Mikhaik

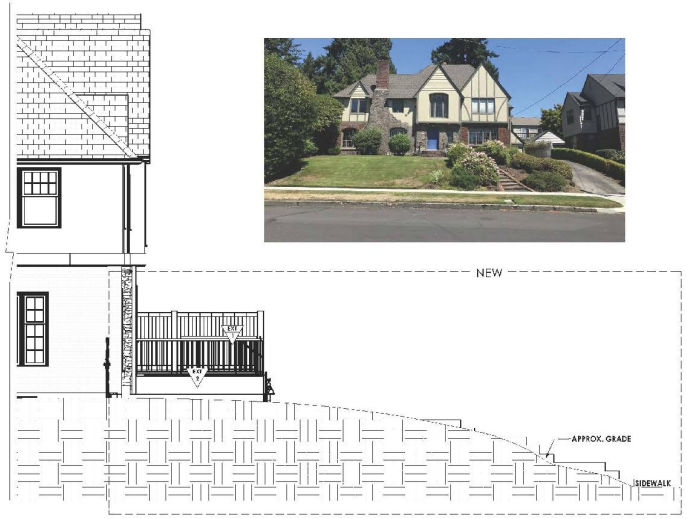
Date
2.27.2020 setback reduction to city
4.2.2020 to client
6.8.2020 BID SET
7.31.2020 setback reduction to city
8.17.2020 setback reduction to city
Revised
XXXXX CONSTRUCTION SET

Page Title
{E} & {N} SITE PLANS; SITE BACK REDUCTION

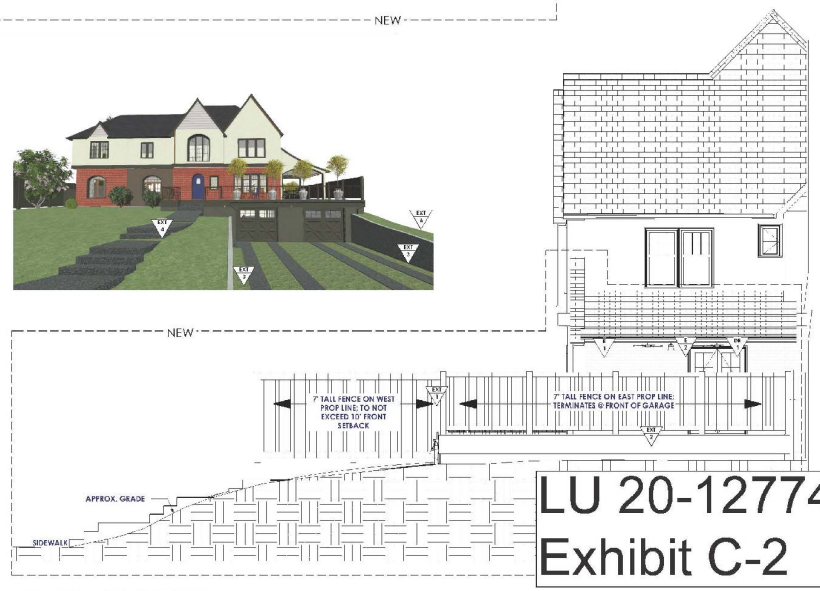
Page No.
SP

PRELIMINARY - NOT FOR CONSTRUCTION

A SOUTH FACING ELEVATION
SCALE: 1/4" = 1'-0"



B WEST FACING ELEVATION
SCALE: 1/4" = 1'-0"



C EAST FACING ELEVATION
SCALE: 1/4" = 1'-0"

LU 20-127741 AD
Exhibit C-2

GENERAL EXTERIOR
1: (N) MHA - SIDING
2: (N) CONCRETE STEPS
3: (N) RETAINING WL
4: (N) PATHWAY & STEPS: EXACT DETAILS TBD
5: STUCCO "ACCENT"
6: BROKEN ARCH OPENING TO CLOSELY MATCH THE PROPORTIONS OF (E) BROKEN ARCH WINS

ROOFING & GUTTERS
• RESTORATION TO TIMBER INFILLS
1: CONCRETE FLAT ROOF
2: SLOPE (12 ROOF W/ 6:12 CURVED PARAPET WL

DOORS
1: (N) DOORS W/ (N) SIDELIGHTS UNDER STAINED TR

EXTERIOR MILLWORK
• TARGETED TRIM REPLACEMENT, CAREFULLY MATCH ADJACENT & REMOVED AREAS ONLY
• MINIMUM CLEARANCE FROM TRIM TO GRADE: 2" & 8" MINIMUM CODE
1: BATTY BAND
2: CASED OPENING

ELECTRICAL
• RECESSED EXTERIOR OUTLETS, TYP
1: ELECTRIC METER
2: (N) SCONCE TO ALIGN W/ HEADER

EXTERIOR PAINTING, STAINING & DECORATING
• COLOR TO MATCH EXISTING

ARCIFORM
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Project No.: 19019

Designer
ARCIFORM
Design Associate
STEPHANIE WEBER

Date
5.27.2020 setback reduction to city
4.2.2020 to place 6/8/2020 RFS 1
7.2.2020 setback reduction to city
8.12.2020 setback reduction to city
Revised
XXXXXX CONSTRUCTION SET

Page Title
EXTERIOR ELEVATIONS & DETAILS FOR SETBACK REDUCTION

Page No
A3.1

PRELIMINARY - NOT FOR CONSTRUCTION