



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

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RECORDER

Please stamp the County Recorder's copy of the recording sheet and return with the attached decision to City of Portland, BDS 299/5000/BDS LUR

Multnomah County Official Records	2022-082655
E Murray, Deputy Clerk	
	08/31/2022 10:58:57 AM
LUA-LUA Pgs=5 Stn=26 ATAH	
\$25.00 \$11.00 \$60.00	\$96.00

**FINAL FINDINGS, CONCLUSIONS AND DECISION OF THE
 HISTORIC LANDMARKS COMMISSION
 ON AN
 APPEALED ADMINISTRATIVE DECISION
 (TYPE II PROCEDURE)**

Case File Number: LU 21-072667 HRM – Addition to House & Garage & New Driveway

The Historic Landmarks Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, 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.

The Administrative Decision for this case was appealed by Maria Cohen, 33 North Holman Street, Portland, OR 97217 to the City of Portland Historic Landmarks Commission. The Historic Landmarks Commission granted aspects of the appeal that had been addressed by the Applicant and upheld the Administrative Decision that approved the proposal.

GENERAL INFORMATION

Applicant: Maria Cohen | Maria Cohen Design
 33 N Holman Street
 Portland, OR 97217
mandm1@teleport.com

Owners: Tracy Severson & Courtney Severson
 3253 NE Hoyt St
 Portland, OR 97232

Site Address: 2239 NE 19TH AVE

Legal Description: BLOCK 36 LOT 1&2, IRVINGTON
Tax Account No.: R420407630
State ID No.: 1N1E26DB 10900
Quarter Section: 2832

Neighborhood: Irvington, contact Tony Greiner at tony_greiner@hotmail.com
Business District: Soul District Business Association, contact at info@nnebaportland.org
District Coalition: Northeast Coalition of Neighborhoods, contact at info@necoalition.org

Plan District: None
Other Designations: *Contributing Resource in the Irvington Historic District*
Zoning: R5 – *Residential 5,000 dwelling zone with Historic Resource Protection Overlay*
Case Type: HRM – *Historic Resource Review with Modifications*
Procedure: Type II, *an administrative decision with appeal to the Landmarks Commission.*

Proposal:

The applicant seeks Historic Resource Review approval for:

- A one-story, 96-square foot addition to the primary home.
- A 98-square foot addition to the garage.
- Replacing existing street-facing garage door with a band of windows and adding a new garage vehicle door to the east side and a new person door and window at the rear of the garage.
- A new driveway access and 728sf unenclosed vehicle area.
- New 42-inch retaining walls (five-foot to the bottom of the footer).
- North façade: removal and limited replacement of three with two new windows, removal of an existing skylight, a one-story addition to include new door into the house and a new stair and door into the basement, lighting, porch, roof, and foundation.
- South façade: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight.
- West façade: remove and patch existing window and skylight; add two new skylights; add new window, remove, and replace one window, shift existing brackets to accommodate new window locations, one-story addition to include removal of three existing windows and addition of five new windows, new foundation and four new pairs of windows at basement level.

Modification requests [PZC 33.846.070]:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage (33.110.220 and Table 110-4).
2. New garage door located within 18' of the NE Thompson street lot line (33.110.220 and Table 110-4).
3. Eaves of new one-story addition to extend three-feet into the five-foot rear (west) setback, while code only allows eaves to extend two-feet into this rear setback (33.110.220.C.2).

Historic Resource Review is required for non-exempt exterior alterations in Irvington.

Relevant Approval Criteria:

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

- 33.846.060.G – *Other Approval Criteria*

CONCLUSIONS

The purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. This proposal meets the applicable Historic Resource Review criteria and modification criteria and therefore warrants approval.

HISTORIC LANDMARKS COMMISSION DECISION

The Historic Landmarks Commission granted aspects of the appeal that had been addressed by the Applicant and upheld the Administrative Decision that approved the proposal of a one-story, 96-square foot addition to the primary home, a 98-square foot addition to the garage, a new driveway and vehicle area, reconfiguration of the existing garage, limited changes to basement and level two windows and rooftop skylights.

Approval for the following Modification requests:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage. (PZC 33.110.220 & Table 110-4)
2. Reduce rear setback to two-feet to allow for three-foot-deep eaves. (PZC 33.110.220 & Table 110-4).
3. Reduce the garage entrance setback from eighteen feet to three foot six inches from the street lot line. (PZC 33.110.220 & Table 110-4)

Approvals per the approved site plans, Exhibits C.1-C.26 and C.29-C.32 signed and dated May 18, 2022, and Exhibit C.33 signed and dated August 8, 2022, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 21-072667 HRM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

These findings, conclusion and decision were adopted by the City of Portland Historic Landmarks Commission on August 8, 2022.

By:  _____

Kristen Minor, Historic Landmarks Commission Chair

Date Final Decision Effective/Mailed: August 26, 2022

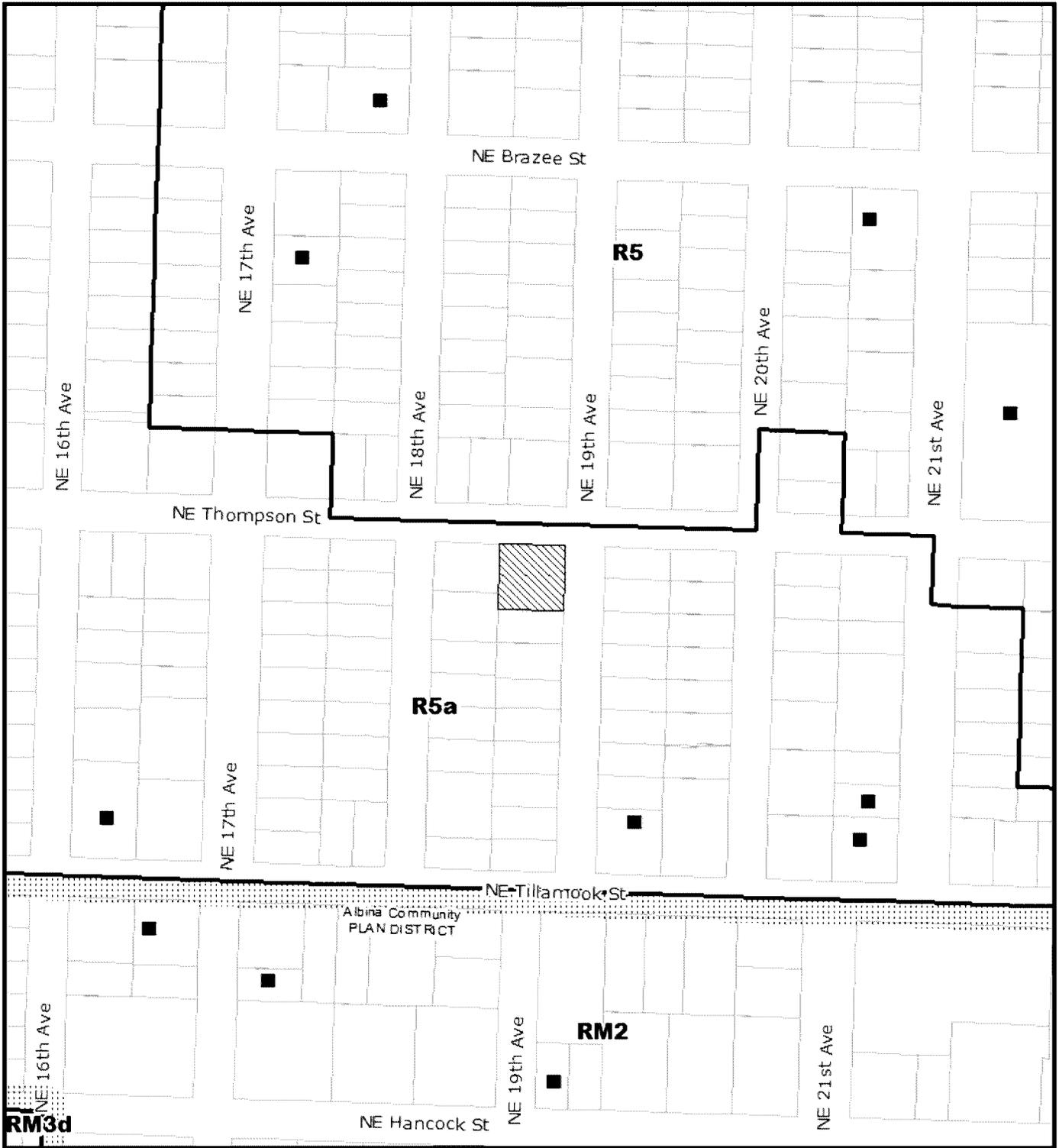
Effective Date (if no appeal): August 29, 2022 Decision may be recorded on this date

Kimberly Tallant, Principal Planner

City of Portland
Bureau of Development Services
1900 SW Fourth Ave, #5000
Portland, OR 97201

Date: August 29, 2022


Representative



ZONING



For Zoning Code in effect
August 1, 2020 - July 31, 2021

THIS SITE LIES WITHIN THE:
IRVINGTON HISTORIC DISTRICT

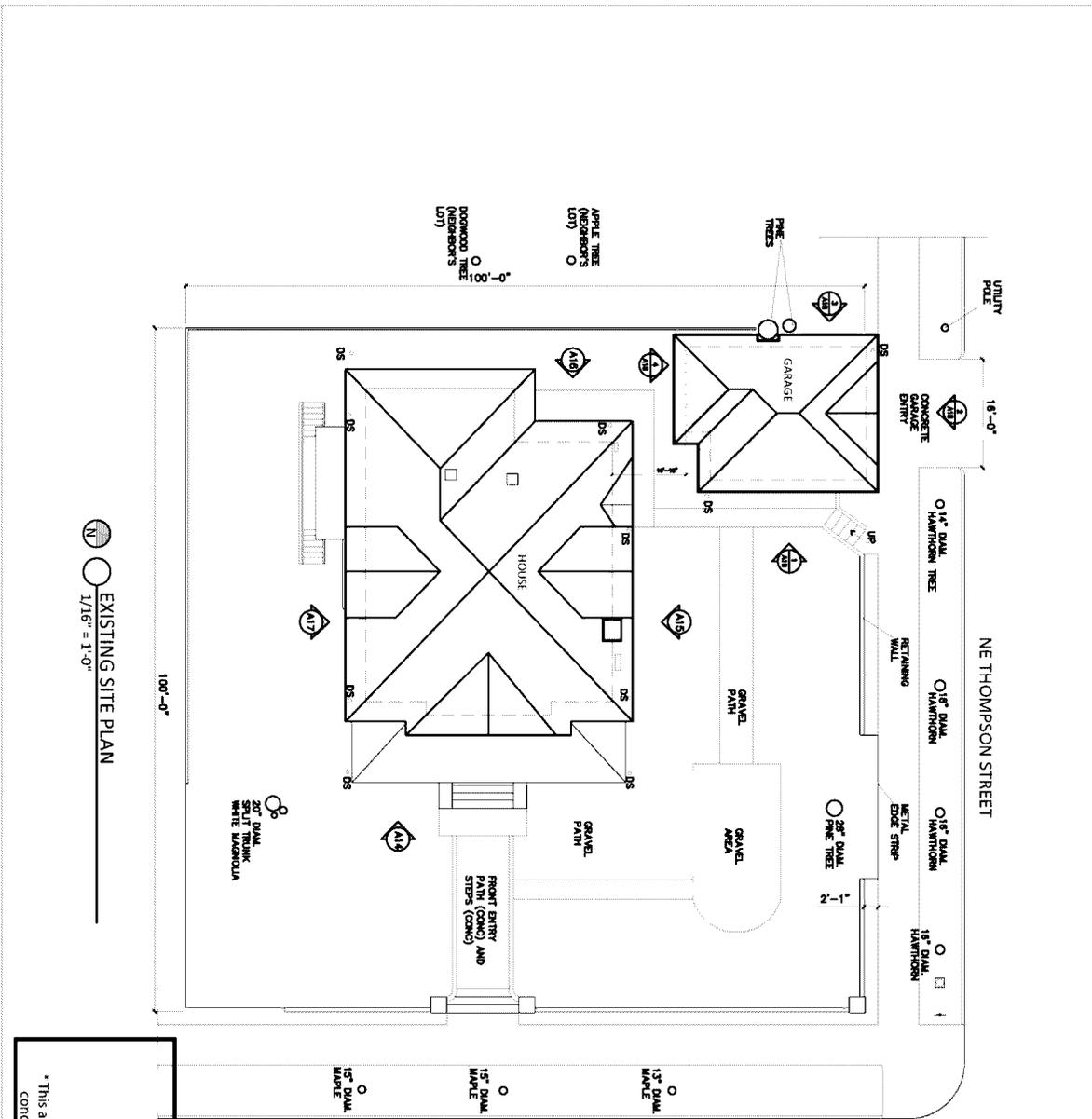


Site



Historic Landmark

File No.	LU 21 - 072667 HRM
1/4 Section	2832
Scale	1 inch = 200 feet
State ID	1N1E26DB 10900
Exhibit	B Jul 31, 2021





 EXISTING SITE PLAN
 1/16" = 1'-0"

Approved
 City of Portland
 Bureau of Development Services
 Planner 
 Date 05-18-2022
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

<p>C1</p>	<p>5.2.22</p>	<p>SEVERSON RESIDENCE REMODEL 2239 NE 19TH AVENUE PORTLAND OREGON 97212</p>	<p>MARIA COHEN DESIGN</p> <p><small>33 NORTH HOLMAN STREET PORTLAND OR 97217 CELL: 503.381.0366 MANOW@TELEPORT.COM</small></p>
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GENERAL INFORMATION

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Site Address:	2239 NE 19TH AVE
Legal Description:	BLOCK 36 LOT 1&2, IRVINGTON
Tax Account No.:	R420407630
State ID No.:	1N1E26DB 10900
Quarter Section:	2832
Neighborhood:	Irvington, contact Tony Greiner at tony_greiner@hotmail.com
Business District:	Soul District Business Association, contact at info@nnebaportland.org
District Coalition:	Northeast Coalition of Neighborhoods, contact at info@necoalition.org
Plan District:	None
Other Designations:	<i>Contributing Resource in the Irvington Historic District</i>
Zoning:	<i>R5 – Residential 5,000 dwelling zone with Historic Resource Protection Overlay</i>
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Historic Resource Review is required for non-exempt exterior alterations in Irvington.

Relevant Approval Criteria:

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

- *33.846.060.G – Other Approval Criteria*

Appellant Statement:

The administrative decision of approval with conditions was appealed by Maria Cohen. According to the appellants' statement, the appeal was based on arguments that:

1. The design of the proposed new driveway is not subject to Historic Resource Review.
2. The proposed driveway meets (BDS) Title 33 and (PBOT) Title 17 codes.

The full appeal statement can be viewed at

<https://efiles.portlandoregon.gov/Record/15192618/>.

PROCEDURAL HISTORY

The applicant received Early Assistance notes from BDS (no meeting was requested) on April 21, 2021. The land use application was submitted on July 30, 2021. An Incomplete Letter was mailed on August 26, 2021. The applicant requested this case be deemed complete on January 20, 2022. The applicant requested two 30-day extensions (on February 23, 2022, and March 24, 2022). A decision of approval was mailed on May 23, 2022, with one condition of approval, specifying that the approval is for the alternative site plan with a 10-foot driveway throat at the property line, rather than a 20-foot-wide driveway. The applicant appealed the Decision of Approval with a Condition of Approval. A first appeal hearing was held on July 14, 2022. At the

appeal hearing, a majority of Commissioners supported a 16-foot-wide driveway without retaining walls on either side. At the first hearing the applicant submitted an extension to the 120-day Review Period with a Continuation Hearing. The hearing was continued to August 8, 2022.

ANALYSIS

Site and Vicinity: Constructed in 1908, the subject property is a contributing resource with a contributing garage in the Irvington Historic District known as the Cornfoot House. The National Register Nomination for the district notes the basalt chimney and foundation and the leaded glass as notable, character-defining features of the Craftsman-style house. The Oregon Historic Sites database notes that the garage was originally a carport-like structure that was significantly remodeled with a new roof and new exterior walls in 2006, and the Database questions its 'Contributing' status.

Irvington Historic District Platted in the late Nineteenth Century as the first addition to Portland that employed restrictive covenants, the Irvington area developed intensely with a mix of middle-class housing types and sizes during the first two decades of the Twentieth Century. The contributing resources in Irvington range in design character from expressions of the late Victorian Era styles, especially Queen Anne, through the many Period Revival modes of the early decades of the Twentieth Century, to a few early modernist examples. There is also a wide diversity in the sizes of lots and houses. In terms of the streetscape, the numbered north-south avenues in Irvington vary dramatically in width, and they mostly form rather long block faces which the houses generally face. The named east-west street block faces are more consistent in length, almost all being traditional 200' Portland blocks. All are lined with mature street trees. These patterns help to lend the neighborhood the distinctive and homogeneous historic character.

Zoning: The Residential 5,000 (R5) single-dwelling zone is 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 3,000 square feet, with minimum width and depth dimensions of 36 and 50 feet, respectively. Minimum densities are based on lot size and street configuration. Maximum densities are 1 lot per 5,000 square feet of site area.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

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

- LU 17-120291 HR - Approval of the side (south) deck replacement and alterations to the 1908 Craftsman Style contributing resource in the Irvington Historic District.
- LU 14-158006 HR - Approval of a replacement garage door.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **February 2, 2022**. The following Bureaus have responded with no issues or concerns:

- Life Safety (exhibit E.3)

The Bureau of Transportation Engineering responded with the following comment: PBOT does not object to the proposal and offers support for the Modification to allow the garage door to be located within five-feet of the street lot line. Please see Exhibit E-1 for additional details.

The Bureau of Environmental Services responded with the following comment: No stormwater plan was submitted as part of this proposal. A stormwater plan is a requirement at permit. Please see Exhibit E-2 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 2, 2022. One written response has been received from the Neighborhood Association in response to the proposal.

- Dean Gisvold, February 23, 2022 – The ICA supports the proposed alterations to the house. Many members of the ICA opposed the alterations to the garage and the proposed vehicle area that result in the loss of original topography on this site, but indicate that with additional screening and landscaping, it may be acceptable. Staff Response: The site plan included with the February 2nd proposal notice indicated a 22-foot-wide driveway entrance at the sidewalk. In response to comments received from staff and the Irvington Community Association, the applicant submitted a revised site plan showing a ten-foot-wide driveway flanked by concrete retaining walls with the May 9th submittal package.

ZONING CODE APPROVAL CRITERIA

Chapter 33.846.060 - Historic Resource Review

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: The site is within the Irvington Historic District and the proposal is for non-exempt treatment. Therefore, Historic Resource Review approval is required. The approval criteria are those listed in *33.846.060 G – Other Approval Criteria*.

Staff has considered all guidelines and addressed only those applicable to this proposal.

33.846.060 G - Other Approval Criteria

- 1. Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided.
- 2. Record of its time.** The historic resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided.
- 3. Historic changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
- 6. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.

9. Preserve the form and integrity of historic resources. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.

10. Hierarchy of compatibility. Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

Findings for 1, 2, 3, 5, 6, 8, 9 and 10: The 2.5-story Craftsman-style house is notable for its highly visible corner-lot location, with a basalt foundation and chimney and leaded original windows. While the scope of the proposal is substantial, and includes proposed changes on multiple facades on the house and garage, effort has been taken to focus the areas of proposed changes on those areas that are known to have already been remodeled. The areas proposed to receive alterations are largely not on street-facing facades, and have non-original materials that have not acquired historic significance. The form, integrity and character-defining features of the house, including its full front porch, basalt chimney and foundation, leaded windows, wood siding, wide three-foot eaves and stately massing will be retained through these proposed alterations, and it will remain a record of its time, compatible with its neighbors and the historic district.

West Elevation

This elevation at the rear of the house is not facing either street and is obscured from the public realm by the existing garage and will be further blocked from view by the proposed enlarged garage. It currently has an inset level one porch tucked beneath a second-story mass that was likely the original sleeping porch. The former sleeping porch was substantially remodeled around 2006, prior to the formation of the Irvington Historic District. The West Elevation is proposed to receive a 96-square foot addition, to include the enclosure of the inset level one porch, plus an additional floor area at level one, and a new stamped concrete foundation with eight new painted wood windows at the basement level. While the footprint of the proposed addition remains outside the required five-foot setback, the proposal to match the deep three-foot eaves that wrap the house will require a Modification to the setback standards (see Modification findings below). The stamped concrete foundation will not match the existing basalt foundation, but is a historically appropriate material that is frequently used in this neighborhood and will not be visible from any location except the adjacent property. The scale and location of this one-story addition are compatible with the resource's massing, size, scale, and will match its architectural features. Limited additions and enclosures of rear porches are typical historic changes in this District and do not detract from the compatibility of this resource. At the July 14, 2022 hearing, one Commissioner questioned if the eaves of the one-story addition should have eaves less deep than proposed; the majority of the Commission found the proposed depth to be appropriate.

At level two, the applicant proposes modifications to the existing window configuration. Analysis provided by an architectural historian notes that the windows at this level two location are non-original, all date stamped from 2006. The proposal to alter this configuration to create four, evenly spaced and equal sized windows will enhance the regularity of this rear façade and enhances its historic character by reducing the discordant spacing and sizing of the current fenestration pattern. A single non-original window at the primary bedroom is proposed to be removed altogether, and new wood siding threaded in to patch this location. Finally, a single existing skylight is proposed to be removed and two skylights added elsewhere on the rear plane of the hipped roof. These are not visible from the public realm and will not mar the historic character of the property.

North Elevation

The North elevation is proposed to receive two new windows on level two. In the primary bedroom, historic photos indicate that the original street-facing window beside the level-two bay was larger than the current window at this location. The proposal is to restore a larger window in this location, to remain centered beneath the attic-level dormer, but matching the height of the adjacent bay windows. Architectural historian analysis demonstrates the existing window at this location is non-original, and therefore removing it will not reduce the historic character of the property or its accurate representation of its time.

Above the existing rear porch, two non-original 2006 windows are installed tight to an interior corner, which is not a typical location for windows in homes of this era. The applicant proposes to retain one of these windows, but to shift it slightly to center it in the narrow façade at this location. The minor changes to the window quantity and location are compatible with the architecture of the existing home and its fenestration patterns.

At level one, the north-facing inset porch is proposed to be infilled and enclosed with painted wood lap siding to match the rest of the house, and the top half of a new basement door may be visible above the new exterior stairs proposed adjacent to the new rear entry. The scope of this addition is detailed above, under the West Elevation description.

South Elevation

The south façade is a side façade, with limited visibility from NE 19th Street as the house is set almost 50' back from the curb on that frontage. At level two, an original single-hung window toward the rear of the façade is proposed to be replaced with a pair of hung windows at approximately the same location. The single window at this location is currently located off center of the double doors beneath it and not centered within the decorative roof brackets. The proposed pair of windows that will replace the single existing window will be centered between the roof brackets and better aligned with the doors below. The new windows are proposed to match the size and configuration of the highly visible center window at the stair bay on this same façade.

At level one, a single new wood window is proposed to be centered beneath the stair bay. An existing basement window is proposed to receive a taller window to meet egress requirements, and a second, equal-sized basement window is proposed with an egress well. Finally, at the roof, a single new skylight is proposed to the rear of an existing attic-level dormer where it will be mostly obscured from all nearby vantage points.

East Elevation

No alterations are proposed for this front, street-facing façade.

Garage

While the Irvington National Register Nomination notes the garage is 'contributing', a note in the Oregon Historic Sites database indicates that the garage was originally a carport, and was re-roofed and enclosed in 2006. A note in the database entry for this property reads, 'how is this contributing?'. Staff research affirms that a 2005 IQ folder (IQ 05-134400) indicates the owner at the time inquired about rebuilding the garage. Shortly after a building permit was issued for a detached one-story garage (RS 05-147440). This is consistent with the note in the Oregon Historic Sites database for this property. A subsequent Historic Resource Review (LU 14-158006 HR) approved the replacement of the garage door.

While it may not be possible to determine the extent of the original structure and material and the alterations that occurred prior to the formation of this historic district, the appearance and location of the existing single-vehicle garage is consistent with many other neighborhood garages. Its location, immediately abutting the sidewalk and set into the sloped hillside, its low sloped hipped-roof and detailing similar to the

existing house all result in a contextually-appropriate structure that does not distract or detract from the notable architecture of the primary residence or its surrounding context.

The alterations proposed to the existing garage are substantial, in proportion to the small scale of the structure and its highly-visible location immediately adjacent to the pedestrian realm. Like many garages in this neighborhood, the existing single-car garage is built into the hillside and the garage door is at the property line facing NE Thompson Street. The proposed modifications intend to reuse the existing structure, enlarging it with a 98sf addition to the east side to create a two-vehicle garage. The existing hillside and yard to the east of the garage are proposed to be excavated to create a new 728sf paved exterior vehicle area. New retaining walls are proposed at the perimeter of the vehicle area.

During review, staff struggled to chart a path to approval for this aspect of the proposal. Large, surface vehicle areas are not typical in this neighborhood, where even the grandest homes typically have diminutive carriage houses and garages, kept to the smallest possible size and often tucked into the hillside to reduce their visibility and impact on the site. Further, the excavation of the existing raised yard to create a vehicle area at the same level as the sidewalk results in a highly visible change – potentially exposing all of the new vehicle area as well as the entire side of the newly enlarged garage. Like many homes in this area, the existing home was constructed to sit above the street, and the elevated landscaped area surrounding it contributes to its historic character and the original topography is part of the historic features on the site. While a minor addition to the existing, previously altered garage does not impact the historic character of the home, staff found it challenging for the excavated new vehicle area required to access the enlarged garage to meet the guidelines.

Ultimately, it was determined by the Landmarks Commission that the excavation of the vehicle area is a reversible alteration that does not undermine the integrity of the contributing resource. In the future, the garage addition may be removed, and the original garage restored, the vehicle area reduced or infilled altogether without negatively impacting the resource.

The Landmarks Commission concluded that a 16-foot-wide driveway adequately meets the approval criteria while also achieving the applicant's stated goals for simple turning into the proposed garage entrance.

On balance, Commission determined that the scope of the proposal strives to limit its exterior alterations to areas that have been previously altered and/or have limited visibility and do not compromise the architectural integrity of the contributing resource. Minimal change is proposed to the original fenestration patterning, and effort has been taken to restore fenestration patterning where it has been previously changed. The proposed alterations maintain or enhance the architectural compatibility. The proposed additions to the house and garage are both less than 100sf each and will have minor impacts on the overall integrity and compatibility of the resource.

Therefore, these guidelines are met.

7. Differentiate new from old. New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.

Findings for 7: Evidence submitted by an architectural historian indicates that numerous existing windows on the second level are non-original and date back to approximately 2006. Similarly, historic photos indicate that original windows in some locations on the house were different sizes or locations. The applicant has made the effort to differentiate new from old in the existing materials, and to locate most of the

proposed changes at previously altered places. New materials installed as a result of this proposal are intended to visually match the existing original materials to the average passerby, but will be easily differentiated by a professional, close-up examination through updated construction materials (such as double-pane windows) and installation techniques.

Therefore, this guideline is met.

33.846.070 Modifications Considered During Historic Resource Review

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic resource review process. These modifications are done as part of historic resource review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through historic resource review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
- B. **Purpose of the standard.**
 1. The resulting development will meet the purpose of the standard being modified; or
 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

Modification #1: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The minimum side setback in the R5 zone is five feet.

- A. ***Better meets historic resource review approval criteria.*** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The modification to reduce the side setback from five-feet to one-foot eight-inches for a five-foot addition to the existing garage along the side street lot line better meets approval criteria 9 – Preserve the Form and Integrity of Historic Resources. The minor addition to the small existing garage is pushed back 1-foot 8-inch from the existing garage corner to differentiate it from the original massing. This still facilitates the applicant's goal

of parking two vehicles within the remodeled garage. If the addition were set back further to be entirely out of the five-foot setback, it would not have sufficient width to accommodate the desired quantity of cars, and may thus incentivize replacing the entire contributing garage with a new garage. A new structure, located outside of the setbacks, would have a greater impact on the site, and the surrounding historic context, than the minor addition to the existing historic garage.

- B. *Purpose of the standard.*** *The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: Preservation of the character of the historic resource is more important than meeting the purpose of the standard because meeting the standard with this proposal would require compromising the integrity of the contributing garage or rebuilding a new garage that may be less compatible with the historic district. The total length of the proposed garage wall in the side setback is three feet more than that which may be allowed by code. While the side setback applies at this location, the setback abuts the sidewalk and not an adjacent property. Therefore, the purpose of the standard is met, and allows for architectural diversity while maximizing unbuilt space, and does not impact the light, air or privacy of adjacent neighbors.

The proposal better meets the approval criteria and preservation of the historic resource is more important than increasing the offset of the minor addition to the existing garage to keep it outside of the setback.

Modification #2: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce the garage entrance setback from eighteen feet to three foot six inches from the street lot line.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The garage entrance setback in the R5 zone is eighteen feet.

- A. *Better meets historic resource review approval criteria.*** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The proposed garage configuration minimizes the visibility of alterations to the existing small garage. The primary street-facing garage façade will remain the same proportions, and its existing garage door will be infilled with a band of windows. Minimizing impacts to the existing garage and focusing the new addition and wide garage door on the sidewall serves to maintain the architectural compatibility of the existing contributing garage, as well as the house and surrounding historic district.

- B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: The purpose of this standard is to ensure that garage doors are located far enough back from street lot lines to ensure sufficient room for cars to park in front of the garage door without overhanging the street or sidewalk. The standard assumes the garage door is parallel to the street lot line from which it is set back. In this situation, due to the corner lot site, the garage door setback is not met from the street lot line perpendicular to the proposed garage door. The closest part of the garage door is proposed to be three-feet six-inches from the nearest street lot line. However, due to the configuration of the garage access, cars parking in front of the garage door are not at risk for overhanging the sidewalk.

Modification #3: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce rear setback to two-feet to allow for three-foot-deep eaves.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The minimum rear setback in the R5 zone is five feet.

- A. Better meets historic resource review approval criteria.** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The one-story addition at the rear is proposed to be located exactly five-feet from the rear property line. The modification is requested to allow for deep three-foot eaves to wrap the new addition. The proposed eaves are consistent with the eave depth and design around the rest of the house. Maintaining the eave depth around the entire house will better maintain the historic character of the contributing resource.

- B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: The purpose of the standard is to allow for light, air and privacy between adjacent residential properties. It's also intended to ensure space for firefighting. The code already creates an exception for eaves to extend two feet into the required side and rear setbacks. The required three-foot separation is for fire separation between structures. In preparation for this proposal, these applicants obtained a Building Permit appeal approval for a fire-rated eave detail to project three feet into the required five-foot setback, and one foot further than is allowed outright as an exception to the setback. Since the building footprint is still located outside the setback, and only the roof plane extends further into

the setback. With the Building Permit Appeal approval as an indicator that fire safety will not be compromised, the purpose of the standard is met.

Therefore, these three Modifications merit approval.

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 purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. This proposal meets the applicable Historic Resource Review criteria and modification criteria and therefore warrants approval.

HISTORIC LANDMARKS COMMISSION DECISION

The Historic Landmarks Commission granted aspects of the appeal that had been addressed by the Applicant and upheld the Administrative Decision that approved the proposal of a one-story, 96-square foot addition to the primary home, a 98-square foot addition to the garage, a new driveway and vehicle area, reconfiguration of the existing garage, limited changes to basement and level two windows and rooftop skylights.

Approval for the following Modification requests:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage. (PZC 33.110.220 & Table 110-4)
2. Reduce rear setback to two-feet to allow for three-foot-deep eaves. (PZC 33.110.220 & Table 110-4).
3. Reduce the garage entrance setback from eighteen feet to three foot six inches from the street lot line. (PZC 33.110.220 & Table 110-4)

Approvals per the approved site plans, Exhibits C.1-C.26 and C.29-C.32 signed and dated May 18, 2022, and Exhibit C.33 signed and dated August 8, 2022, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 21-072667 HRM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.

These findings, conclusion and decision were adopted by the City of Portland Historic Landmarks Commission on August 8, 2022.

By: 

Kristen Minor, Historic Landmarks Commission Chair

Date Final Decision Effective/Mailed: August 26, 2022

120th day date: November 3, 2022

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 30, 2021, and was determined to be complete on January 21, 2022.

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 30, 2021.

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 requested that the 120-day review period be extended (Exhibits A.2, A.3, H.5 and H.6). Unless further extended by the applicant, **the 120 days will expire on: November 3, 2022.**

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 is final and becomes effective the day the notice of decision is mailed (noted above). This decision may not be appealed to City Council; however, it may be challenged by filing a “Notice of Intent to Appeal” with the State Land Use Board of Appeals (LUBA) within 21 days of the date the decision is mailed, pursuant to ORS 197.620 and 197.830. A fee is required, and the issue being appealed must have been raised by the close of the record and with sufficient specificity to afford the review body an opportunity to respond to the issue. For further information, contact LUBA at the 775 Summer Street NE, Suite 330, Salem, OR 97301 [Telephone: (503) 373-1265].

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 **August 26, 2022**, 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 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. Applicant's Statement
 1. Original Submittal
 2. 30-Day Extension, dated February 23, 2022
 3. 30-Day Extension, dated March 24, 2022
 4. Approved Building Code Appeal for Fire Rated Eave Detail
 5. Arcalus Window Inventory
 6. Proposed Site Plan (not approved)
 7. Proposed Garage and Parking Plan (not approved)
 8. Proposed North Elevation w/ 20' driveway (not approved)
 9. Garage Photo
 10. PBOT Driveway Design Exception
 11. Response to Incomplete Submittal, January 2022
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Existing Basement Plan
 3. Existing Main Floor Plan
 4. Existing Second Floor Plan
 5. Existing Attic Floor Plan
 6. Existing Garage Plan
 7. Proposed Basement Plan
 8. Proposed Main Floor Plan
 9. Proposed Second Floor Plan
 10. Proposed Attic Floor Plan
 11. Proposed Driveway Scoring Pattern

12. East Elevation
 13. Existing and Proposed North Elevation
 14. Existing and Proposed West Elevation
 15. Existing and Proposed South Elevation
 16. Existing and Proposed Garage Elevations
 17. Proposed Sections Through Vehicle Areas
 18. Proposed Sections Through Vehicle Areas
 19. Proposed Door Schedule
 20. Proposed Window Schedule
 21. Window Elevations and Sections
 22. Window Elevations and Sections
 23. Door Elevations and Sections
 24. Eave Details
 25. Proposed Back Porch Section
 26. Proposed Back Porch Section
 27. Proposed Site Plan with 10' driveway - NOT APPROVED
 28. Proposed North Elevation w/ 10' driveway - NOT APPROVED
 29. Marvin Ultimate Double Hung Cutsheet
 30. Marvin Ultimate Case Awn Cutsheet
 31. Exterior Sconce Cutsheet
 32. Garage Door Cutsheet
 33. Revised Site Plan for Second Appeal Hearing, with 16' driveway width
- D. Notification information:
1. Mailing list
 2. Mailed notice
- E. Agency Responses:
1. Portland Bureau of Transportation
 2. Bureau of Environmental Services
 3. Life Safety
- F. Correspondence:
1. Dean Gisvold, February 23, 2022, The ICA supports the proposed changes to the house but has mixed feedback about the garage/vehicle area proposal.
- G. Other:
1. Original LU Application
 2. Incomplete Letter, dated August 26, 2021
 3. 180-Day Warning Letter, dated December 30, 2021
- H. Hearing One
1. Submitted Appeal
 2. Staff Presentation
 3. Memo to Commission
 4. Testimony from Irvington Community Association. The ICA does not support the appeal.
 5. Extension Form, June 8, 2022
 6. Extension Form, July 14, 2022
 7. Staff Presentation
- I. Hearing Two
1. Letter from Applicant's Land Use Attorney, July 19, 2022
 2. Staff Memo to Commission, July 27, 2022

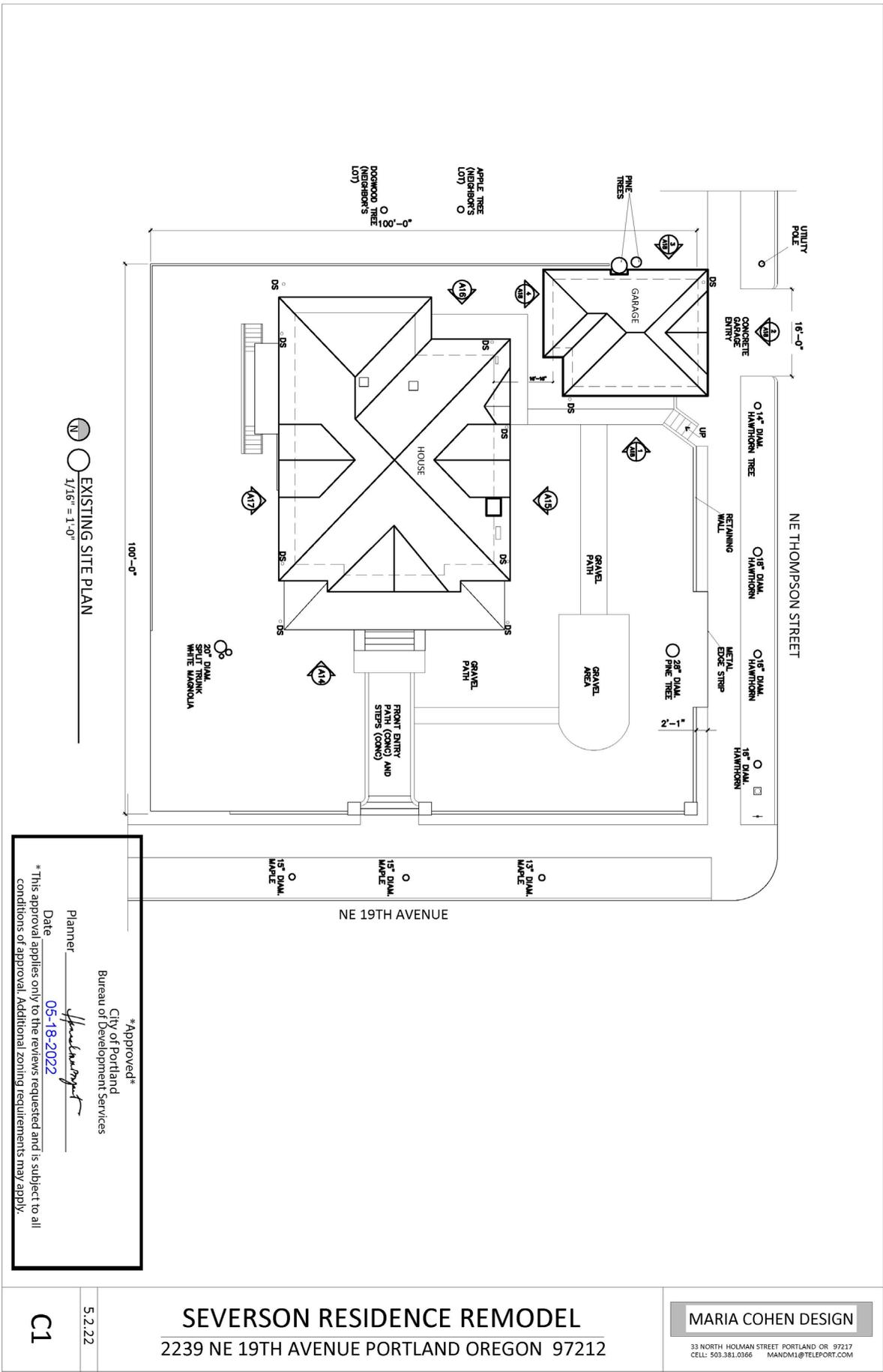
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING 
 For Zoning Code in effect
 August 1, 2020 - July 31, 2021
 THIS SITE LIES WITHIN THE:
 IRVINGTON HISTORIC DISTRICT

 Site
 Historic Landmark

File No.	LU 21 - 072667 HRM
1/4 Section	2832
Scale	1 inch = 200 feet
State ID	1N1E26DB 10900
Exhibit	B Jul 31, 2021



Approved
 City of Portland
 Bureau of Development Services
 Planner: *[Signature]*
 Date: 05-18-2022
 *This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

C1	5.2.22	SEVERSON RESIDENCE REMODEL 2239 NE 19TH AVENUE PORTLAND OREGON 97212	MARIA COHEN DESIGN <small>33 NORTH HOLMAN STREET PORTLAND OR 97217 CELL: 503.381.0366 MANDM1@TELEPORT.COM</small>
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	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E26DA 16200	JACOBSON PAMELA & BUISMAN MICHAEL	1508 SW 19TH AVE	PORTLAND OR 97201
3	RETURN SERVICE REQUESTED		1N1E26DA 16300	OLIVER MARCUS V & OLIVER KATIE B	2214 NE 19TH AVE	PORTLAND OR 97212
4	RETURN SERVICE REQUESTED		1N1E26DA 16400	ZICKRICK WILLIE D	2228 NE 19TH AVE	PORTLAND OR 97212-4615
5	RETURN SERVICE REQUESTED		1N1E26DA 16500	KOO JOHN & MANCKE JENNIFER	2232 NE 19TH AVE	PORTLAND OR 97212
6	RETURN SERVICE REQUESTED		1N1E26DA 16600	ROWAN DANIEL L & ROWAN LAURA M	1912 NE THOMPSON ST	PORTLAND OR 97212
7	RETURN SERVICE REQUESTED		1N1E26DA 3100	SIEGEL-WILSON TRUST	1911 NE THOMPSON ST	PORTLAND OR 97212
8	RETURN SERVICE REQUESTED		1N1E26DB 10000	ALLEN COLBY D	1817 NE THOMPSON ST	PORTLAND OR 97212-4211
9	RETURN SERVICE REQUESTED		1N1E26DB 10100	INTELLECTUAL ASSETS INC	1831 NE THOMPSON ST	PORTLAND OR 97212
10	RETURN SERVICE REQUESTED		1N1E26DB 10100	MC FEETERS-KRONE DAVID & AMY	1831 NE THOMPSON ST	PORTLAND OR 97212
11	RETURN SERVICE REQUESTED		1N1E26DB 11000	ANDERSON DIANNE C & KATZ MELVIN	2227 NE 19TH AVE	PORTLAND OR 97212-4616
12	RETURN SERVICE REQUESTED		1N1E26DB 11100	GILLETTE BAXTER & MALONE JANINA	2215 NE 19TH AVE	PORTLAND OR 97212
13	RETURN SERVICE REQUESTED		1N1E26DB 11200	MCCLELLAN GARY L ETAL	2205 NE 19TH AVE	PORTLAND OR 97212
14	RETURN SERVICE REQUESTED		1N1E26DB 12200	KEHM DAVID R TR	2206 NE 18TH AVE	PORTLAND OR 97212-4611
15	RETURN SERVICE REQUESTED		1N1E26DB 12300	CROFT FAMILY 2020 TRUST	2318 NE 18TH AVE	PORTLAND OR 97212
16	RETURN SERVICE REQUESTED		1N1E26DB 12400	ROSS TRACY TR & BERNARDINI LORI TR	2226 NE 18TH AVE	PORTLAND OR 97212-4611
17	RETURN SERVICE REQUESTED		1N1E26DB 12500	HAZEN BRUCE B & SHIRLEY BRIDGET J	2242 NE 18TH AVE	PORTLAND OR 97212-4611
18	RETURN SERVICE REQUESTED		1N1E26DB 9900	ENGELHARDT JOHN J & MARY LOUISE	1803 NE THOMPSON ST	PORTLAND OR 97212-4211
19				CURRENT RESIDENT	1816 NE THOMPSON ST	PORTLAND OR 97212
20				CURRENT RESIDENT	2206 NE 19TH AVE	PORTLAND OR 97212
21				CURRENT RESIDENT	2208 NE 19TH AVE	PORTLAND OR 97212
22				CURRENT RESIDENT	2218 NE 18TH AVE	PORTLAND OR 97212
23				CURRENT RESIDENT	2227 NE 19TH AVE #A	PORTLAND OR 97212
24				CURRENT RESIDENT	2227 NE 19TH AVE #B	PORTLAND OR 97212
25	RETURN SERVICE REQUESTED	OWNERS	1N1E26DB 10900	SEVERSON COURTNEY & SEVERSON TRACY	3253 NE HOYT ST	PORTLAND OR 97232
26	RETURN SERVICE REQUESTED	APPLICANT/APPELLANT	MARIA COHEN DESIGN	COHEN MARIA	33 N HOLMAN ST	PORTLAND OR 97217
27	RETURN SERVICE REQUESTED		IRVINGTON NA	GREINER TONY	2004 NE 9TH AVE	PORTLAND OR 97212
28	RETURN SERVICE REQUESTED		LAND USE CONTACT	NE COALITION OF NEIGHBORHOODS	4815 NE 7TH AVE	PORTLAND OR 97211
29	RETURN SERVICE REQUESTED		LAND USE CONTACT	SOUL DISTRICT BUSINESS ASSOCIATION	PO BOX 11565	PORTLAND OR 97211
30	RETURN SERVICE REQUESTED		PORTLAND METRO REGIONAL SOLUTIONS	C/O DLCD REGIONAL REPRESENTATIVE	1600 SW 4TH AVE #109	PORTLAND OR 97201
31	RETURN SERVICE REQUESTED		LAND USE CONTACT	FORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
32	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
33	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE #300	PORTLAND OR 97201
34				LAND USE CONTACT	PROSPER PORTLAND	1299/PROSPER
35					HEARINGS CLERK	299/3100
36					DAWN KRANTZ	B299/R5000

7.28.2021

MODIFICATION APPLICATION WRITTEN STATEMENT

FOR A PROPOSED REMODEL AT 2239 NE 19TH AVENUE, PORTLAND, OR 97212

The proposed project located at 2239 NE 19th Avenue in the Irvington neighborhood is situated on the southwest corner lot at the intersection of NE 19th Avenue and NE Thompson Street. The original house and newer garage are both designated as “contributing” resources to the Irvington Historic District. The existing home, historically known as the Cornfoot House, is a 3,603 square foot two story single family home built in 1908 in the Arts and Crafts style. The front of the home faces NE 19th Avenue, while the garage, located at the NW corner of the lot, faces NE Thompson Street. The 492 square foot garage was originally a carport and was later converted to an enclosed garage in 2006 in an architectural style with similar features to the home. The home and garage occupy a 10,000 square foot lot.

PROCEDURE TYPE: Type II Zoning Review based on the thresholds outlined in Zoning Code Section 33.805.040 of the City of Portland Zoning Code

LIST OF LAND USE REVIEWS REQUESTED:

- Modification Review – Type II

APPLICATION FOR ADJUSTMENT TO THE FOLLOWING:

- **SETBACK STANDARD (33.110.220 and Table 110-3) – Applicant proposes an addition to the existing garage within the 5’- 0” side street setback. The existing garage was constructed at the property line, and within the 5’- 0” side street setback.**
- **SETBACK STANDARD (33.110.220 and Table 110-3) – Applicant proposes moving the existing north facing garage door from its current location (at the property line, and in the side street setback) to an addition proposed for the adjacent east-facing wall of the garage. In its proposed new location, a portion of the garage door will be within the 5’- 0” side street setback.**
- **PARKING AND LOADING (33.266.120.C.1.b) –Applicant proposes a new driveway to access the relocated garage door, while also providing off-street vehicle parking in front of the garage door. Applicant proposes a paved parking area between the side street building and the side street lot line that is greater than 20% of the land area.**
- **PARKING AND LOADING (33.226.120.C.2.a) – Applicant proposes paving two small areas on each side of the new driveway entrance, and within the 5’- 0” side street setback.**

NOTE:

TYPE II HISTORIC RESOURCE REVIEW BASED ON THE THRESHOLDS PER TABLE 846-3 OF SECTION 33.846.060 IS PART OF THIS APPLICATION, AS WELL.

ALSO NOTE:

AN APPLICATION FOR A PBOT DESIGN EXCEPTION IS INCLUDED IN THIS APPLICAITON REQUESTING A “DESIGN EXCEPTION” FOR PERMISSION TO LOCATE THE GARAGE DOOR LESS THAN 20’ FROM THE PROPERTY LINE.

SUMMARY OF EXISTING CONDITIONS

The existing garage and garage door face North toward NE Thompson Street. The north wall of the garage and garage door were constructed at the property line, while the eave overhangs the property line by 2'-0". The garage door opens onto the sidewalk of a section of NE Thompson Street that experiences a great amount of pedestrian and bicycle traffic (see attached Modification Exhibit A – Portland's Pedestrian and Bike Maps indicating that the inner city site is surrounded by designated pedestrian and bike routes). In its current orientation, backing out of the garage, even at very low speeds, is hazardous due to its proximity to the sidewalk and very limited site lines.

SUMMARY OF PROPOSED DESIGN

Garage

Applicant proposes to relocate the garage door from the north facing side of the garage to the east facing side of the garage, moving the garage door farther away from the busy sidewalk and NE Thompson Street. In its proposed new location on the east side of the garage, the north end of the garage door will extend 1'-6" into the 5'-0" side street setback (**Setback Standard - 33.110.220 and Table 110-3**).

Applicant further proposes an addition to the east side of the garage that will allow a vehicle to fit lengthwise inside the garage in its new E/W orientation. The proposed addition to the east side of the garage will add 5'-0" of additional E/W length to the (north) side street façade of the garage, totaling 24'-0" of E/W length. The addition will extend 19'-9" across the existing east wall of the garage, and total 96 square feet. The north wall of the proposed addition will be stepped back 1'-8" from the existing north wall of the garage, which was built at the property line. The north wall of the addition will extend 3'-4" into the 5'-0" side street setback. The eave of the addition will extend an additional 1'-8" into the 5'-0" side street setback, stopping at the property line, facing NE Thompson Street (**Setback Standard - 33.110.220 and Table 110-3**).

The proposed garage addition and change in orientation are deliberately designed to improve safety and function while also meeting historic review criteria. As proposed, the garage, its rooflines and improvements remain in scale with the home and lot size, and are compatible with other structures in the immediate area and surrounding neighborhood.

The existing garage door on the north façade will be replaced by a bank of three painted wood windows, historically appropriate sconces and landscaping, creating a visually attractive scene at the side street level (see attached drawings).

Driveway

Applicant proposes to add a new driveway to the east side of the garage that will serve two functions—first, allowing vehicle access to the relocated garage door, and second, providing an off-street surface parking area that does not currently exist at this property. The size of the proposed driveway is designed to safely accommodate parking, backing, and exiting. The proposed driveway extends 27'-0" (south) from the property line, safely providing off-street surface parking for a large vehicle to park entirely in front of the garage door without overhanging the setback, sidewalk, or NE Thompson Street.

Separate considerations have been made in the size and design of the driveway to address both backing onto NE Thompson Street after pulling forward into the parking area, and backing out of the garage, then turning out onto NE Thompson Street. To improve driver sight lines while backing onto NE Thompson Street, applicant proposes a new 20'-0" wide driveway entrance from NE Thompson Street with low walls flanking the entrance and open fencing above. When exiting the garage, a large vehicle will be able to back (east) entirely into the 30'-0" deep driveway without overhanging the setback, sidewalk or street

before turning and entering NE Thompson Street, facing forward. The proposed paved parking area necessary to accommodate parking, backing, and exiting, as described, increases the allowable side street paved parking area from 20% of the land area to just over 22.5% of the land area, or from 736 square feet to 830 square feet, which is 94 square feet greater than allowed under (**Parking And Loading - 33.266.120.C.1.b**).

Applicant proposes to pave two areas within the 5' - 0" side street setback on either side of the proposed 20' - 0" wide NE Thompson Street driveway entrance, (**Parking And Loading - 33.226.120.C.2.a**). The two areas are irregular "L" shapes totaling 35 square feet each, or a total of 70 square feet. The combined 70 square feet of these two "irregular" areas is included in the proposed paved parking area totaling 830 square feet. The purpose of paving these two areas within the 5' - 0" side street setback are to accommodate transit and storage of two separate 10' - 0" long rolling, open, metal gate sections, one on each side of the driveway entrance. The gate sections will be used to close the driveway opening to the sidewalk and NE Thompson Street. The two proposed paved areas within the setback will not be used as vehicle parking areas.

The property is unusual in that it is original to the neighborhood, is situated on a 10,000 square foot lot and does not have an off-street surface parking area (see attached Modification Exhibit B – neighboring 10,000 s/f lots with driveway and off street parking).

The interior perimeter of the driveway will be landscaped with extensive vegetation to soften the hardscape.

Applicant submitted a preliminary site plan proposing the new driveway and garage orientation to PBOT. On January 28, 2021, applicant received written preliminary approval of the plan. (see attached Modification Exhibit C – preliminary PBOT approval for relocating garage door entrance). We submitted a zoning permit application to PBOT (21-057691-000-00-ZP) and they did not object to the driveway addition. The permit is still pending final approval at the time of this submittal.

PART I: SETBACKS

The regulations to be modified are:

- The setback standards of 5'-0" from the property line - **Setback Standard (33.110.220 and Table 110-3)**
- The requirement that the garage entrance is to be 20'- 0" from the property line - **Setback Standard (33.110.220 and Table 110-3)**

APPROVAL CRITERIA

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

1. The primary objective for the proposed remodel of the garage is to create a safer pedestrian experience by improving driver visibility when exiting the garage. The existing garage was constructed at the property line and the garage door opens directly onto the sidewalk. This section of NE Thompson Street has a significant amount of pedestrian and bicycle traffic. The current orientation of the garage creates an undue risk for pedestrian harm.
2. Relocating the garage door away from the sidewalk and to the east side of the garage works to mitigate potential harm to pedestrians from an exiting vehicle in the current configuration. Adding the proposed driveway will allow vehicle parking in front of the garage door without

overhanging the setback, sidewalk or NE Thompson Street, and improve driver visibility while exiting both the garage and the driveway.

3. The street side location and small size of the proposed garage addition siding NE Thompson Street, along with the new driveway, allow adequate light, air, separation for fire protection, and access.
4. The architectural style of the garage shares similar features to those found on the house. The proposed small addition to the garage is designed to carry on existing details, including the roofline, carved rafter tails, clapboard siding, and trim details. The scale of the proposed addition fits with the scale of the existing garage, the home, and the neighborhood.
5. The location of the proposed garage addition maintains a reasonable physical relationship between the garage and the house. It does not change the relationship with other surrounding residences, maintaining existing privacy.
6. The location of the proposed addition does not impact the main house's visually pleasing front yard on NE 19th Avenue.
7. The existing garage is located at street level, facing NE Thompson Street. Applicant proposes a new driveway, also at street level, in front of the garage door on the east side of the proposed reoriented garage. The elevation of the proposed driveway, about 3' - 9" lower than the grade of the home, fits with the elevation of the existing garage. Positioning the driveway at street level will promote a safe exit from the driveway with enhanced visibility. Established lots with varying topography between the house and garage are typical for the neighborhood. The raised front yard will not be impacted and the side street view will be enhanced with landscaping to soften the interior retaining walls and hardscape. The north facing façade of the garage will be improved by replacing the existing metal garage door with a bank of painted wood windows that match the existing home's windows, flanked by historically appropriate sconces. A low concrete wall will be added to either side of the driveway entrance to match the existing retaining wall, and landscaping will be added to the planting strip.

The purposes of Section 33.110.220 and Table 110-3 are:

- 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;
- 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 into a street.

B. If in a residential zone, the proposal will not significantly detract from the livability or the 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

The site is located in an R5 zone. The proposed garage addition is 5'-0" deep by 19'-9" long. Due to its limited size, the proposed garage addition will not significantly detract from the livability or the

appearance of the residential area. In addition, the added windows and sconces on the NE Thompson facing façade create a more attractive street scene than the metal garage door that currently exists.

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

The proposed small garage addition and new driveway are consistent with the overall purpose of the zone, which is to create a safe and pleasant residential and pedestrian experience.

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

Though the garage is designated as a “contributing” resource to the Irvington Historic District, the original carport was converted to a garage in 2006 in an architectural style with similar features to the home. The proposed changes to the garage are deliberately designed to maintain the historically appropriate features found on the garage and reflected in the original resource.

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

The proposed garage addition is located on the east facing wall of the garage, 71’-1” from the east property line on NE 19th Avenue, while the eastern edge of the proposed parking area is 41’- 1” from the east property line on NE 19th Avenue, preserving a large, open, front setback. Given its existing location, the garage is set back as far as possible from NE Thompson Street, and the 5’- 0” wide side projection of the addition is set back even farther, creating an aesthetically pleasing and historically appropriate scale and massing. Impacts have been mitigated to the extent practical, and this criterion is met.

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

There are no environmental overlay zones on the site. This criterion is not applicable.

PART II: PARKING AND LOADING

The regulations to be modified are:

- Requirement that the proposed parking area is paved a maximum of 20% of the land between the side street lot line and the side street building - **Parking And Loading (33.266.120.C.1.b)**
- Parking spaces are not allowed within the 5’-0” side street setback - **Parking And Loading (33.226.120.C.2.a)**

The purposes of 33.226.230.C, subsections 1.b and 2.a.:

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

The requested adjustments are consistent with the stated purposes of the regulation because:

1. The existing garage does not adhere to the regulated purposes of the zoning code- the garage door is located at the property line and opens onto the sidewalk. Applicant proposes to move the

location of the garage door away from the sidewalk to improve pedestrian safety. A new driveway is proposed to perform the practical purpose of accessing the new garage door location, while also providing vehicle parking in front of the garage door without overhanging the setback, the sidewalk, or NE Thompson Street.

2. The proposed garage addition and new parking area are designed to attempt to better adhere to the regulated purposes of the zoning code- to improve safety and function while working within the existing site conditions.
3. The size of the proposed parking area was determined to create the necessary space for a vehicle to safely back out of the garage and enter NE Thompson Street facing forward. The proposed dimensions of the parking area also allow a vehicle to park in front of the garage door without overhanging the setback, sidewalk, or street.
4. The parking area is designed to improve safety for pedestrians and bicyclists on NE Thompson Street.
5. The appearance of the parking area will be improved by adding a low concrete wall that mimics the existing concrete retaining wall topped with an open metal fence. Landscaping will be added between the low wall and the sidewalk on either side of the entry, as well as to the interior perimeter of the parking area. The property at 1729 NE Siskiyou Street in the Irvington neighborhood was used as a model for this street view design. (Exhibit D - attached photos)

CONCLUSION

The overall intent of the zoning code for residential areas is to create safe and visually pleasing neighborhoods. The existing garage condition on this site is potentially hazardous to the many pedestrians and bicyclists who traverse this section of NE Thompson Street. Applicant's intent is to offer an alternate plan to improve an existing condition by promoting a safer and more visually pleasant way to meet the purpose of the code.

Attachments:

MODIFICATION EXHIBIT A – Portland's Pedestrian and Bike Maps

MODIFICATION EXHIBIT B – Neighboring 10,000 s/f lots with driveway and off street parking

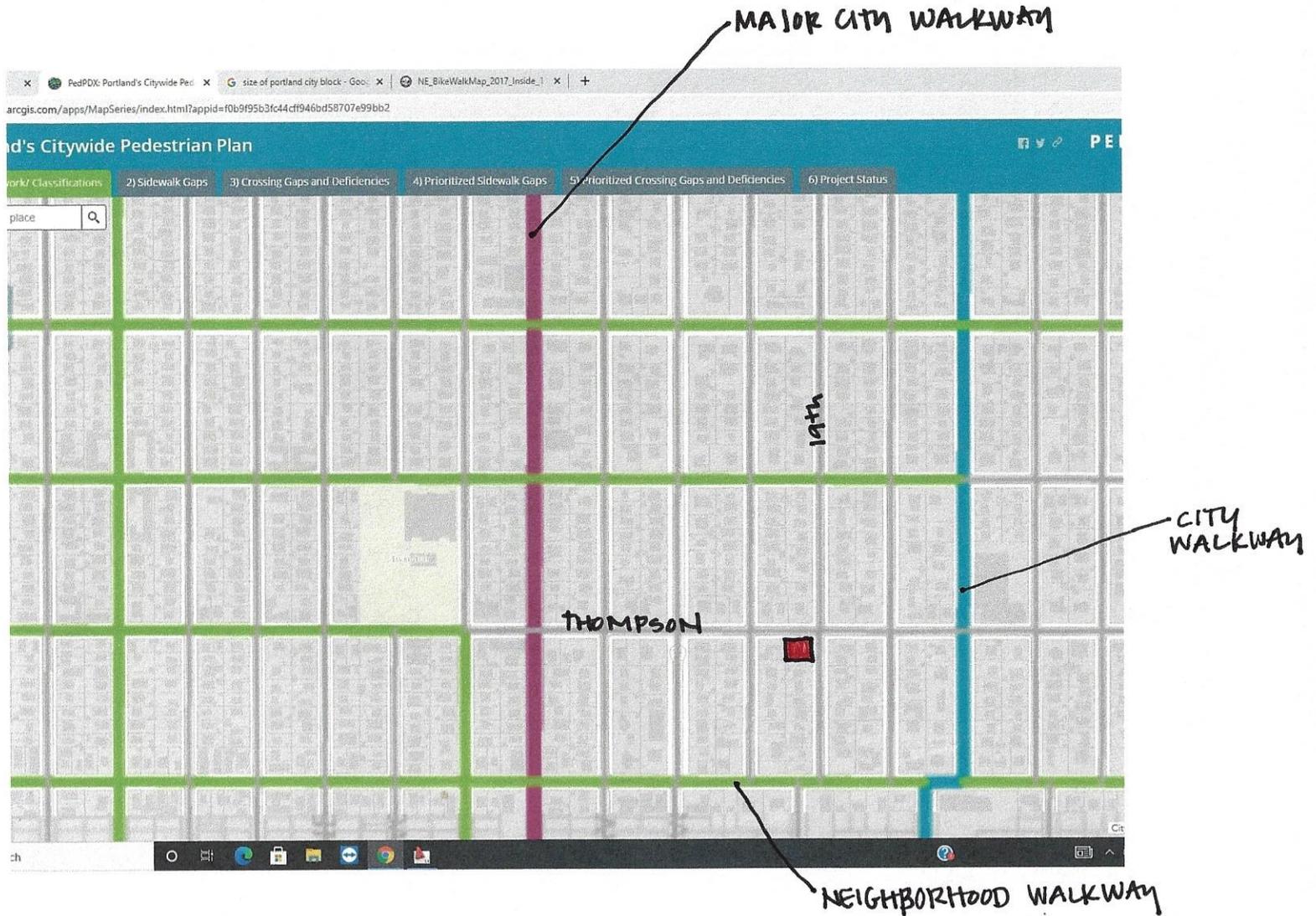
MODIFICATION EXHIBIT C – PBOT preliminary approval

MODIFICATION EXHIBIT D – 1729 NE Siskiyou Street Photographs

DRAWINGS

PHOTOGRAPHS

PORTLAND'S CITYWIDE PEDESTRIAN PLAN



■ 2239 N.E. 19th AVENUE

PORTLAND'S BIKE/WALK MAP



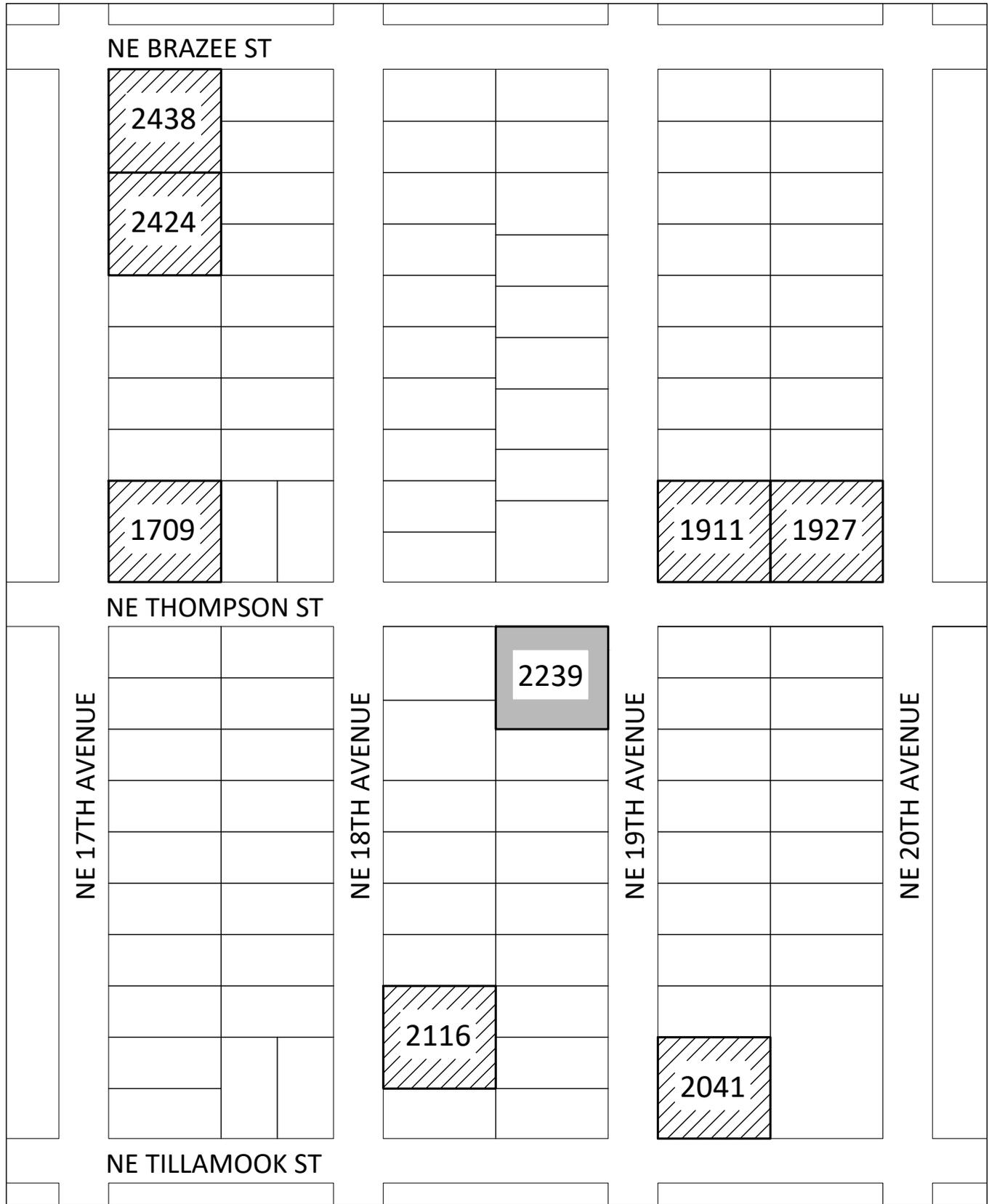
SHARED ROADWAY

NEIGHBORHOOD GREENWAY

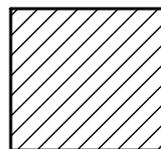
BIKE LANE: PROTECTED, BUFFERED

2239 N.E. 19th AVENUE

MODIFICATION EXHIBIT B



PROPOSED REMODEL
2239 NE 19TH AVENUE
10,000 SF LOT
NO DRIVEWAY



10,000 SF LOTS WITH
DRIVEWAY AND OFF
STREET PARKING

A.1

MODIFICATION EXHIBIT C

From: [Jose, Annu](#)
To: [Maria Floyd Cohen](#)
Subject: RE: 2239 NE 19th Avenue
Date: Thursday, January 28, 2021 10:40:44 AM

Hi Maria,

I was able to run this by my supervisor and it seems to be alright to move the driveway.
Hope that was the question.

Thanks for your patience,

Annu Jose | Engineering Technician
Portland Bureau of Transportation
1900 SW 4th Avenue, Suite 500
Portland, OR 97201
Phone: 503.823.5579
Annu.Jose@portlandoregon.gov
www.portlandoregon.gov/transportation



The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

From: Maria Floyd Cohen <mandm1@teleport.com>
Sent: Monday, January 25, 2021 9:21 AM
To: Jose, Annu <Annu.Jose@portlandoregon.gov>
Subject: FW: 2239 NE 19th Avenue

Hi Annu-

I am following up on this.

Could you please let me know when you have had a chance to review and give me some feedback?

Best,

Maria

From: Maria Floyd Cohen [<mailto:mandm1@teleport.com>]
Sent: Monday, January 18, 2021 4:37 PM
To: 'annu.jose@portlandoregon.gov'
Subject: FW: 2239 NE 19th Avenue

Hi Annu-

I just wanted to check in regarding the below matter.

Could you let me know as soon as you can?

MODIFICATION EXHIBIT C

Thank you!

Maria

From: Maria Floyd Cohen [<mailto:mandm1@teleport.com>]

Sent: Wednesday, January 6, 2021 4:56 PM

To: 'annu.jose@portlandoregon.gov'

Subject: 2239 NE 19th Avenue

Hi Annu-

We left messages for each other last week regarding a project I am working on in Irvington.

The 10,000 square foot lot is located at 2239 NE 19th Avenue, on the corner of NE 19th Avenue and NE Thompson Street. There is currently a garage located very close to the existing sidewalk (it is set back only 22"). There is a lot of foot traffic on NE Thompson Street and the location of the garage door so close to the sidewalk makes it unsafe to get in and out of the garage (see attached Existing Site Plan).

Ideally, we would love to reorient the garage door and create off street parking area in front of it (see New Site Plan).

Please let me know if you need anything else.

Thank you!

Best,

Maria

MARIA COHEN DESIGN
33 N. Holman Street Portland OR 97217
cell: 503.381.0366 fax: 503.240.1736
www.houzz.com/projects/users/mariafloydcohen

MODIFICATION EXHIBIT D - 1729 NE Siskiyou Street



July 29, 2021

LAND USE REVIEW WRITTEN STATEMENT

FOR A PROPOSED REMODEL AT 2239 NE 19TH AVENUE, PORTLAND, OR 97212

The proposed project located at 2239 NE 19th Avenue in the Irvington neighborhood is situated on the southwest corner lot at the intersection of NE 19th Avenue and NE Thompson Street. The original house and newer garage are both designated as “contributing” resources to the Irvington Historic District. The existing home, historically known as the Cornfoot House, is a 3,603 square foot two-story single family home built in 1908 in the Arts and Crafts style. The front of the home faces NE 19th Avenue, while the garage, located at the NW corner of the lot, faces NE Thompson Street. The 492 square foot garage was originally a carport, and was later converted to an enclosed garage in 2006 in an architectural style with similar features to the home. The home and garage occupy a 10,000 square foot lot.

PROCEDURE TYPE: Type II Historic Resource Review based on the thresholds per table 846-3 of Section 33.33.846.060 of the City of Portland Zoning Code

LIST OF LAND USE REVIEWS REQUESTED:

- Historic Review – Type II

SUMMARY OF THE PROPOSED EXTERIOR CHANGES

There are two components to the proposed project. The first involves a mudroom and pantry addition, as well as modifications to select windows of the existing home. The second component involves moving the garage entry to a different wall and adding a small addition.

Home Addition

The proposed addition will be located on the west side of the home at the back of the lot, nearly obscured from sight from both NE 19th Avenue and NE Thompson Street by the existing garage and mature fir trees. The proposed 91 square foot, one-story addition will house a new mudroom, pantry and remodeled powder room. A new porch on the north side of the mudroom will replace the existing small entry porch.

The west wall of the addition will be located 5'- 0" from the existing property line. A variance was granted (Appeal ID: 24455) allowing a fire-rated roof eave assembly to overhang the 5'- 0" setback by 3'- 0" to match the existing decorative wood eaves on the home. The eave on the addition will be set back 2'- 0" from the west property line.

The scale of the proposed addition is appropriate and deferential to the existing home. Materials and design details were carefully chosen to match those of the existing home, including painted lap cedar

siding, wood construction windows and doors, decorative eaves with carved rafter tails and tongue and groove decking, stamped concrete foundation walls and composite shingles.

The proposal includes modifying the sizes and locations of several windows to reduce massing and promote balance while also accommodating interior remodel plans. It appears many of the windows proposed for changes are no longer the original size or in their original location. Previous remodels have resulted in a scattered array of various size windows, particularly on the west elevation. A deliberate effort was made to return windows to a state of perceived symmetry as viewed from the exterior, remaining consistent with the original architecture of the house.

Garage Addition And Change in Orientation

The second component of the proposed remodel includes moving the entrance to the existing detached garage from the north side to the east side, and adding a small addition to accommodate a vehicle in the new orientation.

The house originally had an accompanying carport, as indicated by records we were able to find. The carport was converted to a garage in 2006 with significant alterations to both its walls and roof. In 2014, Land Use granted approval for the existing garage door to be replaced with a steel door (LU-14-158006 HR), stating that the garage “underwent a significant remodel with a new roof and full exterior walls (and thus) the existing garage door to be replaced has no historic value.” The same might be said for the garage itself, built in 2006.

The existing garage and garage door face north, toward NE Thompson Street. The north wall of the garage and garage door were constructed at the property line, while the eave overhangs the property line by 2'- 0". The garage door opens onto the sidewalk of a section of NE Thompson Street that experiences a great amount of pedestrian and bicycle traffic (see attached Exhibit A – Portland’s Pedestrian and Bike Maps indicating that the inner city site is surrounded by designated pedestrian and bike routes). In its current orientation, backing out of the garage, even at very low speeds, is hazardous due to its proximity to the sidewalk and very limited sight lines. A proposed addition to the east side of the garage will allow a vehicle to fit lengthwise inside the garage in its new E/W orientation. The proposed addition will add 5'- 0" of additional E/W length to the (north) side street façade of the garage. The addition will extend 19'- 9" across the existing east wall of the garage, and total 96 square feet. The north wall of the proposed addition will be stepped back 1'- 8" from the existing north wall of the garage, which was built at the property line. The north wall of the addition will extend 3'- 4" into the 5'- 0" side street setback. The eave of the addition will extend an additional 1'- 8" into the 5'- 0" side street setback, stopping at the property line, facing NE Thompson Street. **(Please see Modification Application included as a part of this Land Use Application.)**

The proposed garage addition and change in orientation are deliberately designed to improve safety and function while also meeting historic review criteria. The architectural style of the garage shares similar features to those found on the house. The proposed addition to the garage is designed to carry on those

existing details, including the roofline complimented with carved rafter tails, painted clapboard siding, and a period appropriate garage door. The existing garage door on the north façade will be replaced by a bank of three painted wood windows, historically reproduced sconces and landscaping, creating a visually attractive scene at the side street level. The existing small, out-of-scale, non-original, decorative gable facing NE Thompson Street would be removed. The scale of the proposed addition fits with the scale of the existing garage, the home, and the neighborhood.

Driveway (Please see PBOT application included as a part of this Land Use Application.)

Applicant proposes to add a new driveway to the east side of the garage that will serve two functions- first, allowing vehicle access to the relocated garage door, and second, providing an off-street surface parking area that does not currently exist at this property. The size of the proposed driveway is designed to safely accommodate parking, backing, and exiting. The proposed driveway extends 27'- 0" (south) from the property line, safely providing off-street surface parking for a large vehicle to park entirely in front of the garage door without overhanging the setback, sidewalk, or NE Thompson Street.

The interior of the driveway will be surrounded by significant vegetation to soften the hardscape.

APPLICATIONS, REVIEWS AND EXAMPLES

Applicant submitted a site plan to PBOT proposing the new driveway on the east side of the garage and was given written approval of the plan on January 28, 2021.

There exists precedent for this type of garage and driveway configuration in Irvington. The house at 1729 NE Siskiyou Street has a very similar configuration to the one we are proposing (see attached photos).

Applicant went through the Early Assistance Zoning Review and was granted approval for the designs as presented (EA 21-021188 WRTN).

Applicant worked with the Irvington Land Use Committee to develop the design as presented.

OUTLINE OF THE PROPOSED CHANGES

HOME

EAST FAÇADE (NE 19th AVENUE FACING)

No changes are proposed to the entry facade of the home except applicant would like to replace the existing attic window seat windows with windows that have tempered glass. The sill of this window is located at 19" above the floor and at the same height as the window bench. The applicant proposes to

replace the window with a window that has tempered glass for added safety. The new windows, designed to look like the original windows, would be Marvin, painted, and all-wood.

NORTH FAÇADE (NE THOMPSON FACING)

There are three minor changes proposed to the north façade of the existing home:

- Applicant proposes to move, enlarge and replace an existing bathroom window. Based on the current exterior misalignment of the window with the dormer above, interior modifications made to the wall, and an old photo showing what Applicant believes to be the opening filled with glass block, this window may have previously been larger and in a slightly different placement on the wall. After uncovering the interior wall to determine previous changes to the opening, Applicant would like to replace the existing window with a new Marvin painted all-wood window designed to look like the original, built to the appropriate dimension and installed in the original location.
- Applicant proposes to change an existing two-window configuration at the back of the house to a single window. Evidence indicates that these windows were altered at some point in the home's history, and one window would look significantly more balanced at this location. The existing windows are newer, painted Marvin wood windows. The proposed new replacement will also be a Marvin painted all-wood window.
- Applicant proposes to remove two existing non-original skylights on the roof that cannot be seen from the street.
- Applicant proposes to replace an existing non-egress window with a new Marvin painted all-wood egress window and window well to the façade at the basement level.
- Applicant proposes to replace the existing attic window seat window with windows with tempered glass. The sill of this window is located at 19" above the floor and at the same height as the window bench. The new windows, designed to look like the original windows, would be Marvin, painted, and all-wood.

WEST FAÇADE (BACKYARD FACING)

The following changes are proposed to the west façade of the existing home:

- Applicant proposes a new one-story, 91 square foot addition to house a new mudroom, pantry and remodeled powder room.
- Applicant proposes a new porch and stair leading to the new mudroom to replace an existing porch and stair. The stair and porch landing will approach the proposed addition from the north side of the house.
- Applicant proposes a new window configuration on the second floor of the existing home to accommodate a new bathroom and closet design. The windows will be situated at equally spaced intervals across the façade, resulting in a symmetrical presentation more consistent with existing details of the home. The existing two northern-most windows are newer, painted Marvin wood windows. The proposed new windows will also be Marvin painted all-wood windows.
- Applicant proposes to remove an existing, non-original window and infill the existing opening with siding. The window is oddly located and does not fit the character of the rest of the home. The window is a newer, Marvin painted wood window and works well with the bathroom

remodel that was completed in 2006. This evidence suggests this window was not part of the original design of the home.

- Applicant proposes two new skylights on the western slope of the roof that cannot be seen from the street.
- Applicant proposes adding five new Marvin painted all-wood windows to the basement level of the west façade. The design of the windows will look the same as the original basement windows on the home.

SOUTH FAÇADE (NEIGHBOR FACING)

The following changes are proposed to the south façade of the existing home:

- Applicant proposes to replace one existing bedroom window with two new windows in order to get more natural light into an existing bedroom. The window, near the back of the house, and obstructed by a bay window, is in a location that is barely visible from NE 19th Avenue. The replacement windows will be Marvin, painted, and all-wood. The size of each of the two windows will match the size of the existing stair landing window and will be centered between existing roof brackets.
- Applicant proposes to add a skylight on the south side of the roof. The proposed skylight will replace an existing skylight on the north side of the roof in the same attic bathroom. The skylight is at the back portion of the house and will not be visible from the street.
- Applicant proposes to add one new window at the basement stair landing level to allow more light into the basement stair. The location of the window, on the neighbor-facing side of the house, will make it difficult to see from NE 19th Avenue. The new Marvin window will match the size and design of the bay window above it, and will be painted and all-wood.
- Applicant proposes to add two new egress windows and window wells to the basement level of the south façade. The new windows, designed to look like the original windows, would be Marvin, painted, and all-wood.
- Applicant proposes to replace the existing stairwell windows with windows with tempered glass. The new windows, designed to look like the original windows, would be Marvin, painted, and all-wood.

GARAGE

EAST FAÇADE (NE 19TH AVENUE FACING)

The following changes are proposed to the east façade of the existing garage:

- Applicant proposes to add a 96 square foot addition to the east façade of the garage to accommodate E/W vehicle parking inside the garage in the new configuration.
- Applicant proposes to add a new period appropriate garage door to the east side of the garage on the new addition.
- Applicant proposes to add a new driveway to the east side of the garage to gain access to the new location of the garage door and to provide off-street parking.

NORTH FAÇADE (STREET FACING)

The following changes are proposed to the north façade of the existing garage:

- Applicant proposes to remove the existing non-original steel garage door and replace it with siding to accommodate the proposed reorientation of the new garage entry on the east side of the garage. The garage door would be replaced with a bank of three period painted wood windows and exterior sconces to reduce massing and provide character to the street-facing façade. The small, non-original ornamental dormer would be removed from the garage roof.

WEST FAÇADE (NEIGHBOR FACING)

No changes are proposed to the west façade of the existing garage.

SOUTH FAÇADE (HOUSE FACING)

The following changes are proposed to the south façade of the existing garage:

- Applicant proposes to add one new “person” door to access the garage without opening the overhead door. The new person door would be painted wood to resemble the other exterior doors on the home. The new door would not be visible from either NE Thompson Street or NE 19th Avenue.
- Applicant proposes to add two new Marvin painted all-wood windows to the south façade of the garage. The windows would not be visible from either NE Thompson Street or NE 19th Avenue.

HISTORIC REVIEW PROCESS – Approval Criteria 33.846 G (1-10)

- 1. Historic Character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property’s historic significance will be avoided.
 - The location of the proposed one-story addition, at the rear of the home, was deliberately chosen because it will be difficult to see from NE Thompson Street. The proposed addition will not change the most visible historic features at the back of the home, including the detailed bracket and box system and carved rafter tails that support the deep overhang of the second floor roof.
- 2. Record of Its Time.** The historic resource will remain a physical record of its time, place and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided.
 - No features that create a false sense of historic development will be used in the design of the additions to either the home or garage.

- Although converted from a carport to a garage in 2006, the structure is a contributing resource to the Irvington Historic District. The design of the existing garage is influenced by the original home and shares some similar features. The existing dormer on the north facing side of the garage, however, is a non-original, out-of-scale conjectural feature. Applicant proposes to remove the dormer from the garage.
- 3. Historic Changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved.
 - This is not applicable to this property.
 - 4. Historic Features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical or pictorial evidence.
 - This is not applicable to this project.
 - 5. Historic Materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
 - All historic features of the home during the remodel will be protected and preserved. No methods that would harm the integrity of the existing home or garage will be used.
 - 6. Archaeological resources.** Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken;
 - This is not applicable to this project.
 - 7. New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.**
 - The proposed new one-story addition will be added to the back of the house, out of plain view from passersby; it will, of course, alter the back side of the house, but it will not destroy historic materials that characterize the property. The proposed addition to the existing two-story home was deliberately designed to be only one-story to differentiate it from the existing home.
 - Although converted from a carport to a garage in 2006, and not original to the property, the proposed addition and other changes to the garage have been designed to carry on the architectural details evident in its current design and that resemble some architectural aspects of the original home.

- 8. Architectural Compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.
- Although the proposed one-story addition, facing west, will be difficult to see from NE Thompson Street, the massing and scale of the design closely reflects that of the east-facing front porch. Particular attention was paid to the layout of the west-facing windows to further reduce massing from a neighboring perspective.
 - Street-side windows, removal of an out-of-scale, non-original dormer, a new period appropriate garage door, and new windows and door on the south elevation all work to reduce massing while promoting balance and scale to the proposed garage addition and existing garage structure, built in 2006.
 - The home will not be made more accessible than it currently is at this time.
- 9. Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.
- The proposed new additions to both the existing home and garage will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resources and their environments would be unimpaired.
- 10. Hierarchy of compatibility.** Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with the adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.
- The existing home and garage, situated on a 10,000 square foot lot is surrounded by a variety of home sizes and architectural styles primarily constructed during the same era on lots ranging from 5,000 to 10,000 square feet, consistent with the neighborhood at large. The design of the proposed additions to both the existing home and garage and their respective sizes after completion were deliberately scaled to be compatible with each other, with the neighboring properties and with the Irvington Historic District and neighborhood.

Attachments:

DRAWINGS
PHOTOGRAPHS
WINDOW DETAILS
DOOR DETAILS
WINDOW CUT SHEETS
DOOR CUT SHEETS

GARAGE DOOR CUT SHEETS
SCONCE CUT SHEETS (GARAGE AND HOUSE)
PHOTOGRAPHS OF 1729 NE SISKIYOU
MODIFICATION APPLICATION
PBOT APPLICATION

SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

DRAWING INDEX

A1	COVER SHEET
A2	EXISTING SITE PLAN
A3	NEW SITE PLAN
A4	EXISTING BASEMENT PLAN
A5	EXISTING MAIN FLOOR PLAN
A6	EXISTING SECOND FLOOR PLAN
A7	EXISTING ATTIC PLAN
A8	EXISTING GARAGE PLAN
A9	NEW BASEMENT PLAN
A10	NEW MAIN FLOOR PLAN
A11	NEW SECOND FLOOR PLAN
A12	NEW ATTIC PLAN
A13	NEW GARAGE PLAN
A14	EXISTING EAST ELEVATION (FRONT ELEVATION/NO CHANGE)
A15	EXISTING AND NEW NORTH ELEVATIONS
A16	EXISTING AND NEW WEST ELEVATIONS
A17	EXISTING AND NEW SOUTH ELEVATIONS
A18	NEW AND EXISTING GARAGE ELEVATIONS
A19	NEW NORTH STREET VIEW OF GARAGE AND DRIVEWAY ENTRANCE
A20	NEW EXTERIOR DOOR SCHEDULE
A21	NEW WINDOW SCHEDULE
A22	WINDOW DETAILS
A23	BASEMENT WINDOW DETAILS
A24	DOOR DETAILS
A25	SOFFIT DETAILS
A26	NEW PORCH DETAILS - A
A27	NEW PORCH DETAILS - B

PROJECT TEAM

OWNER:
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COURTNEY'S EMAIL: C.SEVERSON1@GMAIL.COM

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PROJECT DESCRIPTION

THIS PROPOSED ADDITION IS LOCATED AT 2239 NE 19TH AVENUE IN IRVINGTON. THE HOUSE IS DESIGNATED AS "CONTRIBUTING." THE EXISTING HOME IS A 3,603 SQUARE FOOT TWO STORY SINGLE FAMILY HOME BUILT IN 1909 IN THE ARTS AND CRAFTS STYLE. THE HOME SITS ON A 10,000 SQUARE FOOT CORNER LOT AND HAS A DETACHED GARAGE LOCATED IN THE NW PORTION OF THE LOT FACING NE THOMPSON STREET.

THERE ARE TWO COMPONENTS TO THIS PROPOSED PROJECT. THE FIRST COMPONENT INVOLVES AN ADDITION AND A FEW MINOR MODIFICATIONS TO THE WINDOWS OF THE EXISTING HOME WHILE THE SECOND COMPONENT INVOLVES THE GARAGE.

THE FIRST COMPONENT IS A PROPOSED ADDITION THAT WILL BE LOCATED ON THE WEST SIDE OF THE HOME IN THE BACK CORNER OF THE LOT. THIS ADDITION WILL BE BARELY VISIBLE FROM THE STREET. THE ONE STORY, 96 SQUARE FOOT PROPOSED ADDITION WILL HOUSE A NEW MUDROOM, PANTRY AND REMODELED POWDER ROOM AND WILL BE LOCATED 5'-0" FROM THE PROPERTY LINE. WE PROPOSE A NEW PORCH OFF OF THE MUDROOM TO REPLACE THE SMALL ENTRY PORCH THAT CURRENTLY EXISTS AT THE BACK OF THE HOME.

ADDITIONALLY WE PROPOSE TO MODIFY THE SIZE AND LOCATION OF SEVERAL WINDOWS TO ACCOMMODATE INTERIOR REMODEL PLANS OF THE HOME. THE MAJORITY OF THESE WINDOWS ARE NO LONGER THE ORIGINAL SIZE OR IN THE ORIGINAL LOCATIONS AS THE RESULT OF PREVIOUS REMODELS. IN DESIGNING THE PROPOSED CHANGES, WE HAVE MADE A DELIBERATE EFFORT TO RETURN WINDOWS TO A STATE OF PERCEIVED SYMMETRY AS VIEWED FROM THE EXTERIOR, REMAINING CONSISTENT WITH THE ORIGINAL ARCHITECTURE OF THE HOME.

THE SECOND COMPONENT OF THIS PROPOSED REMODEL INVOLVES THE GARAGE. THE HOUSE ORIGINALLY HAD AN ACCOMPANYING CARPORT AS INDICATED BY THE RECORDS WE WERE ABLE TO FIND. THE CARPORT WAS CONVERTED TO A GARAGE IN 2006 WITH SIGNIFICANT MODIFICATIONS TO THE WALLS AND ROOF. IN 2014 LAND USE GRANTED APPROVAL FOR THE EXISTING GARAGE DOOR TO BE REPLACED WITH A STEEL DOOR (LU-14-158006 HR) STATING THAT THE GARAGE "UNDERWENT A SIGNIFICANT REMODEL WITH A NEW ROOF AND FULL EXTERIOR WALLS (AND THUS) THE EXISTING GARAGE DOOR TO BE REPLACED HAS NO HISTORIC VALUE." THE SAME COULD BE SAID FOR THE GARAGE ITSELF WHICH WAS BUILT IN 2006.

THE CURRENT GARAGE FACES NE THOMPSON STREET. THE NORTHERN WALL SITS DIRECTLY ON THE PROPERTY LINE WHILE THE NORTH EAVE EXTENDS BEYOND THE PROPERTY LINE ROUGHLY TWO FEET. THE GARAGE DOOR OPENS ONTO THE SIDEWALK OF A STREET THAT HAS A GREAT AMOUNT OF PEDESTRIAN TRAFFIC. PULLING OUT OF THE GARAGE IS HAZARDOUS DUE TO ITS PROXIMITY TO THE SIDEWALK AND VERY LIMITED VISIBILITY. WE ARE PROPOSING TO RELOCATE THE GARAGE DOOR TO THE EAST SIDE OF THE GARAGE AND CREATE A SMALL, 96 SQUARE FOOT ADDITION TO GIVE THE GARAGE ADDITIONAL E/W LENGTH TO FACILITATE PARKING A VEHICLE. THE PROPOSED GARAGE ADDITION AND CHANGE IN ORIENTATION IS DELIBERATELY DESIGNED TO IMPROVE SAFETY AND FUNCTION WHILE MEETING CURRENT ZONING AND HISTORIC REVIEW CRITERIA. WE ARE ALSO PROPOSING TO REMOVE THE SMALL, OUT OF SCALE, NON-ORIGINAL DECORATIVE GABLE FACING NE THOMPSON STREET. WE WILL REPLACE THE EXISTING GARAGE DOOR ON NE THOMPSON WITH WINDOWS AND SCONCES.

THE PROPERTY IS UNUSUAL IN THAT IT DOES NOT HAVE OFF STREET PARKING ON THE 10,000 SQUARE FOOT LOT. WE PROPOSE TO CREATE A DRIVEWAY IN FRONT OF THE PROPOSED NEW GARAGE DOOR. THE DRIVEWAY WILL BE SURROUNDED BY SIGNIFICANT VEGETATION TO SOFTEN THE HARDSCAPE.

ALL PROPOSED EXTERIOR CHANGES ARE PENDING PBOT AND LAND USE APPROVAL. A VARIANCE WAS APPROVED FOR THE WEST SOFFIT DESIGN FOR THE NEW ADDITION.

MARIA COHEN DESIGN

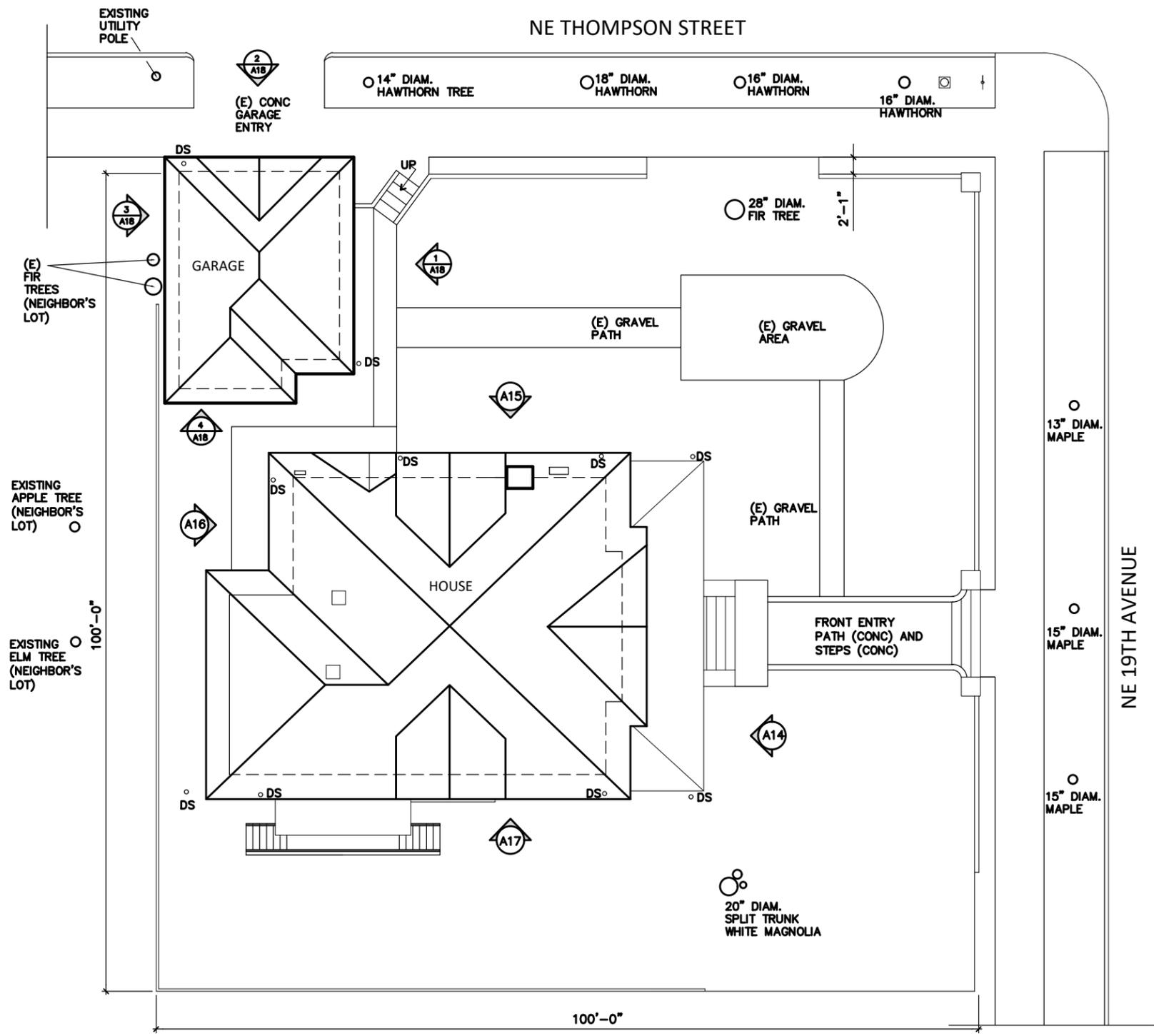
33 NORTH HOLMAN STREET PORTLAND OR 97217
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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A1

A.1



EXISTING SITE PLAN
 1/16" = 1'-0"

MARIA COHEN DESIGN

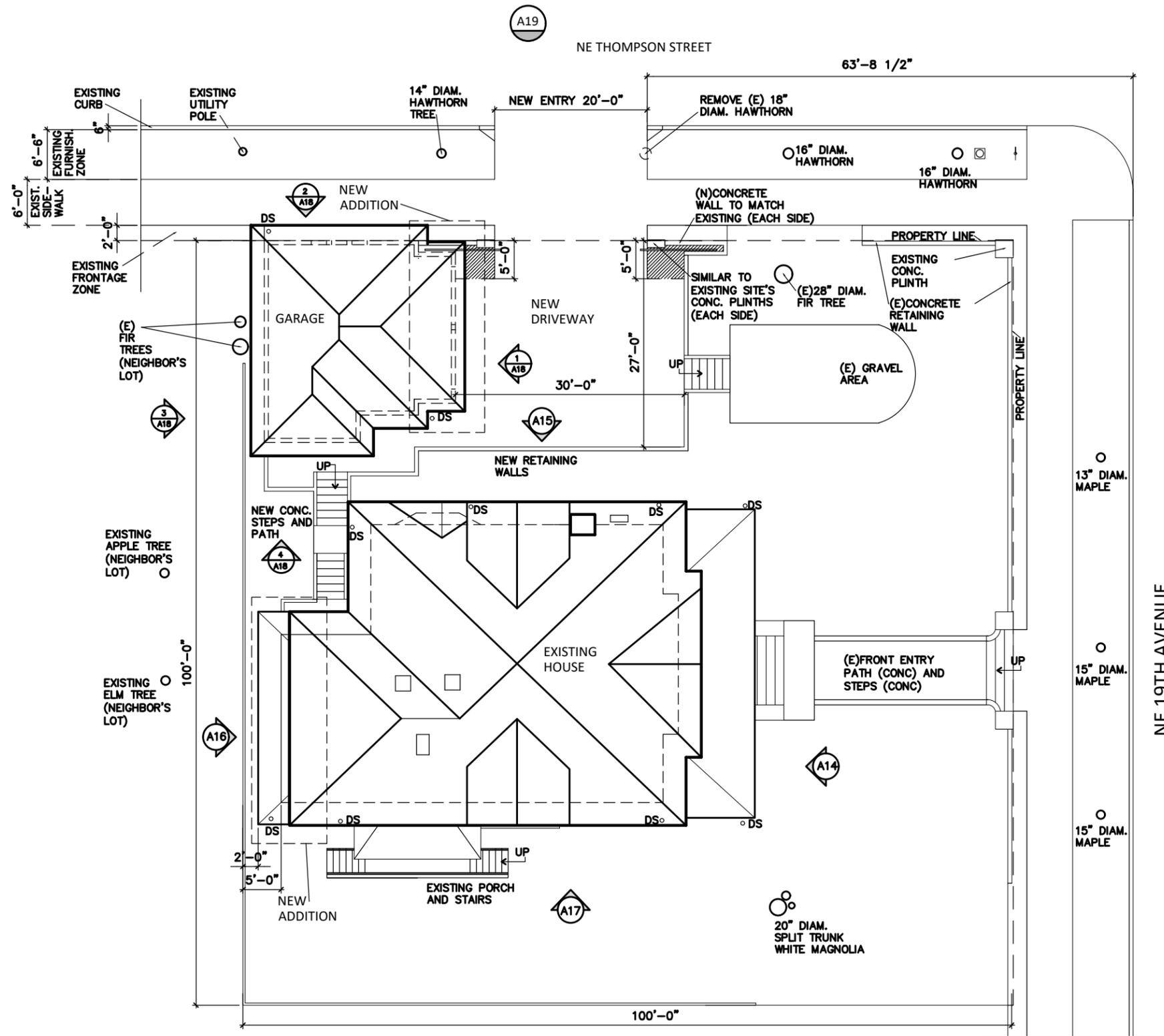
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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A2

A.1



NEW SITE PLAN
 1/16" = 1'-0"

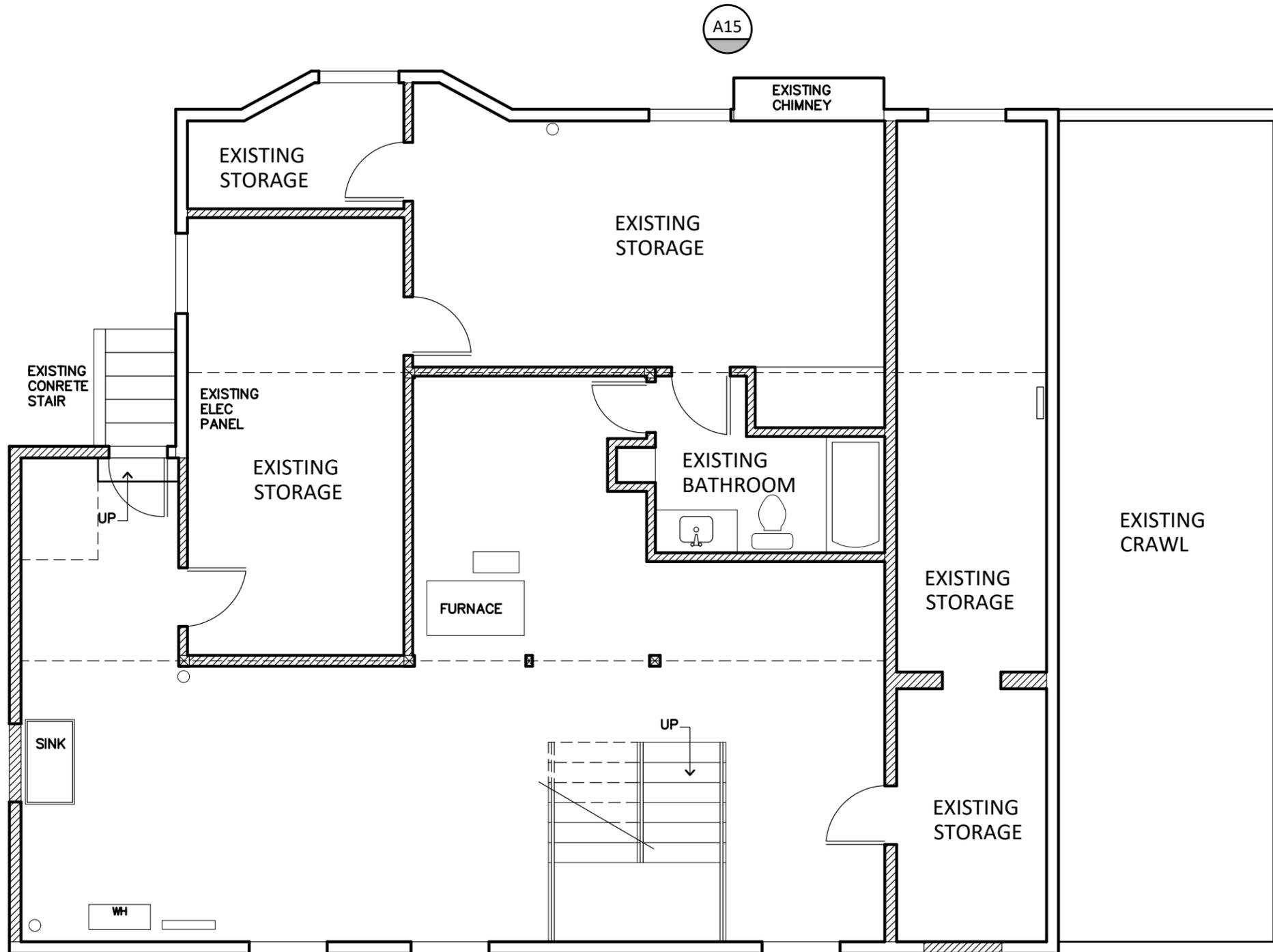
MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET, PORTLAND, OR 97217
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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A3

A16



A15

A14

A17



EXISTING BASEMENT PLAN

3/16" = 1'-0"



WALLS TO BE DEMO'D

MARIA COHEN DESIGN

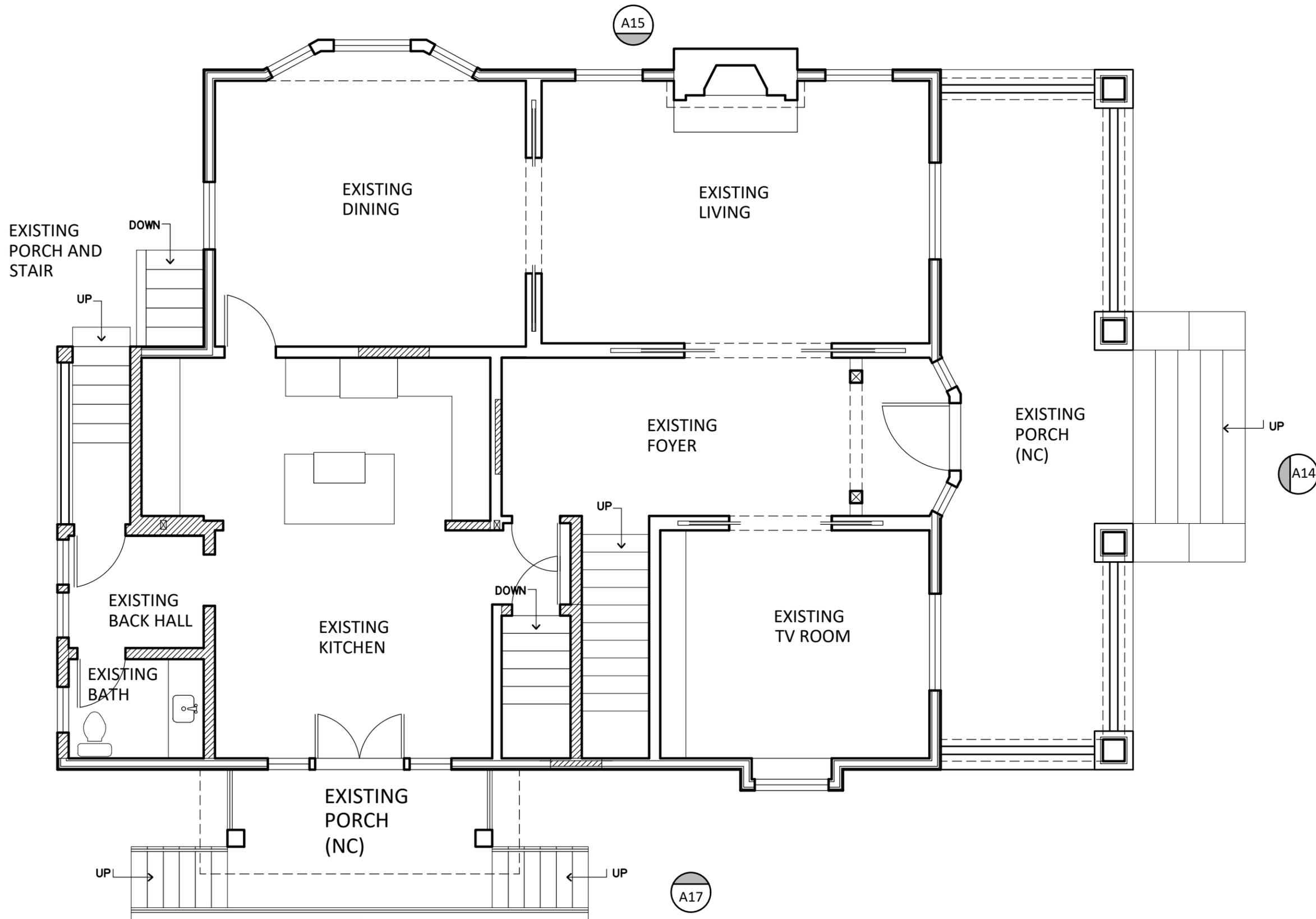
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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.2021

A4

A.1



N
A15
A16
A17
A14

EXISTING MAIN FLOOR PLAN
 3/16" = 1'-0"
 WALLS TO BE DEMO'D

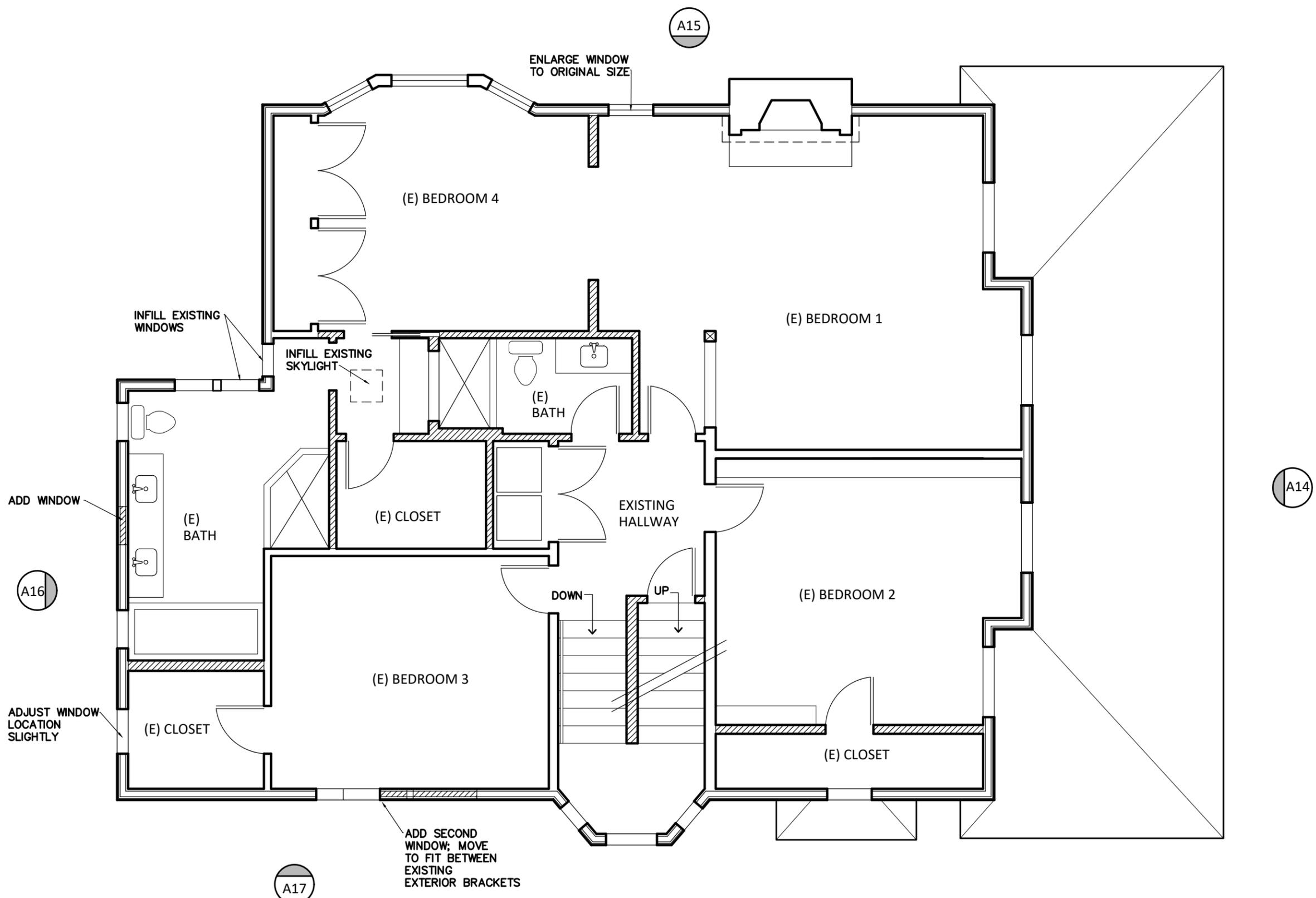
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SEVERSON RESIDENCE REMODEL
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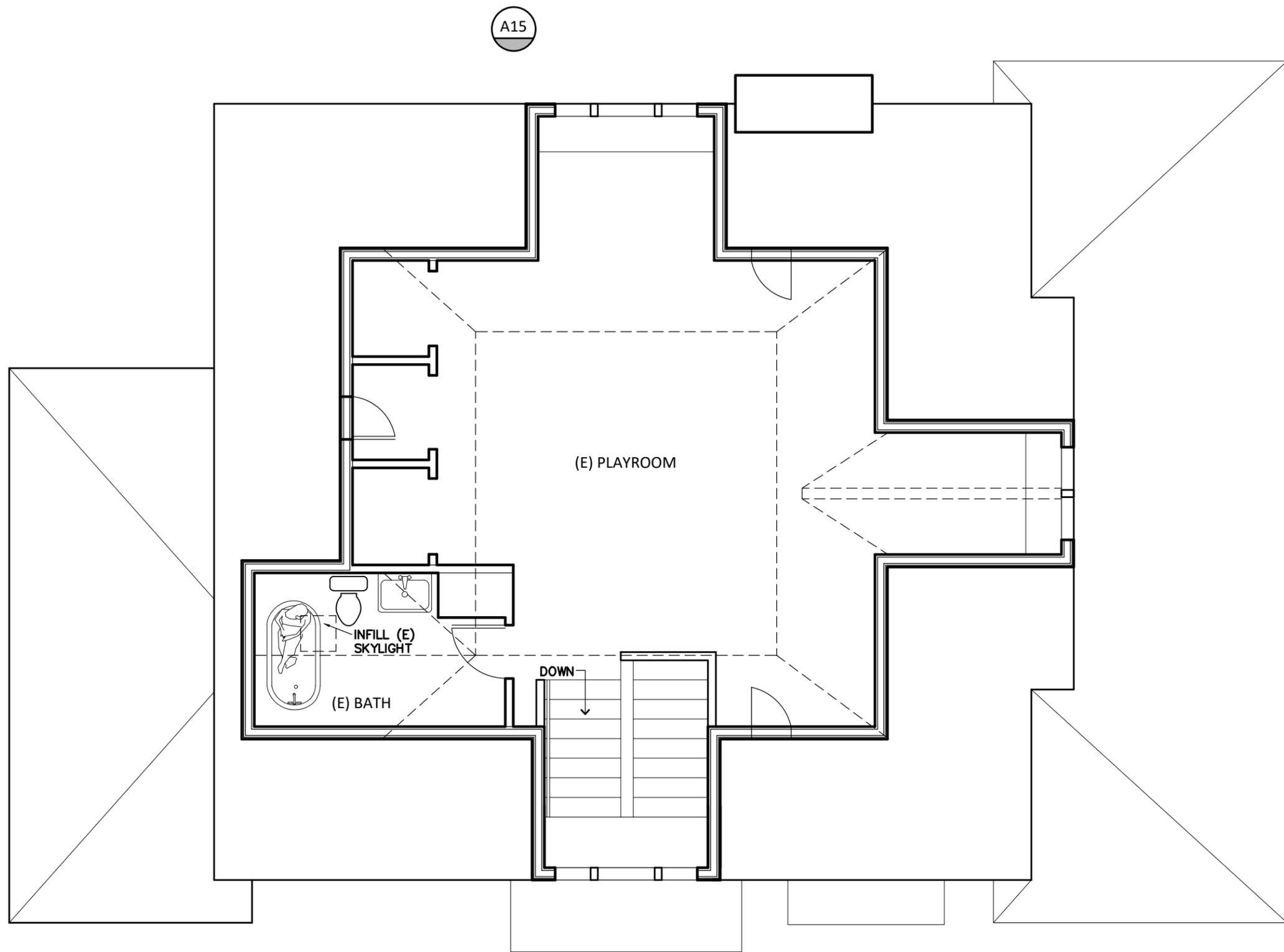
7.30.2021

A5

A.1



EXISTING SECOND FLOOR PLAN
 3/16" = 1'-0"
 WALLS TO BE DEMO'D



A16

A15

A14

A17

N

○

EXISTING ATTIC FLOOR PLAN

3/16" = 1'-0"



WALLS TO BE DEMO'D

MARIA COHEN DESIGN

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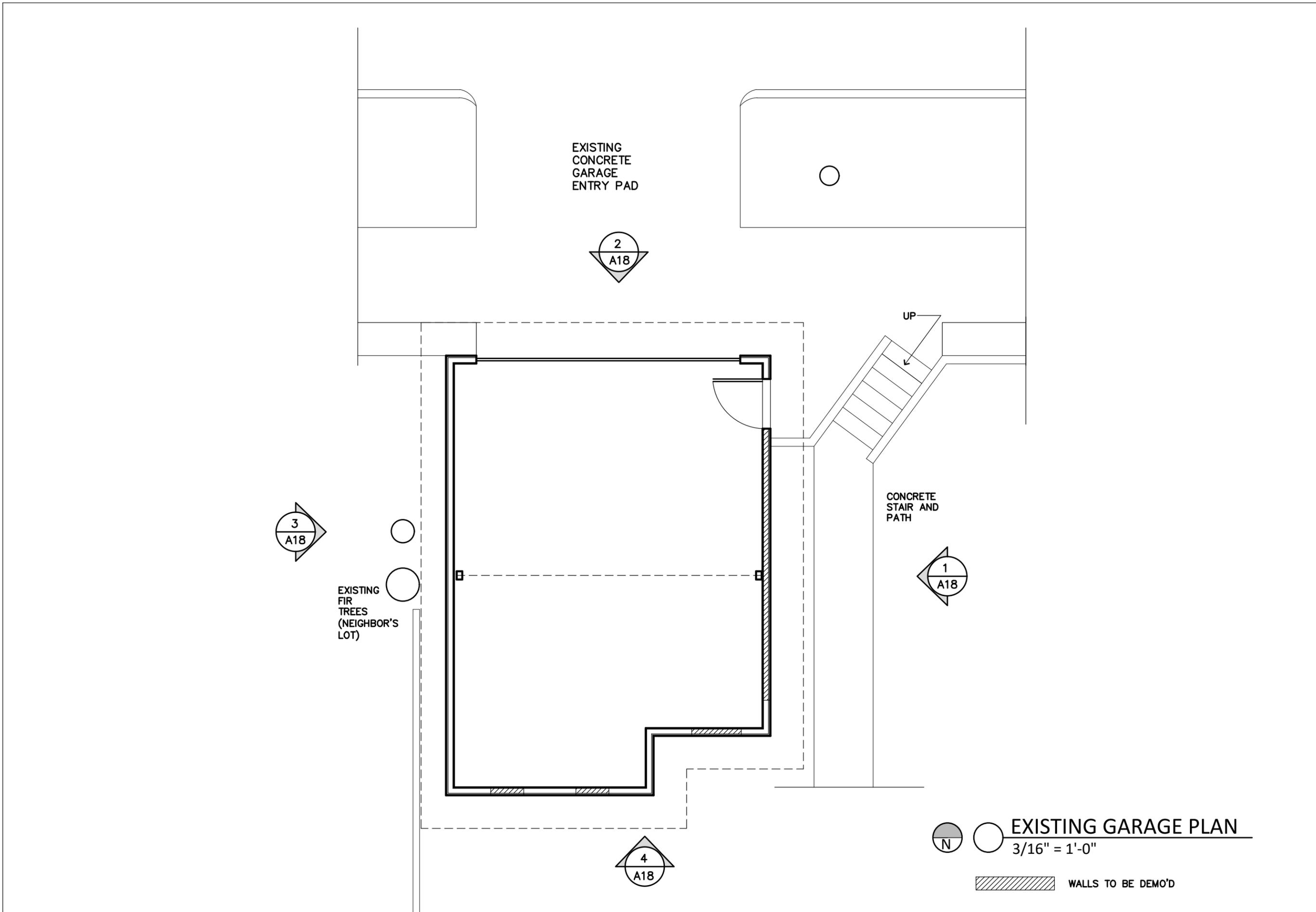
SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.2021

A7

A1



MARIA COHEN DESIGN

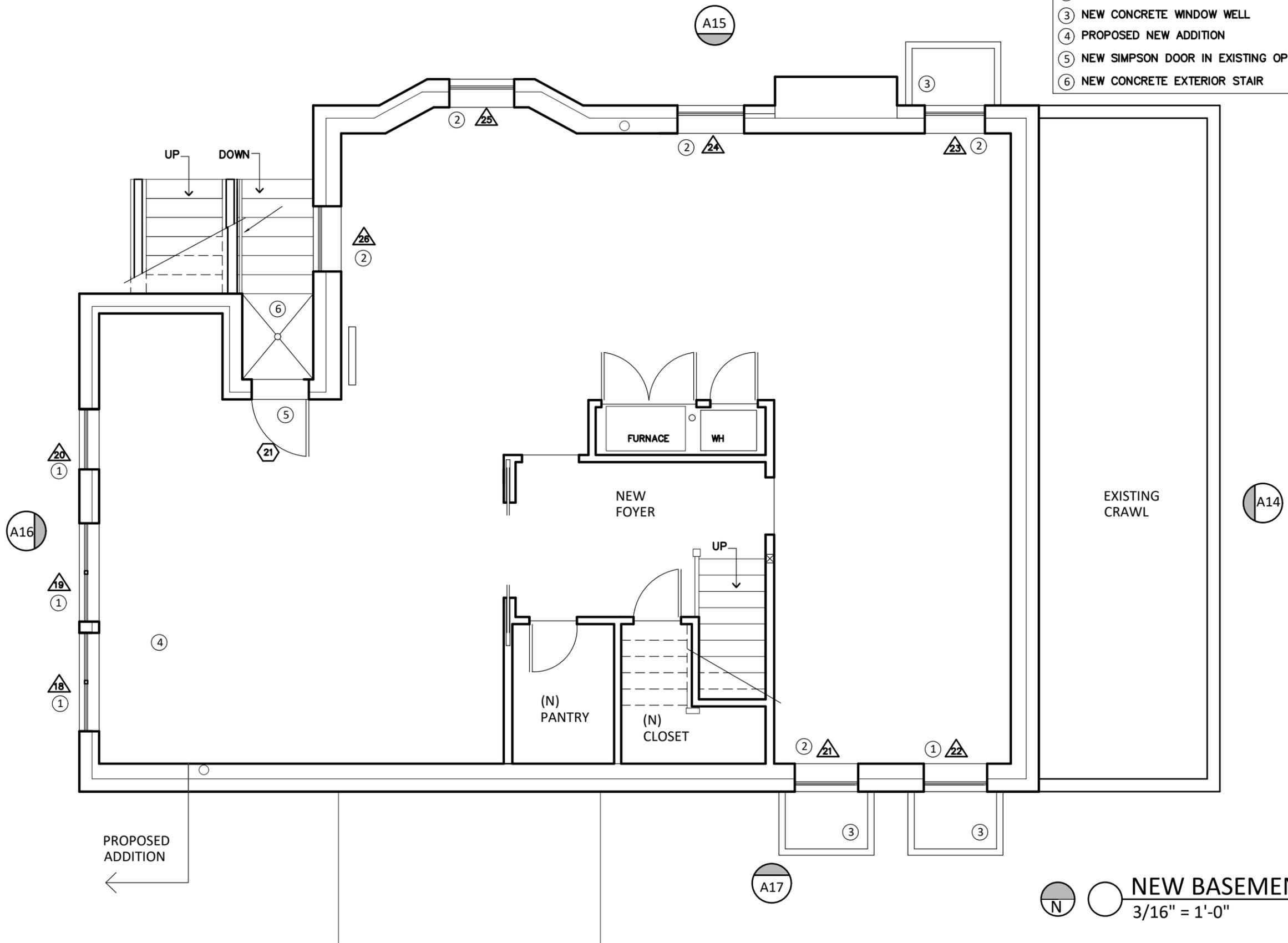
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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.2021

A8
A.1

KEY	
①	NEW MARVIN ULTIMATE WOOD WINDOW IN NEW OPENING
②	NEW MARVIN ULTIMATE WOOD WINDOW IN EXISTING OPENING
③	NEW CONCRETE WINDOW WELL
④	PROPOSED NEW ADDITION
⑤	NEW SIMPSON DOOR IN EXISTING OPENING
⑥	NEW CONCRETE EXTERIOR STAIR



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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.2021

A9
 A.1

NEW BASEMENT PLAN
 3/16" = 1'-0"

KEY	
①	(N)MARVIN ULTIMATE WOOD WINDOW IN (N)OPENING (TEMPERED GLASS IN STAIRWELL WINDOW)
②	(N)MARVIN ULTIMATE WINDOW IN (E)OPENING
③	NEW PORCH
④	PROPOSED NEW ADDITION
⑤	(N)SIMPSON DOOR IN (E)OPENING
⑥	NEW EXTERIOR STAIR

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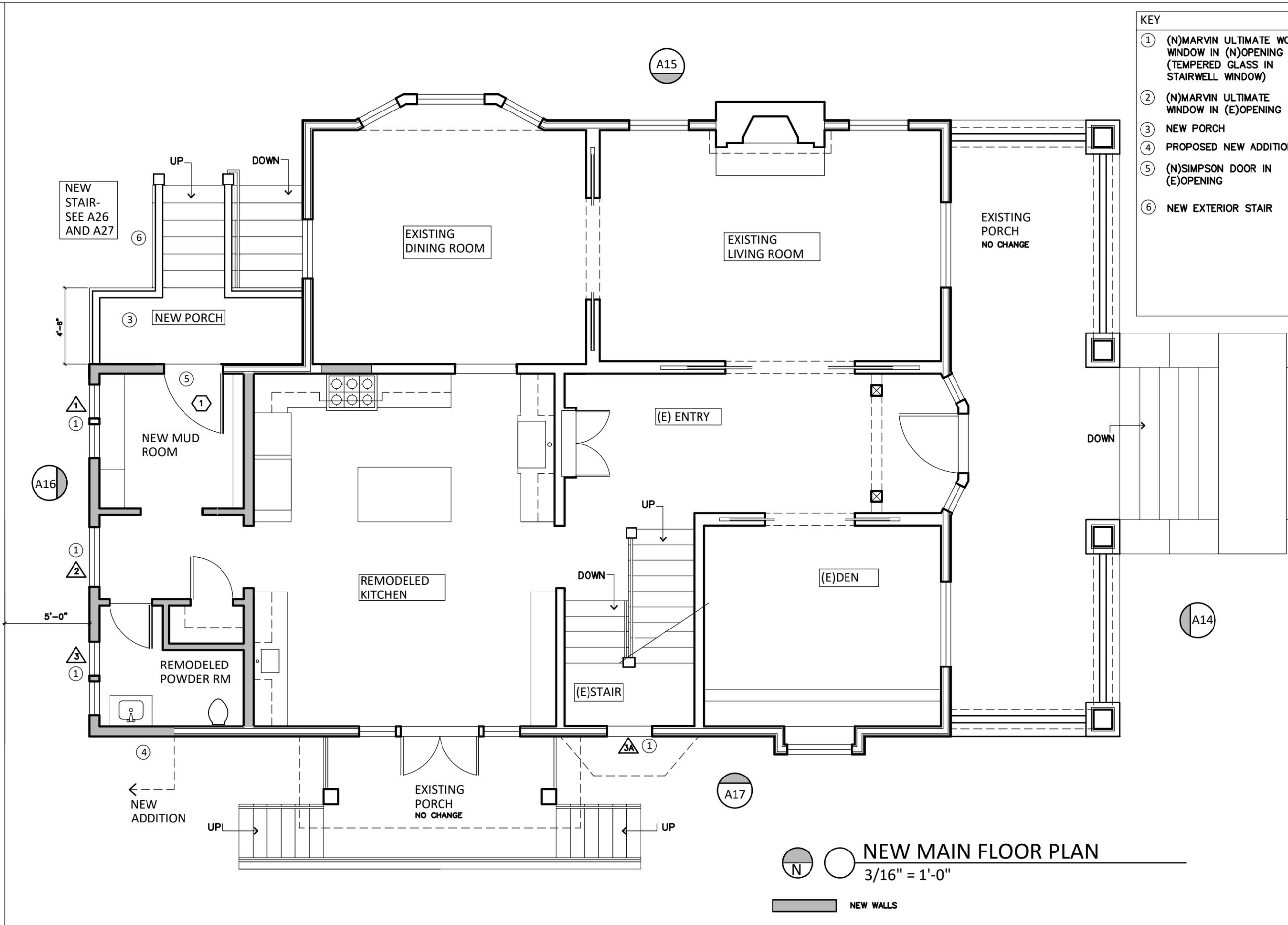
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7.30.2021

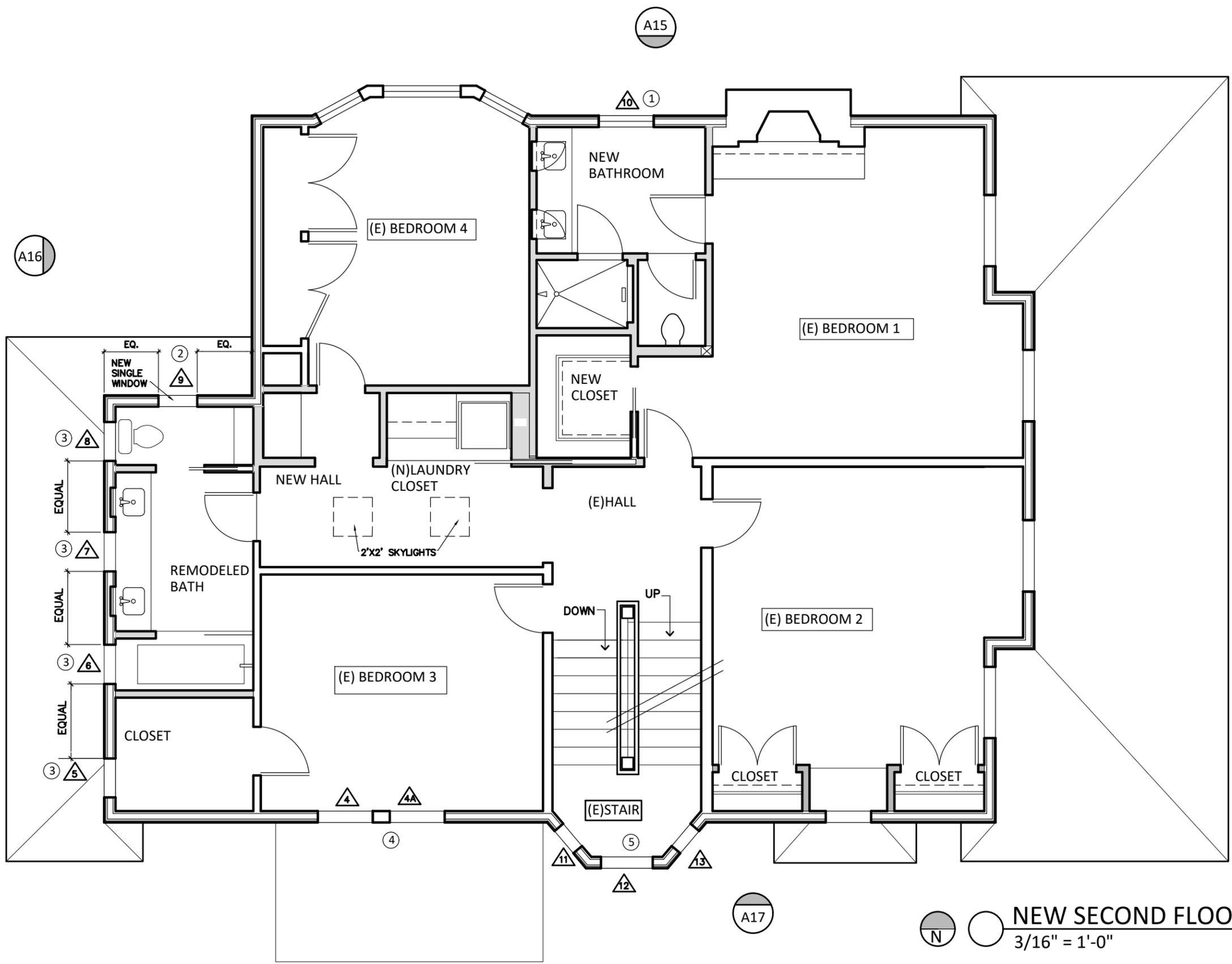
A10

A.1

LU 21-072667 HRM



NEW MAIN FLOOR PLAN
 3/16" = 1'-0"
 N
 NEW WALLS



- KEY**
- ① PHOTOGRAPHIC EVIDENCE SUGGESTS EXISTING WINDOW WAS LARGER; REPLACE CURRENT WINDOW WITH LARGER WINDOW TO FIT WITHIN ORIGINAL, FRAMED OPENING
 - ② SINGLE WINDOW TO REPLACE EXISTING DOUBLE WINDOWS
 - ③ NEW WINDOW IN SLIGHTLY SLIGHTLY MOVED LOCATION SO WINDOWS ARE EVENLY SPACED ACROSS FACADE
 - ④ ADD SECOND WINDOW TO FACADE. CENTER WINDOWS BETWEEN EXISTING BRACKETS.
 - ⑤ REPLACE EXISTING WINDOWS WITH NEW MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS

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A11

A.1

NEW SECOND FLOOR PLAN
 3/16" = 1'-0"
 (N) NEW WALLS

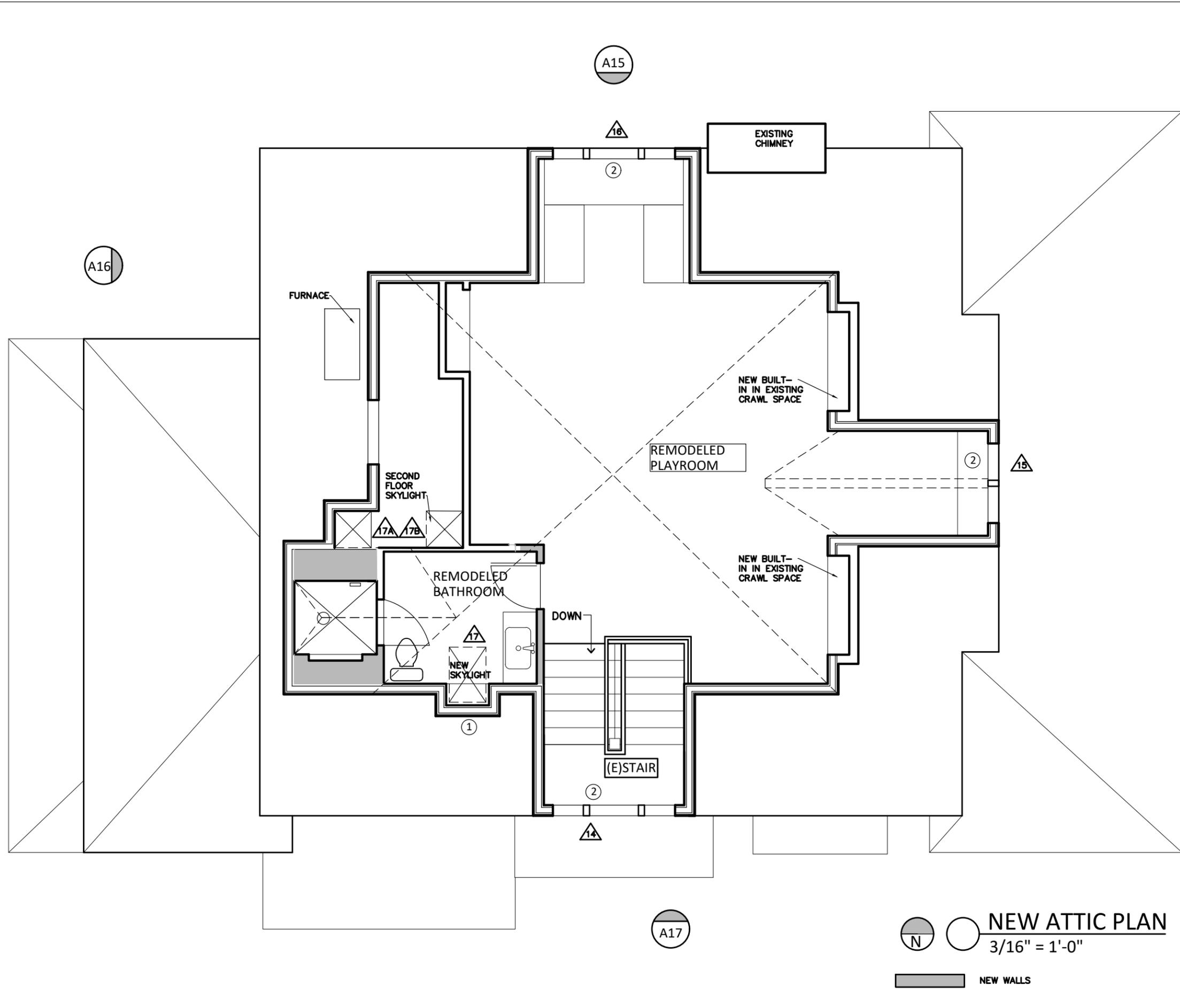
SEVERSON RESIDENCE REMODEL
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7.30.2021

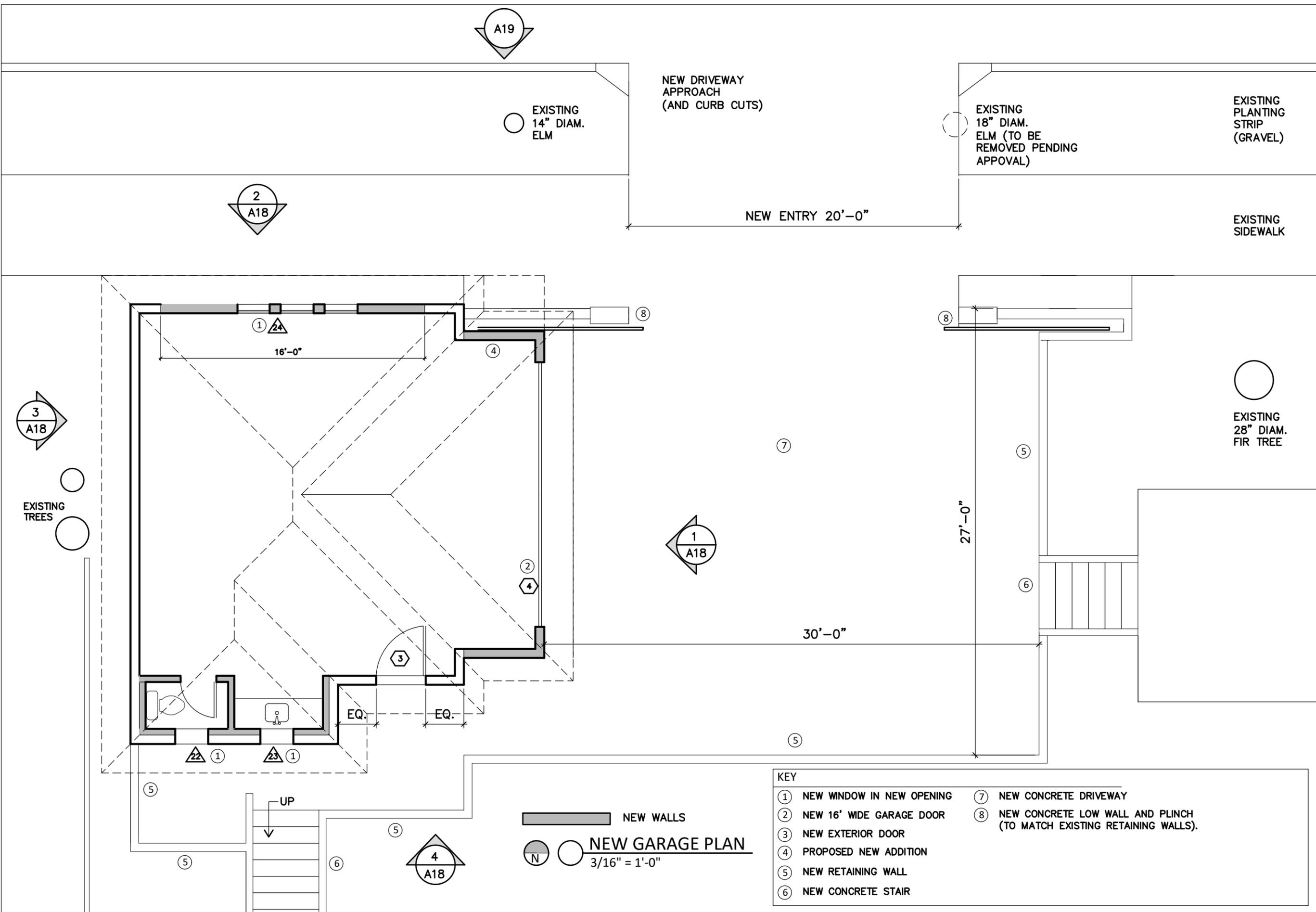
A12

A.1

- KEY
- ① NEW SKYLIGHT
 - ② REPLACE EXISTING WINDOWS WITH NEW MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS



NEW WALLS
 NEW ATTIC PLAN
 3/16" = 1'-0"



KEY	
①	NEW WINDOW IN NEW OPENING
②	NEW 16' WIDE GARAGE DOOR
③	NEW EXTERIOR DOOR
④	PROPOSED NEW ADDITION
⑤	NEW RETAINING WALL
⑥	NEW CONCRETE STAIR
⑦	NEW CONCRETE DRIVEWAY
⑧	NEW CONCRETE LOW WALL AND PLINCH (TO MATCH EXISTING RETAINING WALLS).

NEW WALLS
 NEW GARAGE PLAN
 3/16" = 1'-0"

EXISTING EAST ELEVATION
1/8" = 1'-0"

NO CHANGES TO THIS FACADE



① REPLACE EXISTING WINDOW BENCH WINDOW WITH NEW
MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS

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A14

A.1

EXISTING NORTH ELEVATION
1/8" = 1'-0"



PROPOSED NORTH ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② NEW MARVIN PAINTED WOOD WINDOW
- ③ REMOVE EXISTING WINDOW; PATCH AND REPAIR SIDING
- ④ NEW PORCH AND STAIR
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ NEW WOOD DOOR (PAINTED EXTERIOR; STAINED INTERIOR) WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑦ PHOTOGRAPHIC EVIDENCE SHOWS THAT THE EXISTING WINDOW WAS LARGER THAN WHAT CURRENTLY IS THERE. DEPENDING ON WHAT WE FIND WHEN WE DEMO THE INTERIOR, WE WOULD LIKE TO REPLACE THE EXISTING WINDOW WITH A NEW WINDOW THAT IS THE SAME SIZE/LOCATION AS THE EXISTING.
- ⑧ NEW EXTERIOR SCONCES ON EACH SIDE OF DOOR- SCHOOLHOUSE REED EXTERIOR SCONCE - BLACK
- ⑨ EXISTING SKYLIGHT TO BE INFILLED
- ⑩ REPLACE EXISTING ATTIC WINDOW SEAT WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS
- ⑪ REPLACE EXISTING BASEMENT WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW

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A15

A.1

EXISTING WEST ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② NEW MARVIN PAINTED WOOD WINDOW
- ③ REMOVE EXISTING WINDOW; PATCH AND REPAIR SIDING
- ④ NEW PORCH AND STAIR
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ MOVE EXISTING BRACKETS TO NEW LOCATIONS TO ACCOMMODATE NEW WINDOW LOCATIONS.
- ⑦ NEW VELUX SKYLIGHT
- ⑧ EXISTING SKYLIGHT TO BE REMOVED. PATCH AND REPAIR ROOF AS NEEDED.

PROPOSED WEST ELEVATION
1/8" = 1'-0"



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7.30.2021

A16

A.1

EXISTING SOUTH ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② NEW MARVIN PAINTED WOOD WINDOW
- ③ NEW SKYLIGHT
- ④ REPLACE EXISTING STAIRWELL WINDOWS WITH MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS

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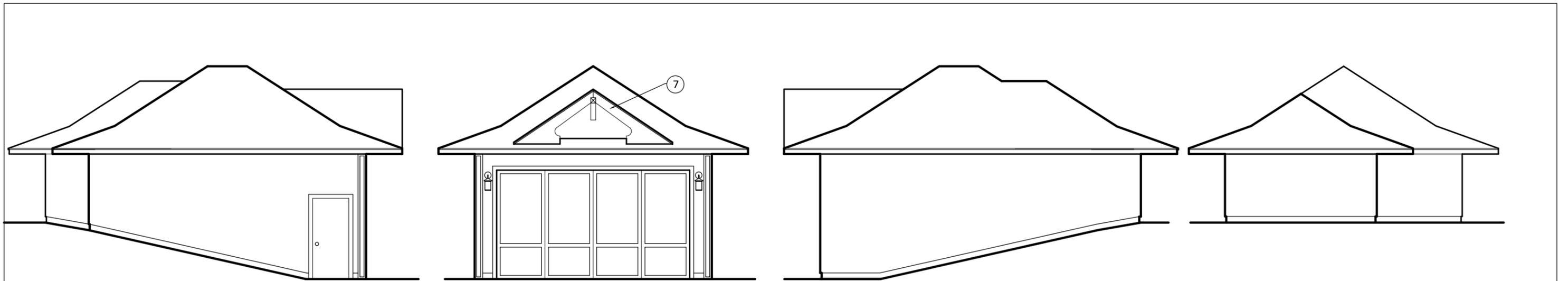
A17

A.1

PROPOSED SOUTH ELEVATION
1/8" = 1'-0"



NEW
ADDITION ←

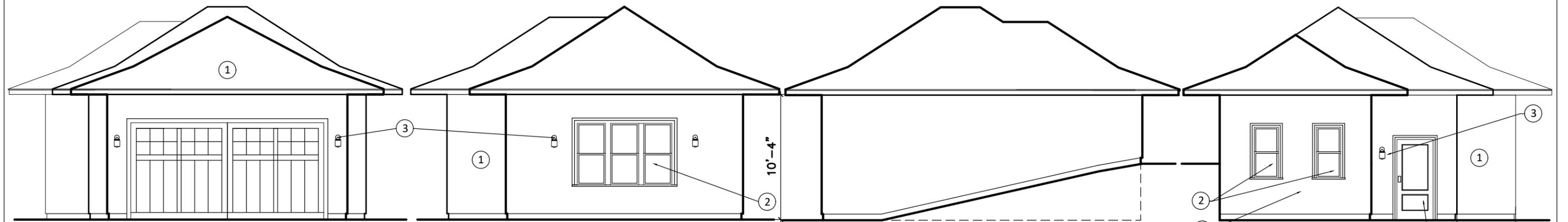


① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"

② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"

③ EXISTING WEST GARAGE ELEV.
1/8" = 1'-0"

④ EXISTING SOUTH GARAGE ELEV.
1/8" = 1'-0"



① NEW EAST ELEVATION
1/8" = 1'-0"

② NEW NORTH ELEVATION
1/8" = 1'-0"

③ NEW WEST ELEVATION
1/8" = 1'-0"

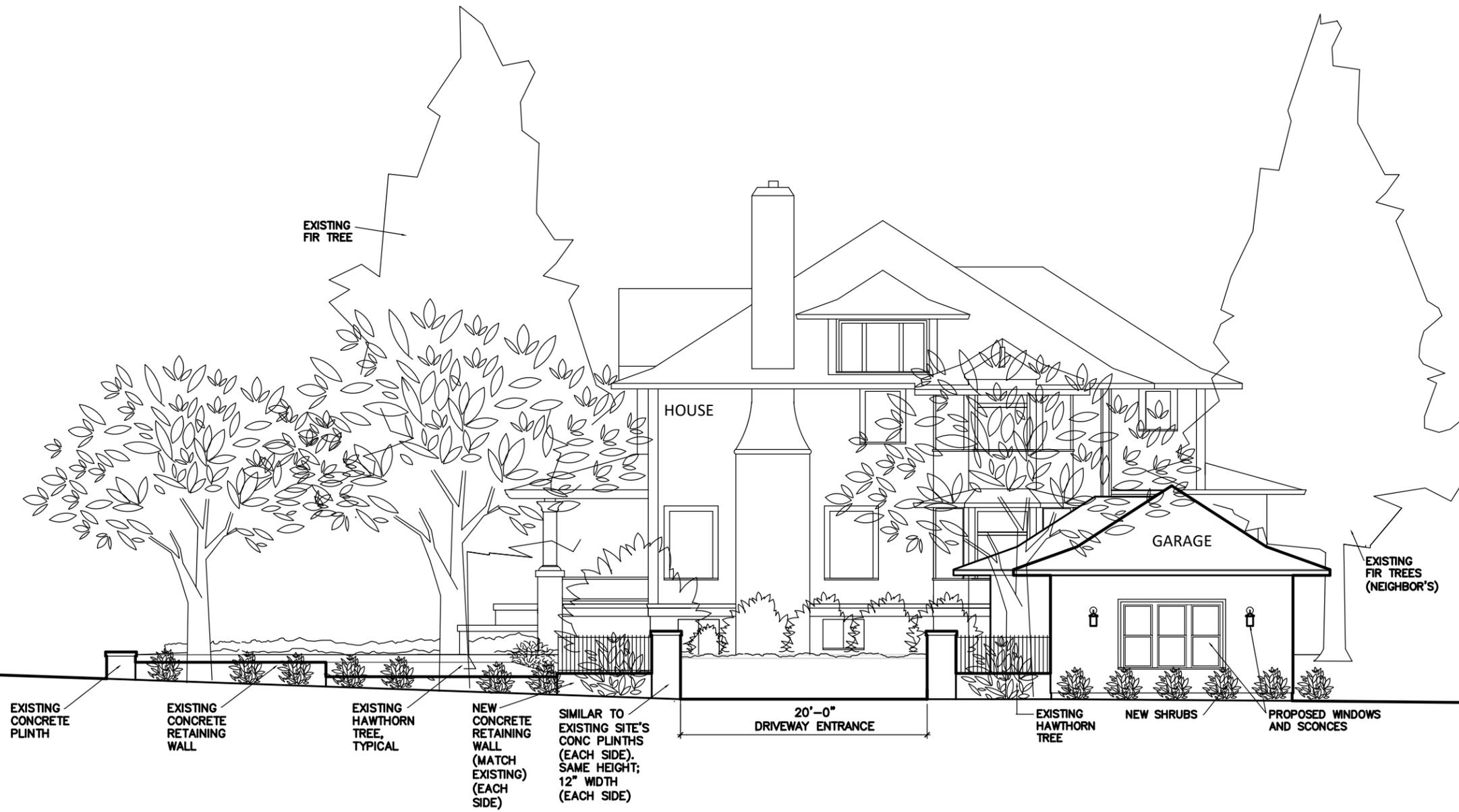
④ NEW SOUTH ELEVATION
1/8" = 1'-0"

- ① NEW, PROPOSED ADDITION
- ② REUSE EXISTING HOUSE'S MARVIN WOOD WEST HALL WINDOWS (2) AND ADD ONE NEW MARVIN PAINTED WOOD WINDOW TO MATCH
- ③ NEW SCONCES - SCHOOLHOUSE ELECTRIC REED OUTDOOR SCONCE (BLACK)
- ④ NEW PAINTED WOOD DOOR WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑤ NEW 16' WIDE x 8' HIGH GARAGE DOOR BY NORTHWEST DOOR (SEE ATTACHED CUT SHEETS)
- ⑥ MATCH EXISTING PAINTED WOOD LAP SIDING (WHERE WALL IS EXPOSED BY EXCAVATION)
- ⑦ REMOVE EXISTING ROOF DORMER

7.30.2021

A18

A.1

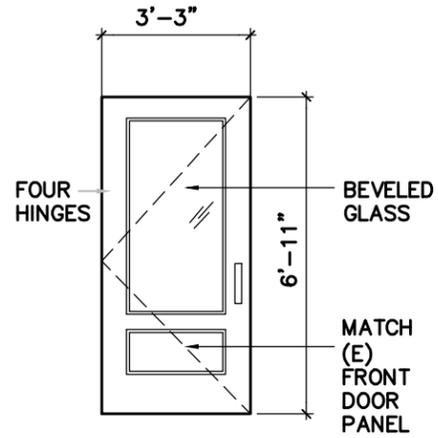


○ NEW NORTH ELEVATION WITH DRIVEWAY AND VEGETATION
1/10" = 1'-0"

DOOR SCHEDULE

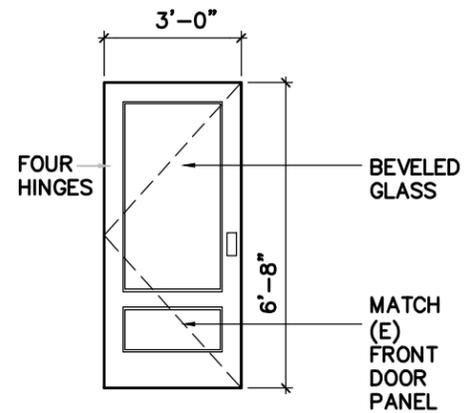
EXTERIOR DOORS --- SIMILAR STYLE TO FRONT DOOR -- PAINT GRADE, MORTISE LATCHES, FOUR HINGES

MAIN FLOOR



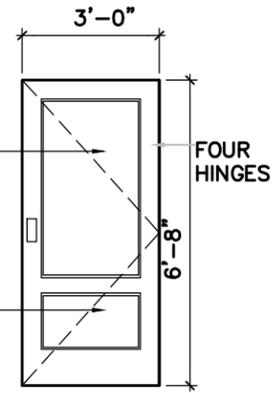
1 MUDROOM EXTERIOR
MATCH (E) FRONT
DOOR STYLE
PAINT GRADE (OUT)
FINISH GRADE (IN)

BASEMENT



2 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

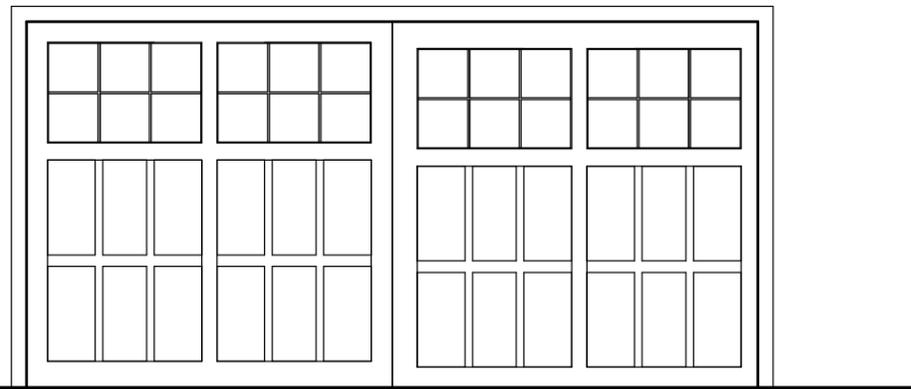
GARAGE



3 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

SIMPSON ALL WOOD
EXTERIOR DOOR

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR



4 GARAGE DOOR
HORMON INFINITY CLASS -- 1206S
GREYLITE #31 GLASS
ALUMINUM

MARIA COHEN DESIGN

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.2021

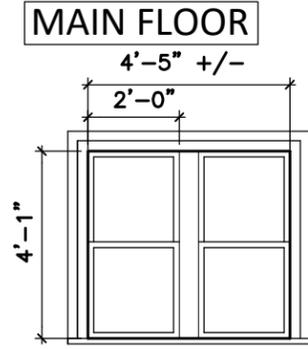
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A.1

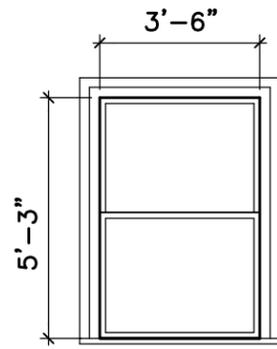
WINDOW SCHEDULE

ALL WINDOWS: MARVIN ULTIMATE WOOD

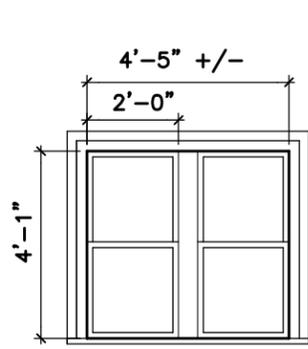
MAIN FLOOR



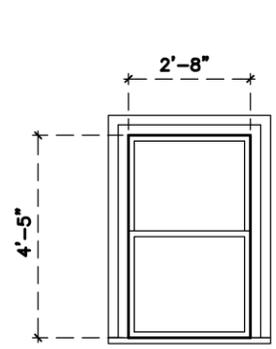
1 MUDROOM (NEW ADDITION)



2 BACK HALL (NEW ADDITION)

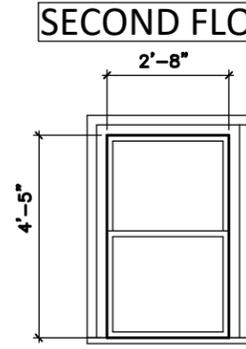


3 POWDER ROOM (NEW ADDITION) PRIVACY GLASS

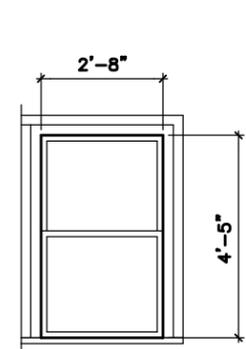


3A STAIRWELL TEMPERED GLASS

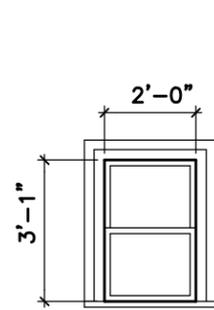
SECOND FLOOR



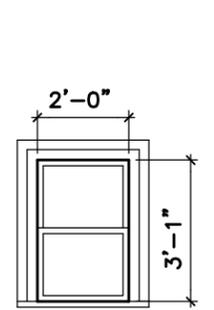
4 BEDROOM 3 NEW WINDOW



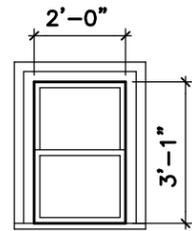
4A BEDROOM 3 NEW WINDOW



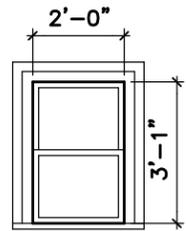
5 BEDROOM 3 CLOSET



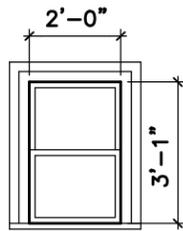
6 KID'S BATH TUB TEMPERED - PRIVACY



7 KID'S BATH VANITY TEMPERED-PRIVACY

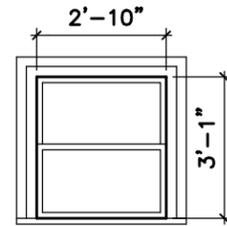


8 KID'S BATH TOILET PRIVACY

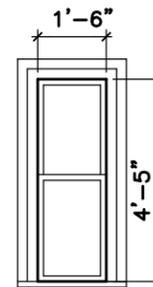


9 KID'S BATH TOILET PRIVACY

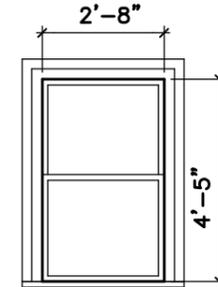
9A NOT USED



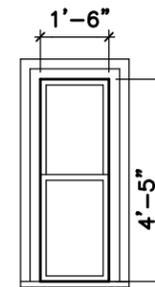
10 MASTER BATH (LARGER) PRIVACY



11 STAIRWELL NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS

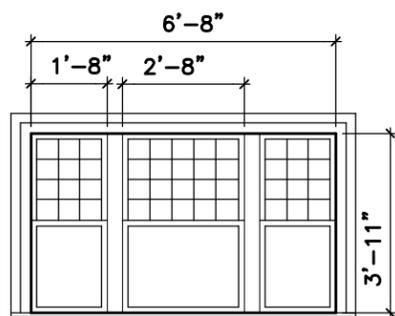


12 STAIRWELL NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS

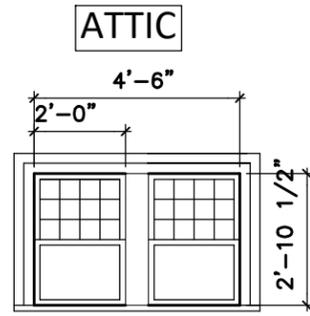


13 STAIRWELL NEW MARVIN ULTIMATE WOOD WINDOW W/ TEMPERED GLASS

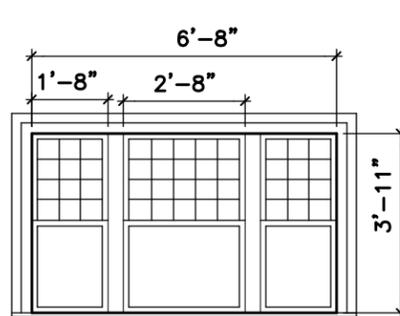
ATTIC



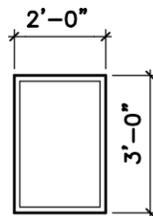
14 STAIRWELL NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS



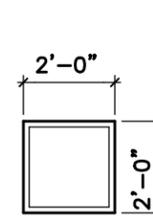
15 BUILT IN BENCH NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS



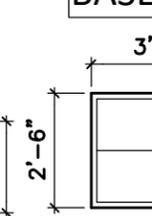
16 BUILT IN BENCH NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS



17 SKYLIGHT VELUX NEW OPENING SITE VERIFY SIZE

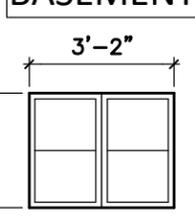


17A

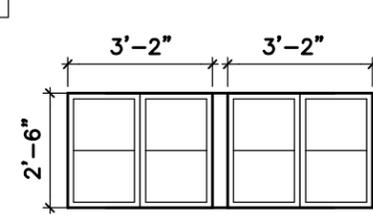


17B

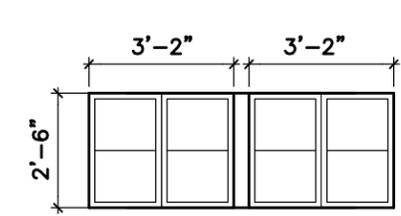
BASEMENT



18 WEST ENTRY NEW WINDOW IN NEW WALL

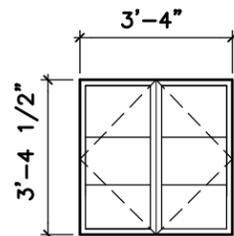


19 WEST NEW WINDOW IN NEW WALL

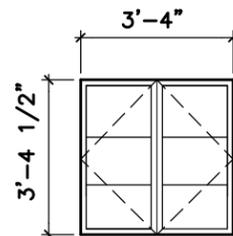


20 WEST NEW WINDOW IN NEW WALL

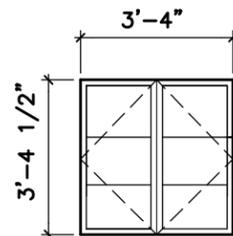
GARAGE



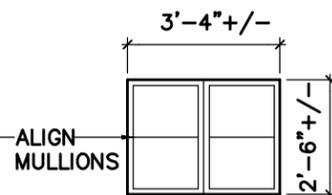
21 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING



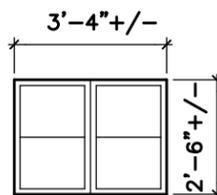
22 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING



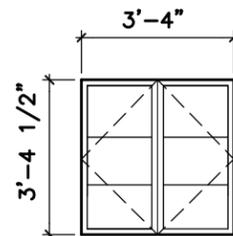
23 NORTH - EGRESS LARGER WINDOW IN LARGER OPENING



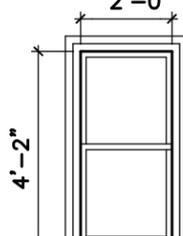
24 NORTH REPLACEMENT SAME SIZE; SAME LOCATION. PRIVACY.



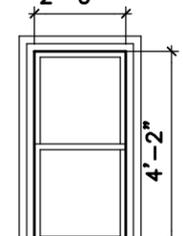
25 NORTH REPLACEMENT SAME SIZE; SAME LOCATION



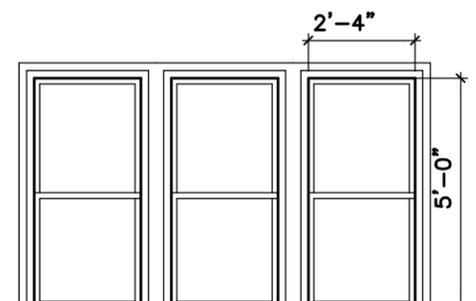
26 WEST EGRESS



22 SOUTH NEW OPENING IN (E) WALL



23 SOUTH NEW OPENING IN (E) WALL



24 NORTH NEW OPENING IN (E) WALL. REUSE TWO EXISTING BACK HALL WINDOWS; ADD ONE NEW TO MATCH

MARIA COHEN DESIGN

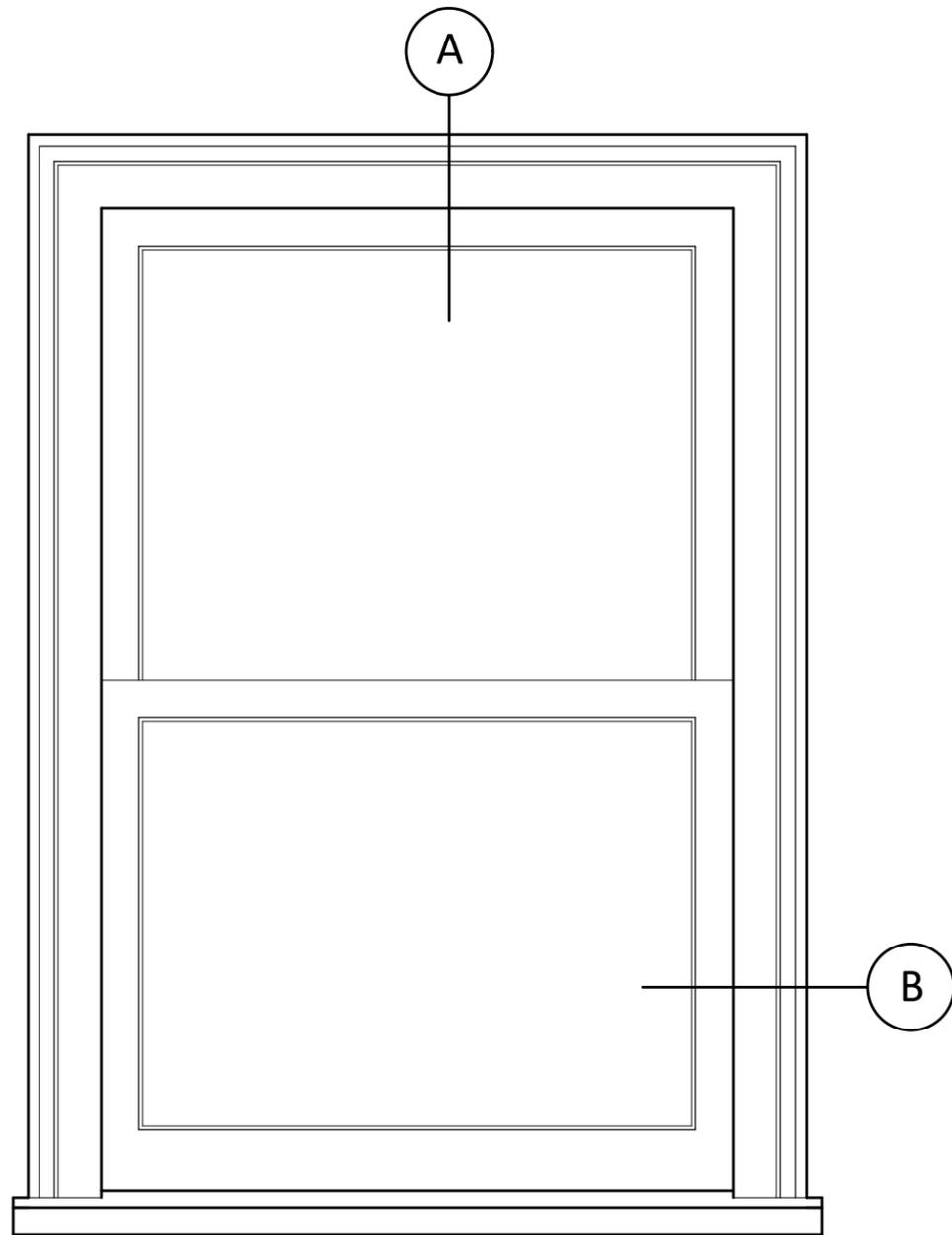
33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

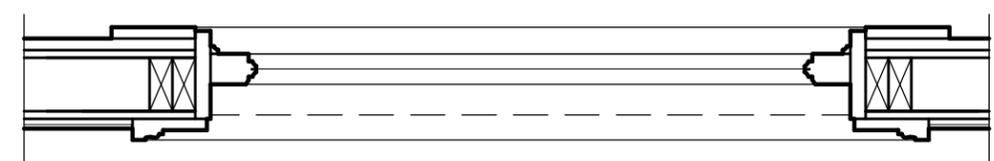
7.30.2021

A21

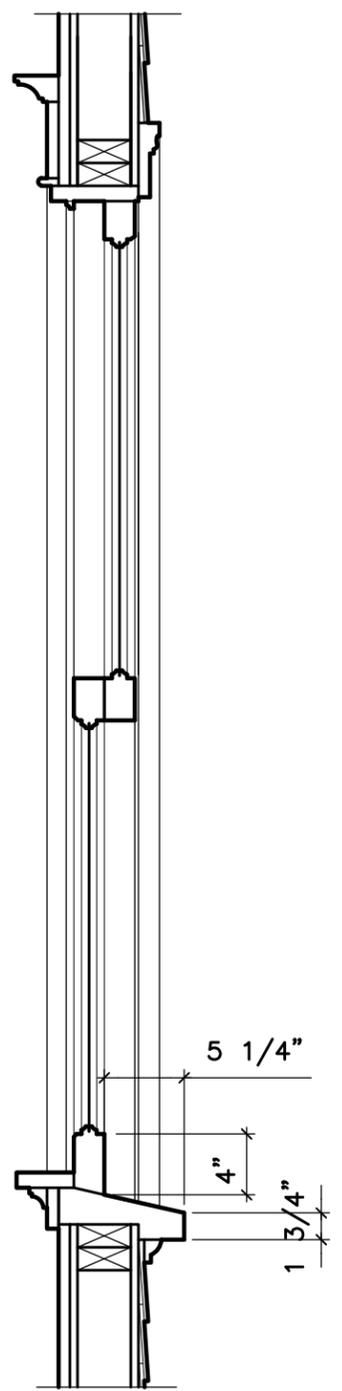
A.1



A WINDOW ELEVATION (FROM EXTERIOR)
1" = 1'-0"

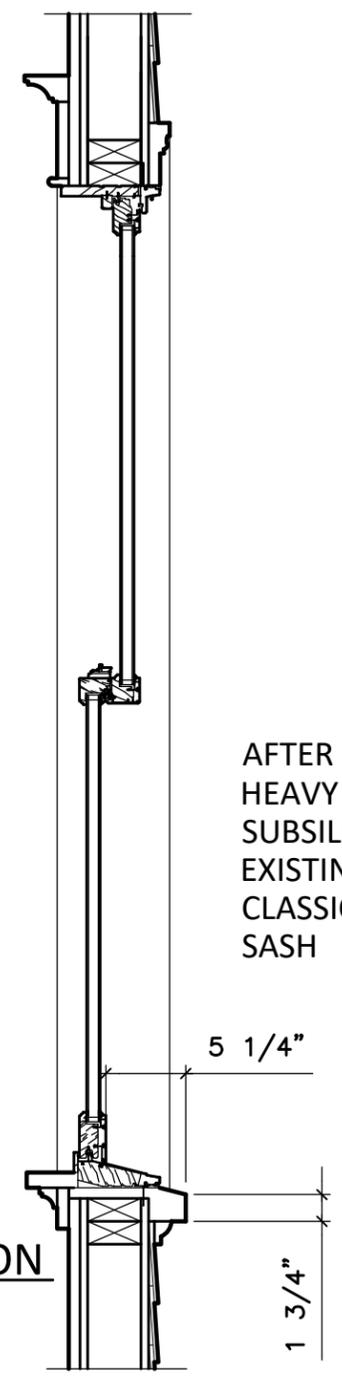


B (E)WINDOW SECTION
1" = 1'-0"

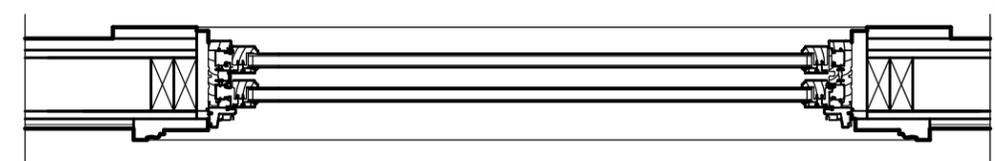


A (E)WIN.SECTION
1" = 1'-0"

MARVIN ULTIMATE
ALL WOOD WINDOWS
DOUBLE HUNG



A (N)WIN.SECTION
1" = 1'-0"



B (N)WINDOW SECTION
1" = 1'-0"

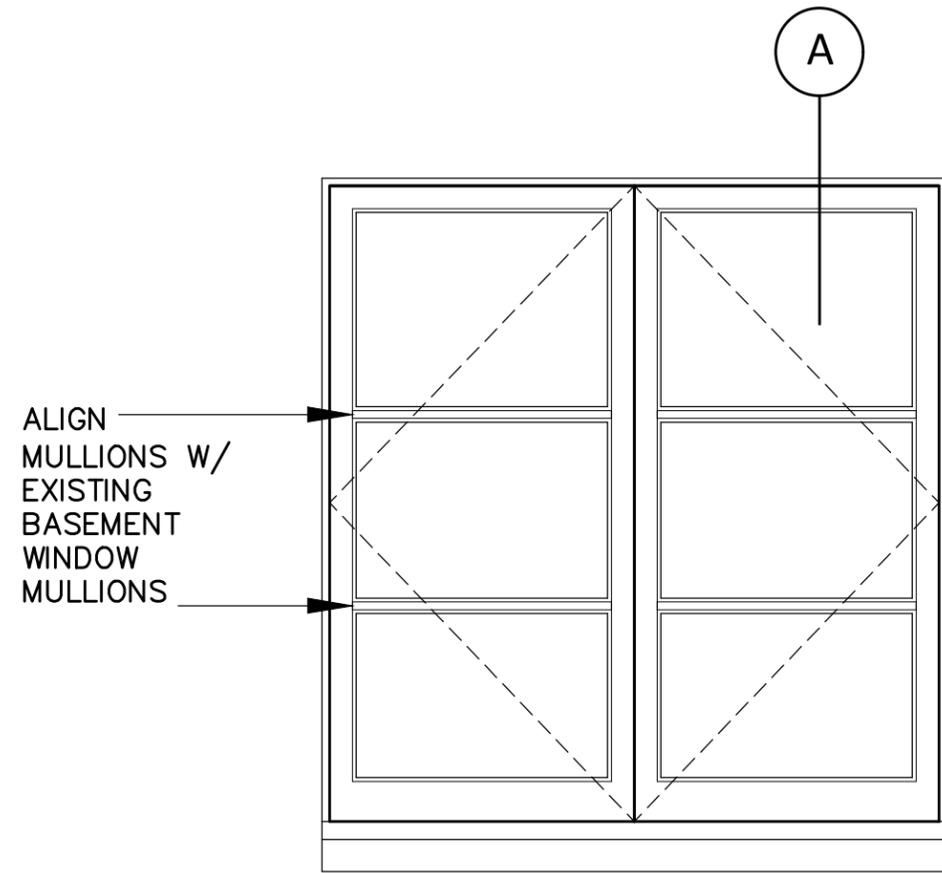
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

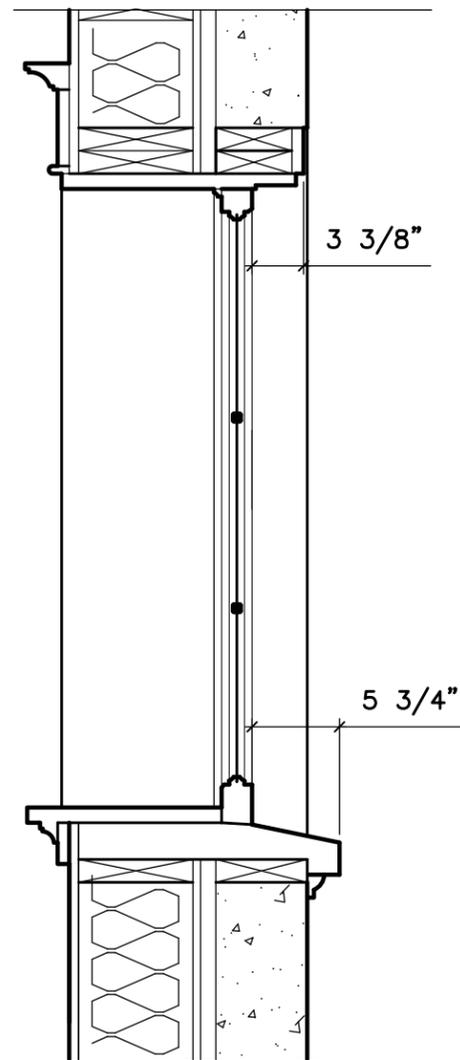
7.30.21

A22



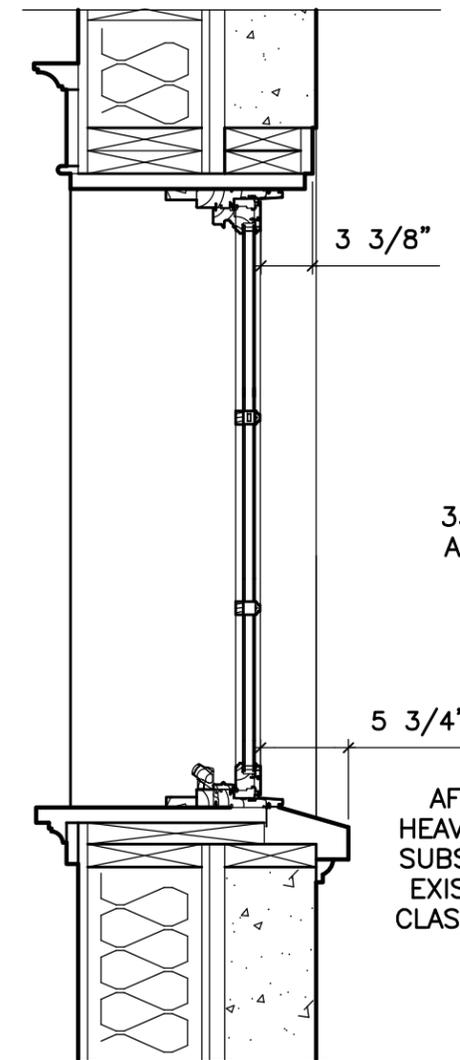
ALIGN
MULLIONS W/
EXISTING
BASEMENT
WINDOW
MULLIONS

NEW BASEMENT WINDOW
1" = 1'-0"



A WINDOW SECTION
1" = 1'-0"

MARVIN ULTIMATE
ALL WOOD WINDOWS
CASEMENT



A WINDOW SECTION
1" = 1'-0"

MATCH
DEPTH OF
(E)WINDOWS

PER PZC
33.445.320.B.4
AND FIG 445.1

AFTER MARKET
HEAVY TRADITIONAL
SUBSILL TO MATCH
EXISTING SILL BY
CLASSIC DOOR AND
SASH

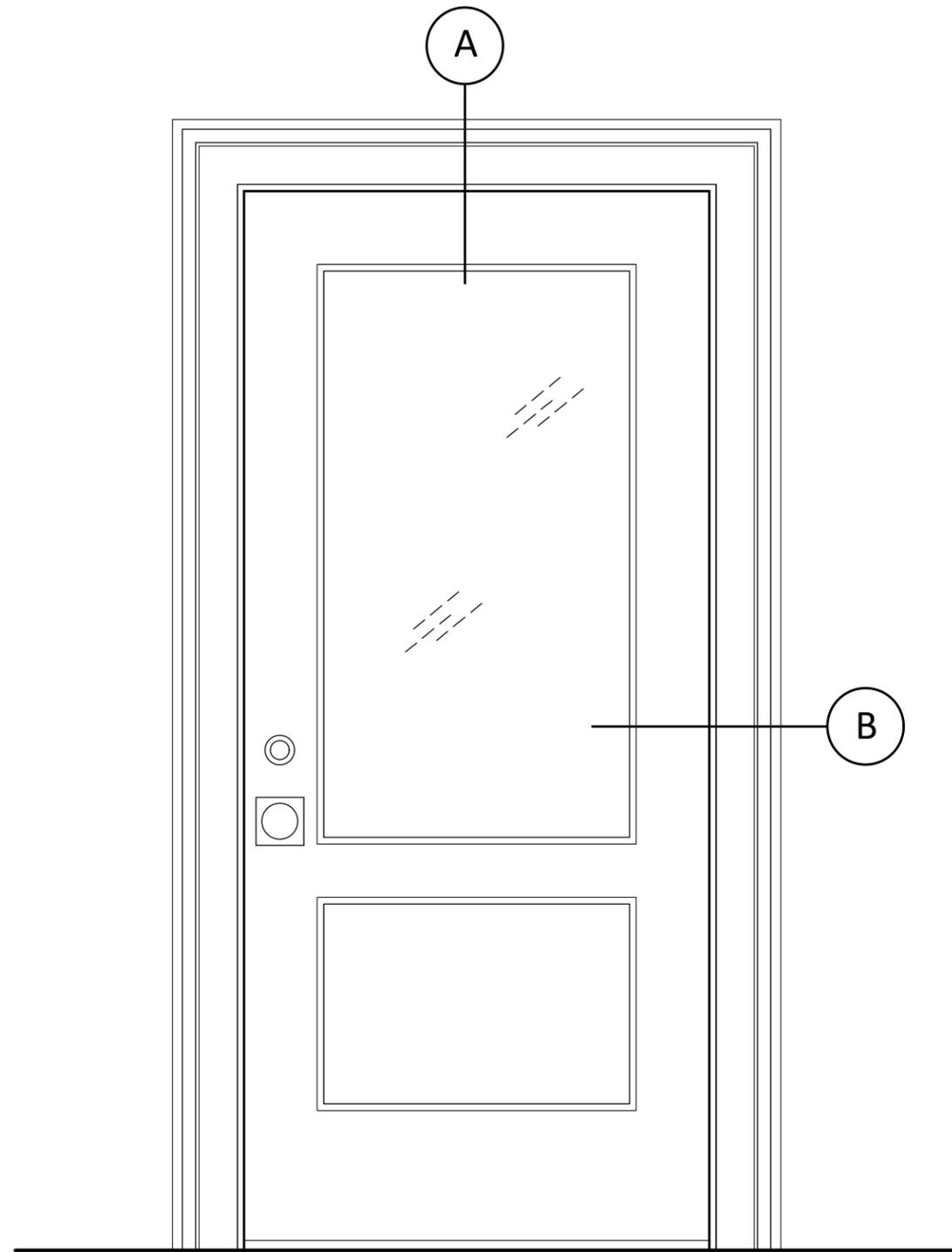
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDY1@TELEPORT.COM

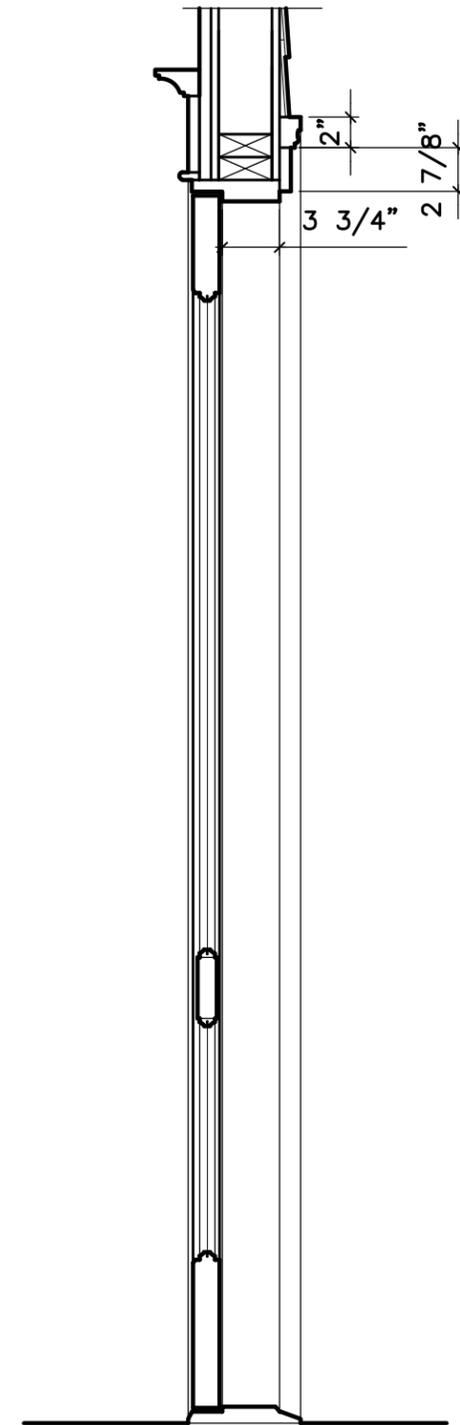
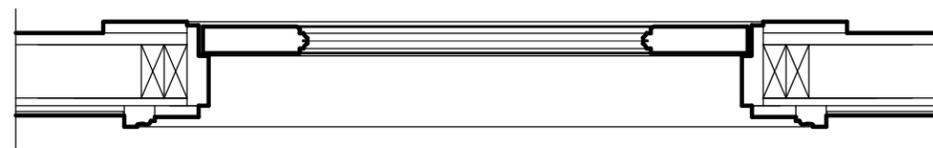
SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A23



(N) EXTERIOR DOOR ELEVATION
1" = 1'-0"



A EXTERIOR DOOR SECTION
1" = 1'-0"

B EXTERIOR DOOR PLAN/SECTION
1" = 1'-0"

SIMPSON ALL WOOD
EXTERIOR DOOR - #7501
MODIFIED TO MATCH
EXISTING HISTORIC DOORS

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR

PAINT GRADE (OUT)
FINISH GRADE (IN)

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET, PORTLAND, OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A24

COMPOSITE SHINGLE ROOFING

SPRAY FOAM INSULATION
(UNVENTED ROOF ASSEMBLY)

DOUBLE 2x FIRE BLOCKING

FIRE RETARDENT TREATED PLYWOOD
SHEATHING WITHIN 3' OF PROPERTY LINE

FIRE RETARDENT TREATED
1x DECKING UNDER PLYWOOD

METAL GUTTER
(MATCH EXISTING)

FIRE RETARDENT TREATED
DECORATIVE RAFTER TAIL CUT FROM 3x

TYPICAL EXTERIOR WALL ASSEMBLY WITH
R-21 BATT INSULATION

PROPERTY LINE

2'-0"

3'-0"

1 NEW EAVE DETAIL
1 - 1/2" = 1'-0"

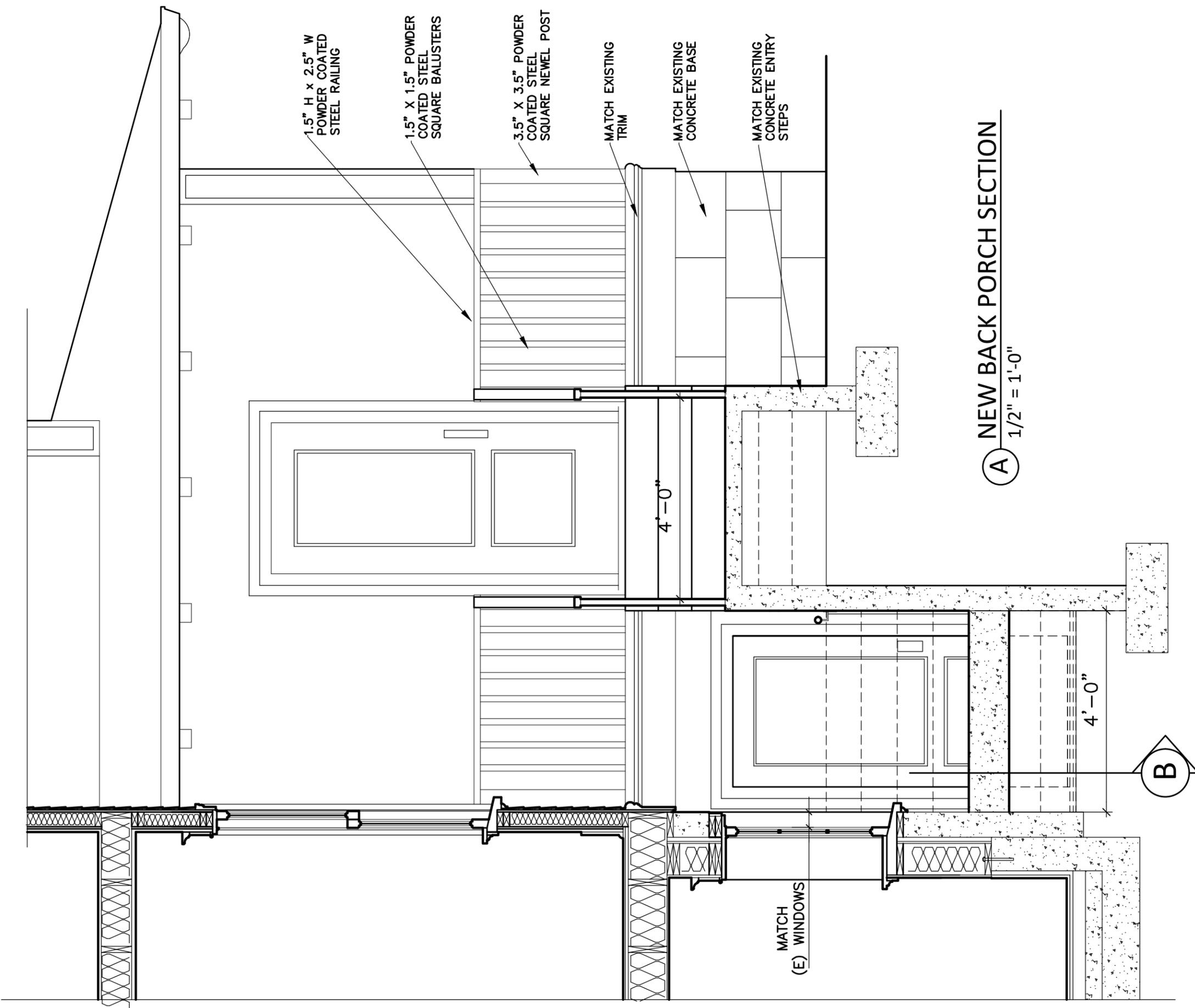
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND, OR 97217
CELL: 503.381.0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A25



(A) NEW BACK PORCH SECTION
 1/2" = 1'-0"

(B)

MATCH
 (E) WINDOWS

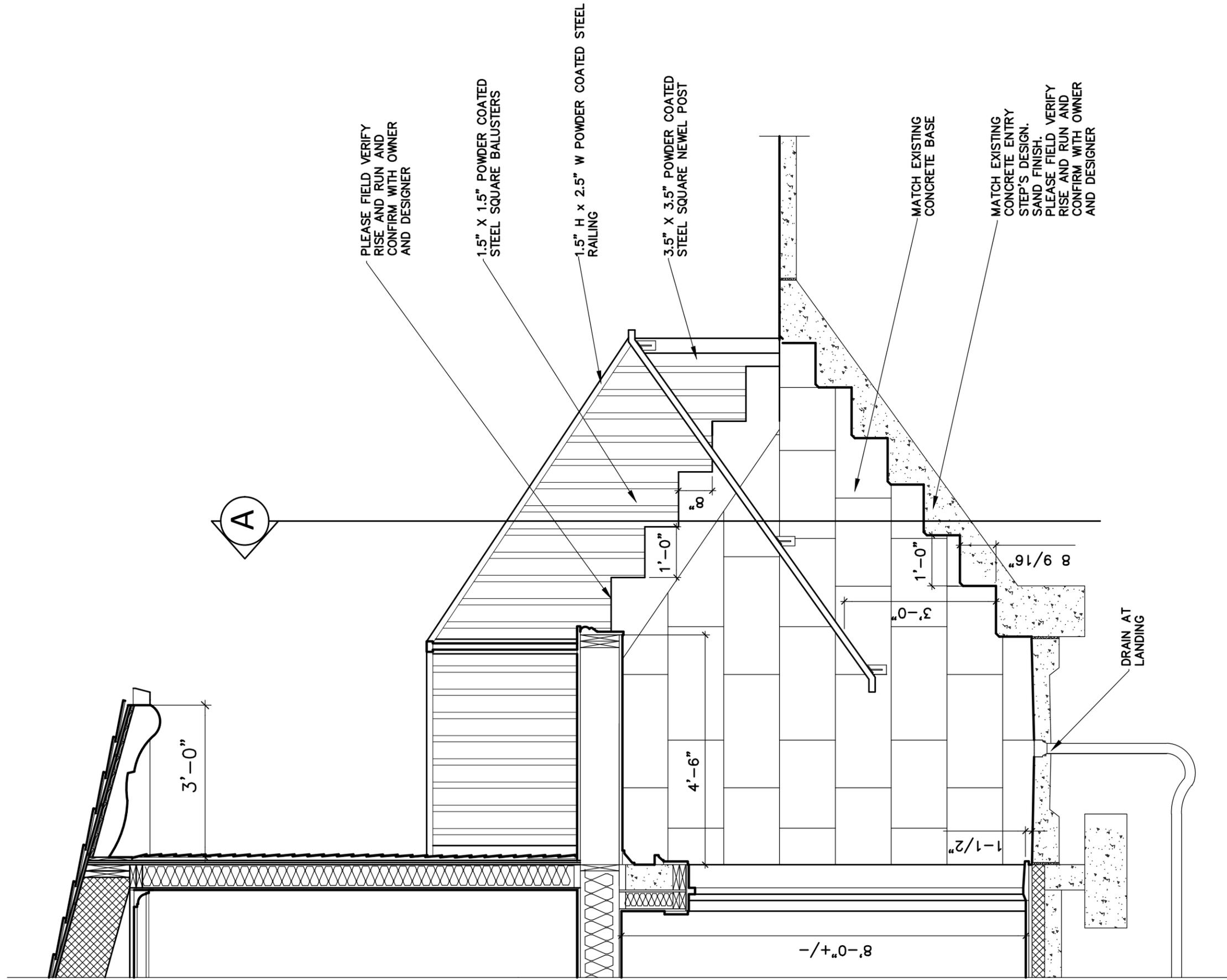
MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET PORTLAND, OR 97217
 CELL: 503-381-0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A26

A.1



PLEASE FIELD VERIFY RISE AND RUN AND CONFIRM WITH OWNER AND DESIGNER

1.5" X 1.5" POWDER COATED STEEL SQUARE BALUSTERS

1.5" H X 2.5" W POWDER COATED STEEL RAILING

3.5" X 3.5" POWDER COATED STEEL SQUARE NEWEL POST

MATCH EXISTING CONCRETE BASE

MATCH EXISTING CONCRETE ENTRY STEP'S DESIGN. PLEASE FIELD VERIFY SAND FINISH. RISE AND RUN AND CONFIRM WITH OWNER AND DESIGNER

B NEW BACK PORCH SECTION
1/2" = 1'-0"

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A27

A.1

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM@TELEPORT.COM



Request for Extension of 120-Day Review Period

State law requires the City to issue a final decision on land use reviews within 120 days of receiving a complete application. State law also allows the applicant to request in writing an extension of the 120-day review period for up to an additional 245 days. When extensions are requested, it is important to ensure that there is adequate time to accommodate the required public review, drafting the decision, and any required hearings (including appeals) within the extended review period. Generally, a final decision must be rendered approximately 60 days prior to the end of the review period in order to accommodate appeals.

If requesting an extension of the 120-day review period, please sign this form and return it to the Bureau of Development Services (BDS) planner assigned to your case.

Case Information

- 1. Applicant Name: MARIA COHEN
- 2. Land Use Case Number: LU # 211-072667 HRM
- 3. BDS Planner Name: HANNAH BRYANT

Extension Request

Please check one of the following:

- Extend the 120-day review period for an additional 30 days.
(insert number)
- Maximum allowed extension: 245 days

The total number of extensions requested cannot exceed 245 days.

By signing this form, I acknowledge that the 120-day review period for my land use review application will be extended for the number of days specified.

Applicant Signature: [Signature] Date 02.23.2022

BDS Staff Complete This Section

Received by (print name): _____ Date Received _____



Request for Extension of 120-Day Review Period

State law requires the City to issue a final decision on land use reviews within 120 days of receiving a complete application. State law also allows the applicant to request in writing an extension of the 120-day review period for up to an additional 245 days. When extensions are requested, it is important to ensure that there is adequate time to accommodate the required public review, drafting the decision, and any required hearings (including appeals) within the extended review period. Generally, a final decision must be rendered approximately 60 days prior to the end of the review period in order to accommodate appeals.

If requesting an extension of the 120-day review period, please sign this form and return it to the Bureau of Development Services (BDS) planner assigned to your case.

Case Information

- 1. Applicant Name: MARIA COHEN
- 2. Land Use Case Number: LU # 21-072667
- 3. BDS Planner Name: HANNAH BRYANT

Extension Request

Please check one of the following:

- Extend the 120-day review period for an additional 30 days.
(insert number)
- Maximum allowed extension: 245 days

The total number of extensions requested cannot exceed 245 days.

By signing this form, I acknowledge that the 120-day review period for my land use review application will be extended for the number of days specified.

Applicant Signature: Date 03.24.2022

BDS Staff Complete This Section

Received by (print name): _____ Date Received _____

Development Services

From Concept to Construction

Phone: 503-823-7300 Email: bds@portlandoregon.gov 1900 SW 4th Ave, Portland, OR 97201
 More Contact Info (<http://www.portlandoregon.gov/bds/article/519984>)



APPEAL SUMMARY

Status: Decision Rendered

Appeal ID: 24455	Project Address: 2239 NE 19th Ave
Hearing Date: 12/16/20	Appellant Name: Maria Cohen
Case No.: B-007	Appellant Phone: 5033810366
Appeal Type: Building	Plans Examiner/Inspector: Preliminary
Project Type: residential	Stories: 2+ Occupancy: R-3 Construction Type: V
Building/Business Name: Severson Residence	Fire Sprinklers: No
Appeal Involves: Addition to an existing structure	LUR or Permit Application No.:
Plan Submitted Option: pdf [File 1]	Proposed use: Mudroom/Powder Room

APPEAL INFORMATION SHEET

Appeal item 1

Code Section

Requires Exterior Wall Elements: Projections (in this case, eaves) shall have a two feet minimum fire separation distance if fire rating is one hour on the underside. Footnote A: The fire resistance rating shall be permitted to be reduced to zero hours on the underside of the eave if fireblocking is provided from the top wall plate to the underside of the roof sheathing. Footnote B: Roof eave fire-resistance rating shall be permitted to be reduced to zero hours on the underside of the eave provided that gable vent openings are not installed.

Code Modification or Alternate Requested We are asking that the eave on a proposed new addition is allowed to be located 2'-0" from the property line (with adequate fire protection).

Proposed Design The appellant is proposing to create a mudroom on the west side of the existing house. The west elevation wall of the addition will be set back from the west property line 5'-0". The proposed design is to locate the roof eave 2'-0" from the west property line. The roof eave will project 3'-0" from the west elevation wall, matching the existing roof eave overhangs of the house.

The overhang will be constructed of fire-retardant 3x material, cut to a decorative shape on the west overhang to match the existing house. The sheathing of the overhang will be fire-treated plywood with decking constructed of fire retardant 1x material. The sheathing will continue along the roof so that all of the roof sheathing within 3'-0" from the property line is fire-retardant treated. Double 2X blocking will be provided between the wall top plate and the roof sheathing. The roof is proposed to be insulated with spray foam in an unvented assembly. No eave or gable vents are proposed. There will be no unprotected openings along the west elevation of the proposed addition.

Reason for alternative A mudroom addition is proposed for a home in the Irvington Historic District.

A.4 LU 21-072667 HRM

To address considerations required as part of the historic design review process, the addition is situated in a location that is less noticeable from the street, and is designed to complement the original architecture of the home.

Specific detailing of the overhang, including the use of decorative rafter tails, must be designed to be similar to that of the existing house in neighborhoods designated as historic.

The proposed addition will provide substantially better fire protection than the current west wall and overhangs. The west eave of the addition will be constructed to be a one hour assembly. The west eave is designed to proportionally match the existing house, while maintaining 2'-0" of separation from the west property line. No part of the proposed overhang or gutter will encroach over the neighbor's property line. Due to the additional fire rating measures being taken, the appellant believes that the proposed design provides an equivalent level of fire protection to that described in the ORSC.

The neighboring house to the west has an L-shaped plan that already takes up a significant portion of the lot and is substantially set back from the property line referenced. It is highly unlikely that this neighbor will increase its lot coverage and build closer to the property line.

BDS has approved similar appeals in the past. See appeals #12416 and #12553.

APPEAL DECISION

Eave location 2 feet from property line: Granted as proposed.

The Administrative Appeal Board finds that the information submitted by the appellant demonstrates that the approved modifications or alternate methods are consistent with the intent of the code; do not lessen health, safety, accessibility, life, fire safety or structural requirements; and that special conditions unique to this project make strict application of those code sections impractical.

Pursuant to City Code Chapter 24.10, you may appeal this decision to the Building Code Board of Appeal within 90 calendar days of the date this decision is published. For information on the appeals process, go to www.portlandoregon.gov/bds/appealsinfo, call (503) 823-7300 or come in to the Development Services Center.



ARCALUS

period design

1106 SE 6th AVENUE PORTLAND, OREGON 97214 arcalus.com

October 14, 2021

To: Courtney Severson
3253 NE Hoyt Street
Portland, Oregon 97232

RE: Windows at 2239 NE 19th Avenue

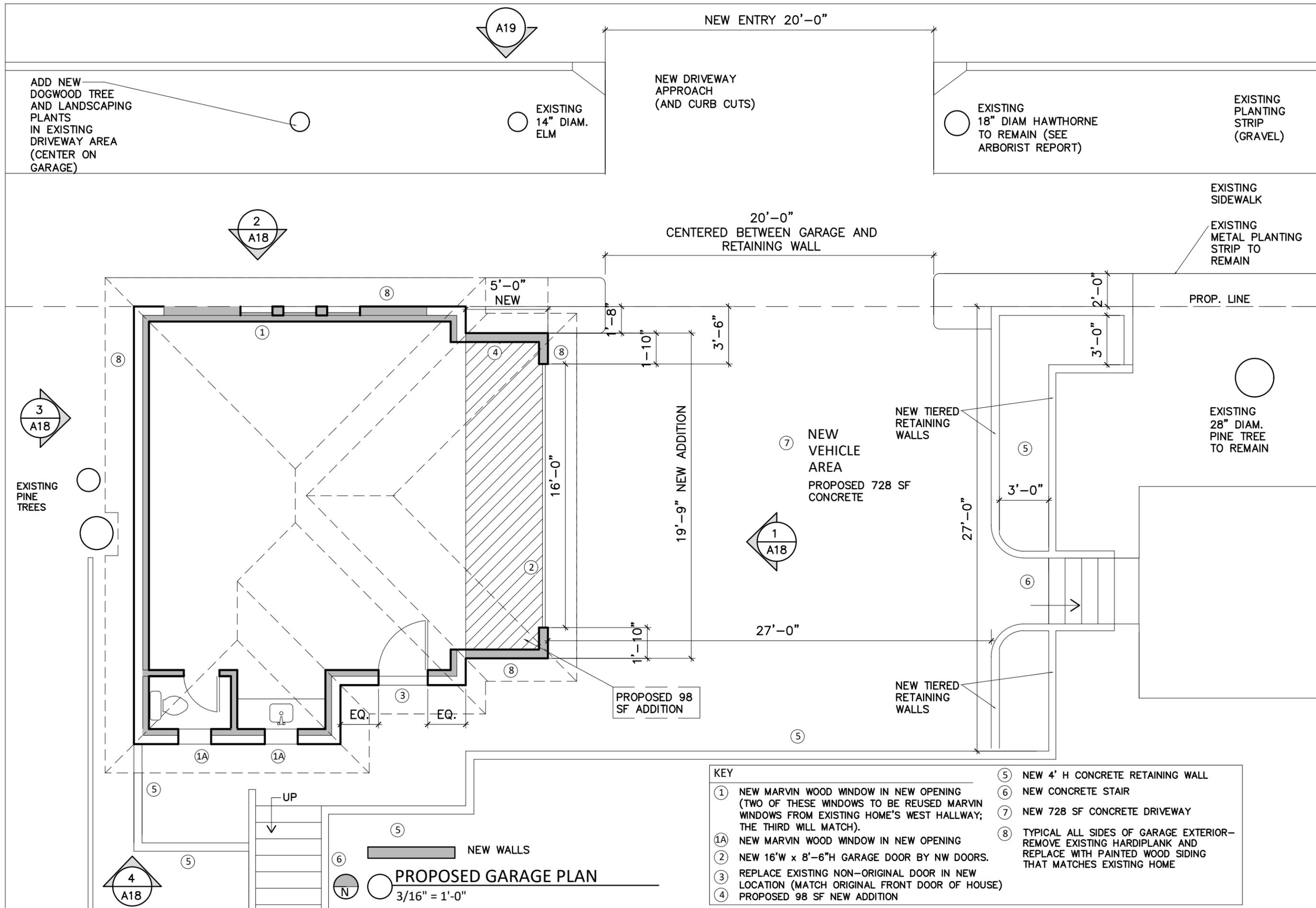
Dear Courtney,

I reviewed the nine windows in question at 2239 NE 19th Avenue, and here are my assessments:

1. (2) Double-Hungs in Existing Back Hall: *These two units are non-original Marvin Signature Wood Ultimate windows, with a date etched on the insulated glass units indicating they were manufactured in 2006 and thus installed around that time. They are full-frame installations, not inserts in original openings.*
2. (1) Double-Hung in Existing Downstairs Bathroom: *This window is consistent in detail with other original windows in the house, though it is hard to say conclusively if it is from the original date of construction and/or if it is in its original location without examining wall construction/framing behind the siding or plaster.*
3. (5) Double-Hungs in Remodeled Upstairs Bathroom: *These five units are non-original Marvin Signature Wood Ultimate windows, with a date etched on the insulated glass units indicating they were manufactured in 2006 and thus installed around that time. They are full-frame installations, not inserts in original openings.*
4. (1) Double-Hung in Existing Bedroom 1: *This window is consistent in detail with other original windows in the house, though it is hard to say conclusively if it is from the original date of construction and/or if it is in its original location without examining wall construction/framing behind the siding or plaster.*

Respectfully,

BO SULLIVAN Designer, Architectural Historian & Door/Window Specialist 503-997-8616 bo@arcalus.com



MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

A7

KEY	
①	NEW MARVIN WOOD WINDOW IN NEW OPENING (TWO OF THESE WINDOWS TO BE REUSED MARVIN WINDOWS FROM EXISTING HOME'S WEST HALLWAY; THE THIRD WILL MATCH).
①A	NEW MARVIN WOOD WINDOW IN NEW OPENING
②	NEW 16'W x 8'-6"H GARAGE DOOR BY NW DOORS.
③	REPLACE EXISTING NON-ORIGINAL DOOR IN NEW LOCATION (MATCH ORIGINAL FRONT DOOR OF HOUSE)
④	PROPOSED 98 SF NEW ADDITION
⑤	NEW 4' H CONCRETE RETAINING WALL
⑥	NEW CONCRETE STAIR
⑦	NEW 728 SF CONCRETE DRIVEWAY
⑧	TYPICAL ALL SIDES OF GARAGE EXTERIOR- REMOVE EXISTING HARDBLANK AND REPLACE WITH PAINTED WOOD SIDING THAT MATCHES EXISTING HOME

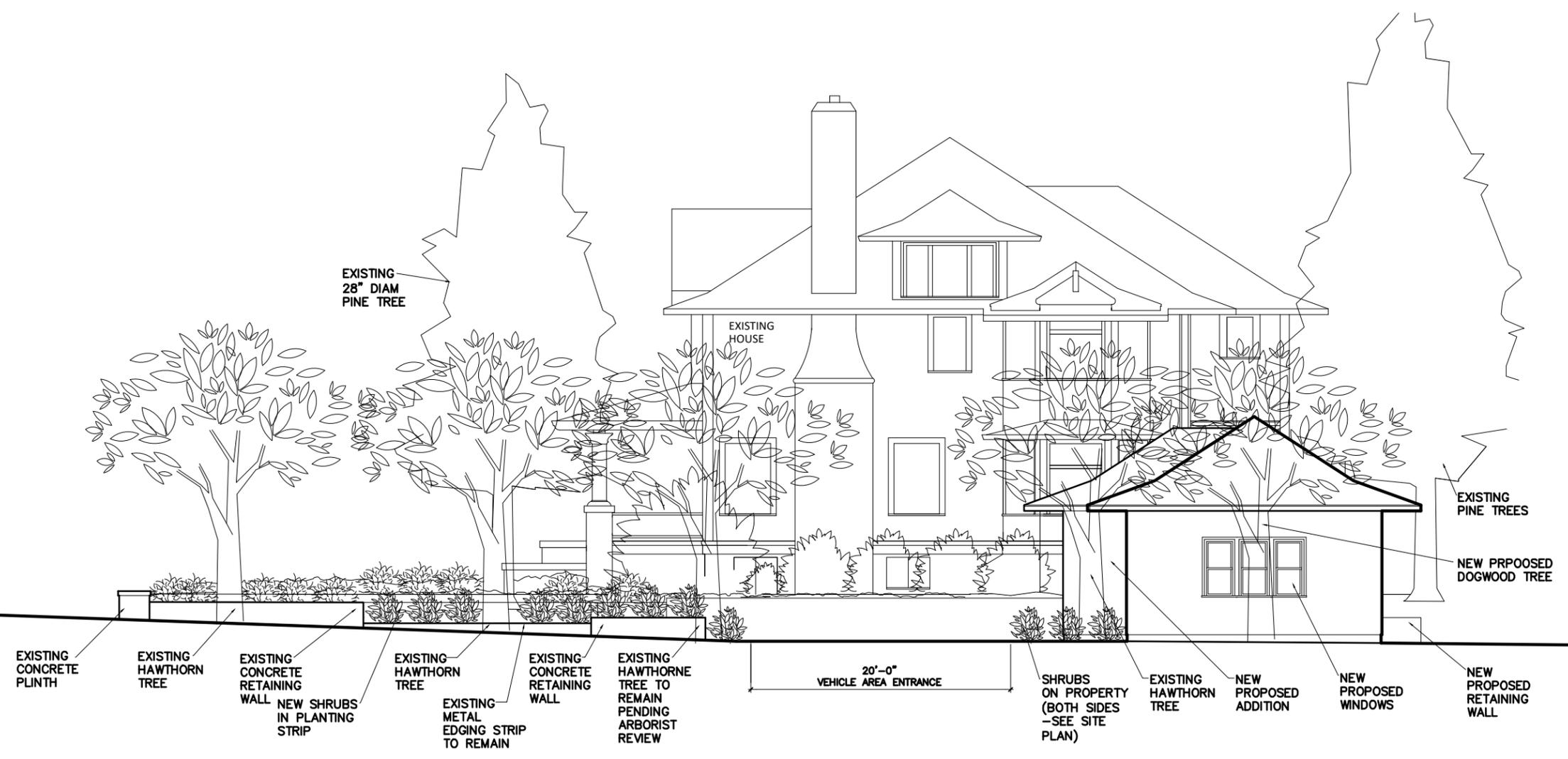
PROPOSED GARAGE PLAN
 3/16" = 1'-0"
 NEW WALLS
 UP
 N

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

A8

A.8 LU 21-072667 HRM



○ PROPOSED NORTH ELEVATION FROM STREET
 1/10" = 1'-0"

EXISTING NORTH FACADE OF GARAGE (NE THOMPSON)



A.9

LU 21-072667 HRM



**DRIVEWAY
DESIGN EXCEPTION
REQUEST FORM**

DRIVEWAY DESIGN EXCEPTION NUMBER

Project & Contact Information	
Project Street Address	Associated CO, RS, SD, EA, LU, or WI Number (if applicable)
2239 N.E. 19th AVENUE, PORTLAND OR 97212	LV - HISTORIC DISTRICT
Contact Name	Contact Role in Project
MARIA COHEN	DESIGNER
Contact Telephone Number	Contact Email Address
503.381.0366	
Contact Signature	Date

Driveway Code Exceptions – check box for each exception requested

Allow driveway location within 25' of lot corner at street intersection - PCC 17.28.110.B. - No portion of a driveway, excluding ramps if required, shall be located closer than 25 feet from the corner of a lot where two streets intersect.

Allow driveway width that differs from width allowed by code

Residential Driveway (1 or 2 units) PCC 17.28.110.C.1.				Commercial Driveway (non-residential or 3 or more units) PCC 17.28.110.C.2.			
	Frontage Length	Min. Width	Max Width		Frontage Length	Min. Width	Max Width
<input type="checkbox"/>	25' or less	9'	12'	<input type="checkbox"/>	50' or less	10'	20'
<input type="checkbox"/>	more than 25' to 50'	9'	20'	<input type="checkbox"/>	more than 50' to 100'	20'	30'
<input type="checkbox"/>	more than 50' to 75'	9'	25'	<input type="checkbox"/>	more than 100'	20'	30'
<input type="checkbox"/>	more than 75' to 100'	9'	30'				
<input type="checkbox"/>	more than 100'	9'	30'				

Waive requirement for minimum curb length between driveways - PCC 17.28.110.C.1 & 2. - No less than 5 feet of straight (full-height) curb must separate service driveways regardless of ownership.

Allow more than one driveway per frontage - PCC 17.28.110.C.1 & 2. - More than one driveway may be allowed for frontage up to 100 feet with the approval from the Director of the Bureau of Transportation and the City Traffic Engineer.

Waive requirement for shared driveway - PCC 17.28.110.C.5. - - The Director of the Bureau of Transportation may require joint or shared use of a driveway by two properties in separate ownership.

Waive requirement for forward motion egress on to an arterial - PCC 17.28.110.D - - The Director of the Bureau of Transportation may refer any driveway application to the City Traffic Engineer for review.

Waive requirement for vehicle access gate to be located 20' behind the right-of-way line - PCC 17.28.110.D - - The Director of the Bureau of Transportation may refer any driveway application to the City Traffic Engineer for review.

Other - PCC 17.28.110.D - - The Director of the Bureau of Transportation may refer any driveway application to the City Traffic Engineer for review.



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

Project Description & Reason for Requesting Exception

Briefly describe your project and thoroughly describe your reason for requesting a design exception to the above selected code; attach additional pages if necessary.

SEE ATTACHED

Site Plan & Supporting Documentation

You are required to attach a site plan with dimensions on no larger than a 11"x17" page size that at a minimum includes property lines, curb lines, sidewalks, the adjacent street area, the driveway(s) for which an exception is being requested, any other driveways on the property, width of driveways, distance between driveways, distance between driveways and lot corners, and all street furniture and other obstructions in the area of the driveway such as utility poles, signs and trees. For commercial driveways (non-residential or 3 or more units) include building footprints and parking lot layouts with spaces and direction of travel. Also attach any other supporting documentation such as communications with City staff, turning movement exhibits, cross sections, traffic reports, etc.

Site plan attached

Instructions

Use this form to request a Driveway Design Exception (DDE). A DDE is a request to allow an exception to City Code as relates to driveway width, number, or location. DDEs do not alter completed land use reviews and a new or amended land use review may be required to incorporate changes from a successful design exception. You are advised to discuss your case with the Portland Bureau of Transportation (PBOT) review staff before filing a request against a completed land use review.

This form must be filled out completely. For help completing it consult the PBOT review staff assigned to your project or call (503) 823-7002 and select option 3.

Email the form and supporting documents in pdf format to DrivewayDesignException@portlandoregon.gov. You may also mail or hand-deliver requests to:

City of Portland - 5th Floor Reception
Attn: PBOT Building Plan & Development Review (299/5000)
1900 SW 4th Avenue
Portland, OR 97201

Note: As of October 1, 2017, a Driveway Design Exception (DDE) fee will be charged at the time of request. The fee amount is identified on the Transportation Development & Street Systems Management's Fee Schedule (Portland Policy Document TRN-3.450). The DDE request form will not be processed without the payment of the DDE fee. Payment may be made by check, cash, or credit card, and submitted to the above address.



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PROJECT DESCRIPTION AND REASON FOR REQUESTING EXCEPTION
JULY 15, 2021

The existing garage door sits directly on the north property line on NE Thompson Street. This creates an unsafe situation for pedestrians when exiting the garage. We are proposing, pending Land Use/Historic approval, to move the garage door to the east side of the garage. In order to work with the existing garage and site configuration, we cannot reconfigure the garage orientation without being less than 20' from the right-of-way line. We are proposing that the garage door be set back 3'-6" from the property line (which is 5'-6" from the existing sidewalk). We are attempting to make an unsafe situation much safer with this configuration.

DATE: 1.10.22

INCOMPLETE LETTER RESPONSE

**LAND USE REVIEW LU 21-072667 HRM – HOUSE AND GARAGE ADDITION IN IRVINGTON
FOR A PROPOSED REMODEL AT 2239 NE 19TH AVENUE, PORTLAND, OR 97212**

Thank you for the thoughtful consideration of the Land Use Application that we submitted on July 24, 2021 and the detailed comments you provided us. We have spent the last few months carefully considering your feedback, discussing ways to revise the project with the members of the Irvington Community Association’s Land Use Committee (ILUC) and revising our proposal based on all of the suggestions we have received. We hope that the changes we have made to our application since our original submittal, and which are described in this response, better reflect the historic character of the home and its setting within the Irvington Historic District, especially as viewed from the public right-of-way.

INCOMPLETE LETTER RESPONSE

I. Information Necessary to Complete Application

1. Clarify the Scope of the Modification Requests

- **SETBACK STANDARD (33.110.220 and Table 110-4) – Applicant proposes an addition to the existing garage within the 5’- 0” side street setback. The existing garage was constructed at the property line, and within the 5’- 0” side street setback.**

Response:

Not uncommon in Irvington, the existing garage abuts both a street and a neighbor’s lot, intruding into both setbacks. The garage is located on the NW corner of the lot and sits directly on the north property line facing onto NE Thompson and is 1’-6” from the west property line facing a neighbor.

We propose to expand the garage with a small, 98 square foot addition on the east side so that it can fit two cars oriented in an E/W direction. We propose to locate this small addition on the east side of the garage, away from the neighbor’s property line and stepped back from NE Thompson Street while still allowing us to have a 16’ wide east-facing garage door centered on the east wall of the addition. The expanded garage would maintain the current west and north walls and not change the current nonconformity with regard to those setbacks. The garage door opening reoriented to the east will move the primary area of activity away from the north (NE Thompson St.) side and farther from the neighbor’s property on the west.

We carefully studied the property at 2229 NE Brazee, as suggested by Land Use Staff, as an alternative way of creating a two car garage. In the Brazee Street example, the garage was widened by 5' directly on the property line facing NE Brazee Street and the garage was lengthened by 32'-7-1/4" parallel to the neighboring property to the north. In this example, the property owners made an already non-conforming garage even more non-conforming, and increased the size of the garage by 40%.

In contrast, our proposal asks for a 5'-0" x 19'-6" addition on the east side of the garage which locates it over 20' away from the property line shared with the neighbor to the west. We stepped-back the wall of the new addition 1'-8" from the NE Thompson Street side to make the addition more diminutive when viewed from the street. In an attempt to honor the symmetry of the main house, we propose to center this new addition on the existing garage roof peak. In order to do so, this places our addition 3'-4" into the 5'-0" side setback.

The example at 2229 NE Brazee was primarily cited as an example of how to make a garage addition diminutive at the street. The majority of that addition, however, was buried under the ground. However, our site conditions and the conditions at NE Brazee are very different. There is only 5'-11" between the soffit of the garage and the soffit of the existing home, leaving no room to extend the garage back toward the house as the owners did in the NE Brazee Street addition. In our project, adding to the south end of the garage would result in a much larger footprint than the current proposal to gain the same amount of usable space. Because the majority of the overall height of our garage is exposed above grade near the house, from the street view and close up, adding to the south end would encroach on the historically intentional delineated space separation between the house and detached garage, creating the feel of a single, rambling mass of structure uncharacteristic of homes in this neighborhood, and along a neighboring property line. Further, the grade at the south end of the garage and at the house, unlike the Brazee Street example, is not at a high enough elevation to substantially extend the garage underground.

We are not asking to increase the height of the existing garage. The peak of our proposed addition is one foot below the existing roof peak, again an attempt to lessen its scale and visual impact when viewed from the street.

In summary, we are asking for a modest 98 square foot addition (a 19% increase in size) and have carefully designed the addition to diminish its scale and visual impact from the street, enhance the historic character of the garage through several material changes discussed below, preserving the garage's scale and design relative to the historic home, and also position the addition and activity away from the neighboring property line for better compliance with the zoning standards.

Finally, in locating our garage door on the east side of the structure, the visual privacy will be enhanced, property-to-property building separation increased, while accessibility for fire fighting, maintenance, and air circulation will all be improved; and both light penetration and front yard size will be unaffected. Pedestrian safety will also be improved because the current garage door is located on the sidewalk with no ability to see pedestrians when exiting.

- **SETBACK STANDARD (33.110.220 and Table 110-4) – Applicant proposes moving the existing north facing garage door from its current location (at the property line, and in the side street setback) to an addition proposed for the adjacent east-facing wall of the garage. In its proposed new location, a portion of the garage door will be within the 5'- 0" side street setback.**

Response:

The setback standard dictates that the garage door should be located 18' from the property line. There is no configuration of the garage on this site that allows us to meet this standard. The existing garage door is located directly on the property line and the NE Thompson Street sidewalk, and is thus nonconforming. We propose to rotate the garage door opening by ninety degrees to the east, and locate it 3'-6" from the north side property line, or 1' 6" into the 5' 0" side street setback.

- **PARKING AND LOADING (33.266.120.C.1.b) –Applicant proposes a new driveway to access the relocated garage door, while also providing off-street vehicle parking in front of the garage door. Applicant proposes a paved parking area between the side street building and the side street lot line that is greater than 20% of the land area.**

Response:

We revised our application based on feedback we received from Land Use Staff and ILUC. We reduced the area we are requesting for a new paved vehicle area to less than 20% of the land area between the side street building and the side street lot line, and no longer seek this modification.

The existing home is located 38'-6" from the north property line and the lot is 100' long thus totaling 3,850 square feet of space. The code standard allows a maximum of 20% of the land area between the side street lot line and the side street building line to be paved or used for vehicle area. Twenty percent of 3,850 square feet is 770 square feet. We revised the area that we are requesting to be paved to just 27' x 27' or 728 square feet. We now meet the standard and withdraw our modification request for a paved parking area between the side

street building and side street lot line that is greater than 20% of the land area. Please see the attached revised site plan.

2. Modification Narrative – please provide a narrative for each modification requested that addresses the criteria in 33.846.070 which states:

Modifications Considered During Historic Resource Review

A. Better meets historic resource review approval criteria

B. Purpose of the Standard

- 1. The resulting development will meet the purpose of the standard being modified; or**
- 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested**

Response: Applicant applied for Modifications to the following:

- **SETBACK STANDARD (33.110.220 and Table 110-4) – Applicant proposes an addition on the east side of the existing garage within the 5’- 0” north side street setback. The existing garage was constructed at the property line, and within the 5’- 0” side street setback.**

Response:

The existing garage was constructed on the north property line and within the 5’- 0” side setback and remodeled in 2005 before establishment of the Irvington Historic District. The garage, in its current form, would not likely be approvable under the Historic Design Guidelines. Section 33.110.220 and Table 110-4 list the following purposes for setbacks:

- 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;

- 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 into a street.

The proposed 98 square foot garage addition better meets these standards because reorienting the garage door to the east will allow room for a car to park in front of the garage door without overhanging the street or sidewalk, and will increase a driver's ability to see pedestrians on the sidewalk when backing into the street.

In addition, our proposal better meets the historic review criteria because we are replacing materials and items that were installed during the 2005 garage remodel with more historically appropriate choices. These items include replacing the Hardiplank siding with painted wood siding that matches the existing, original siding on the home; replacing the existing steel man door with a wood door that matches the existing home's doors, and replacing the non-original, plain garage door without windows with a garage door that better matches the arts and crafts character of the existing home. The garage's north façade will be renovated with period-appropriate treatment and a narrow strip of landscaping, designed to enhance the visual experience from the sidewalk and street.

Finally, our proposal better meets historic review approval criteria by creating a continuous and intentional connection between driveways and garage entrances that are found throughout Irvington, while preserving and enhancing the visual experience from the street and sidewalk, which are important concerns in the Historic District.

- **SETBACK STANDARD (33.110.220 and Table 110-4) – Applicant proposes moving the existing north facing garage door from its current location (at the property line, and in the side street setback) to an addition proposed for the adjacent east-facing wall of the garage. In its proposed new location, a portion of the garage door will be within the 5'- 0" side street setback.**

Response:

The existing garage door is located directly on the property line, and cars backing out over the sidewalk have no ability to see pedestrians approaching on the sidewalk, until the car is intruding onto the sidewalk. The standard for garage doors per 33.110.220 and Table 110-4 is that garage doors are located 18' from the property line. The intent of this standard is to allow enough room for a car to park off street in a driveway without blocking the sidewalk.

The resulting development will meet the purpose of the standard being modified. Since the garage was significantly modified in 2005 (see attached structural drawings

for that remodel), including the addition of the garage doors, applied gable, applied Hardiplank corner trim and Hardiplank siding, relocating a non-original and non-historic door 1) does not warrant preservation and 2) better allows the property to meet the standard requiring a car to be able to park in front of the garage without blocking the sidewalk.

In addition, our proposal better meets the historic review approval criteria because we are replacing non-historic materials, fixtures and treatments that were installed during the 2005 garage remodel with more historically appropriate choices. These items include replacing the Hardiplank siding with painted wood siding that matches the existing, original siding on the home, replacing the existing steel man door with a wood door that matches the existing home's doors, replacing the non-original, plain garage door without windows with a garage door that better matches the arts and crafts character of the existing home, and revising the north façade with 3 large consistent wood windows to better match the historic design features of the house. The modification we seek for the garage is very modest, and on balance, the modified garage better meets the historic design criteria than does the current non-conforming garage, providing a better visual experience from the public right-of-way, while functioning better and safer on the site.

- **PARKING AND LOADING (33.266.120.C.1.b) –Applicant proposes a new driveway to access the relocated garage door, while also providing off-street vehicle parking in front of the garage door. Applicant proposes a paved parking area between the side street building and the side street lot line that is greater than 20% of the land area.**

Please see Response to I.1 in which it is noted that we are no longer asking for this Modification. We reduced the parking and loading area east of the garage to meet the standard (maximum of 20% of the area between the dwelling and side property line) and now propose a 728 square foot parking and loading area (totaling 18.9% of the 20% maximum area).

3. House Addition – Setback Requirements

We propose to create a modest 96 square foot addition on the west side of the existing home that is located 5'-0" from the property line. We propose to match the existing 3'-0" eave depth which is compatible with the massing, size, dimension and scale of the original historic deep eaves of the home, but causes the eave to encroach 1' into the setback (the wall of the addition will maintain the 5' setback). We were granted an appeal (see attached) to locate the fire rated eave 2'-0" from the property line, or 3' into the setback as proposed. However, it is possible to meet the setback requirements by shortening the eave on the new proposed addition to 2'-0". In our opinion, however, this would be inconsistent with the historic character of the home and present a noticeable difference in the continuity of a defining architectural feature of the home.

We met with members of ILUC on site to discuss this and the other concerns with the project. The preference expressed by ILUC members was that we maintain the historic dimensions and scale by matching the existing 3' eave depth, but the ILUC members indicated they would not object if we were required to shorten the eave by one foot. The discussion, however, illustrated the importance of the scale and dimension of such external design features when viewed from the street and sidewalk and the need to maintain historic integrity in these design features whenever possible. The 3' eave overhanging the setback and encroaching by 1' respects this view, but we will defer to staff on this issue.

II. Issues to Address

1. Natural Context.

We worked hard to develop a design that has character and respects the historic resource, context, and visual experience from the public right-of-way. We are proposing to replace the existing, non-historic metal garage door without windows on the NE Thompson Street façade with three large painted wood windows that match the character and details of the existing home. We will also remove the existing, non-original dormer that appears to create a false sense of history and detracts from the visual effect of the house in the background. Instead of infilling any siding with Hardiplank that matches the existing garage's siding, we propose to reside the entire garage façade with painted cedar siding that matches the existing home. We met with members of ILUC on site to discuss ways that we can further enhance this façade, and will be adding plantings in the existing 2'-0" frontage zone and a metal wall trellis flanking the windows on the north wall of the garage to support taller plants to enhance the visual experience from the street in a way that does not detract from the house. See attached drawing.

We redesigned the entrance and interior perimeter of the parking and loading area with a short, stepped planter and landscaping to provide an open and inviting visual experience as viewed from the public right-of-way that frames one's view of the house in the background. In addition, we are proposing to return the existing 16'-0" wide garage entry driveway to a landscaped planting strip. We also propose to add a new street tree (a dogwood) in the planting strip where the current driveway exists. We hope to preserve all of the existing street trees and had an Arborist visit the site and write a protection plan for both the existing 28" pine tree on the property and the Hawthorne tree in the planting strip nearest the proposed new driveway entry on NE Thompson.

2. Driveway Design Exception

Submitted to PBOT and under review.

3. Window Replacements

Based on feedback from members of the Land Use Staff and ILUC, we modified our window schedule and significantly reduced the scope of our window and door modifications. We no longer propose any changes to the attic windows or to any of the existing stairwell windows. For every one of the windows that we still propose to modify, we met with members of ILUC on site and reviewed the changes. We revised the window schedule based on ILUC's feedback and present these changes below (also see attached elevations and window schedule). Also, based on feedback from ILUC, we added an Ogee Lug to our window details to better match the existing historic window details. Window replacement at the basement level, where window materials and design are of less concern to Land Use Staff and ILUC, will be voluntarily matched to the wood construction and specific casement design of the original windows in an effort to maintain historic equity throughout the house.

In addition, as suggested by the Land Use staff, we had a window expert examine the existing Marvin windows to determine their date of installation (see attached report).

A breakdown per façade of the window changes we are proposing:

EAST FAÇADE (facing NE 19th Avenue; front entry of home)

Based on feedback from the Land Use Staff and ILUC, we are no longer proposing any changes to the windows on the east façade.

NORTH FAÇADE (facing NE Thompson Street; side of home)

- a. Second Floor Master Bath Window – There is a Marvin window in this opening, and we believe that the window size was changed when it was replaced by a prior owner. We would like to investigate during demolition and, if we discover our suspicion to be true, we propose to change the window back to its original size (using a Marvin painted wood window with an ogee lug). We discussed this with members of ILUC on site, and they were supportive of this idea, recommending that a larger window scaled with the surrounding windows would be a better option.

Note- A proposal by Land Use Staff to add a “matching” window to the subject window on the east side of the chimney initiated a careful inspection of both the interior and

exterior walls. Findings indicate that there was likely never a “matching” window to the subject window on the east side of the chimney on this wall. Members of ILUC were not in favor of adding a window to this location.

- b. Second Floor Bath Windows – there are currently two non-original Marvin windows in this location which we would like to replace with a single painted Marvin wood window (with an ogee lug) to improve the currently crowded proportions on that wall. We would center the window between the inside corner and the vertical wood trim (so there is an equal amount of siding on each side of the window).

SOUTH FAÇADE (facing neighbor):

- a. Second floor bedroom windows – we propose to match the existing center stairwell window in size and replace the single window with two windows. ILUC members were supportive of this change and agreed that a double window looks more balanced on the façade. The windows would be painted Marvin wood windows with ogee lugs.
- b. Adding a new south stairwell window – we propose adding a window in the stairwell, and we worked closely with the ILUC to determine the appropriate size and proportion for this window. The added window would be a painted Marvin wood window with an ogee lug.
- c. Skylight – we are proposing to remove an existing skylight on the north side attic and add a skylight on the south side attic. Members of ILUC that we met with on site did not have any objections to this proposal. The proposed skylight would not be seen from the street.

WEST FAÇADE (facing neighbor):

- a. Closet Window– the ILUC members that we met with on site agreed with our proposal that we should replace the existing closet window, at the south end, with a window that matches the other proposed second floor west windows in their new placement. This layout successfully creates a bank of four identical windows that are evenly spaced across the façade. The added window would be a painted Marvin wood window with an ogee lug.
- b. Second floor corner window, at the north end - the ILUC members that we met on site agreed with our proposal to eliminate this window; they also agreed that this window looked oddly placed on the façade (it is not original; it was added as part of a bath remodel in the 2008).
- c. Main floor New Addition Windows– ILUC members were fine with our proposed design. The windows were carefully laid out to be evenly spaced across the façade and symmetrical, matching the sizes of original and existing windows. The added

windows would be a painted Marvin wood windows with ogee lugs to match the existing home's original window details as accurately as possible.

- d. Skylight – there is currently one skylight on this roof façade. We propose to remove this skylight and replace it with two new ones. These skylights will not be visible from the street. Members of ILUC that we met with on site did not have any objection to this proposal.

4. Overall Scope

Since submitting our Land Use Application in July of 2021, we reviewed our plans with ILUC, met on site, and revised the plans based on ILUC's responses and suggestions. We also considered carefully all of the information in the City's Incomplete Letter and our discussions with Land Use staff and revised the plan to reduce the scope of our alteration requests as much as possible and to conform what is remaining to the historic design and context of the house. For example, we dramatically reduced the number of windows we are changing. We also reduced the size of the proposed driveway to 728 square feet, and worked hard to soften the impact of the proposed driveway by removing the metal gate and walls that previously flanked the driveway entrance, replacing them with shrubs. We also added a tiered retaining wall with an abundance of plantings on the east side of the driveway and continued with extensive plantings across the south end of the driveway, creating a soft separation between the driveway and the house. Additionally, we are proposing to infill the existing driveway area with vegetation and add a new street tree (a dogwood). We developed a decorative score pattern for the proposed driveway and will use a stained, sand finished concrete that mimics the primary material used for driveways and sidewalks in the Irvington neighborhood when this house was built. ILUC provided valuable suggestions on how to make this and the other elements of our proposal more consistent with the historic elements of the house and its context within the Irvington District, while also facilitating modern use.

SUMMARY

We treasure this beautiful house and there are a few alterations we would like to propose to make it more livable for the owners, their family and other large families in generations to come. The large house is located on a 10,000 sf lot with no off-street parking, which, as detailed in our July Land Use Application, is atypical of surrounding houses and lots of similar size, and of smaller scale houses and lots, throughout Irvington. We have worked extremely hard to make thoughtful changes that respect the historic details, character and quality of the original home and have worked with both Land Use Staff and members of ILUC to produce the

revised design presented here. With this submission, please deem our application complete, and let us know if you recommend we submit anything further. Thank you.

Attachments:

REVISED ARCHITECTURAL DRAWINGS

HISTORIC EXPERT'S ANALYSIS OF EXISTING WINDOWS

APPEAL #24455 GRANTED FOR FIRE RATED EAVE TO BE LOCATED 2'-0" FROM THE PROPERTY LINE

STRUCTURAL DRAWINGS FOR THE 2005 REMODEL OF THE GARAGE

ARBORIST REPORT

PHOTOGRAPHS OF 2229 NE BRAZEE

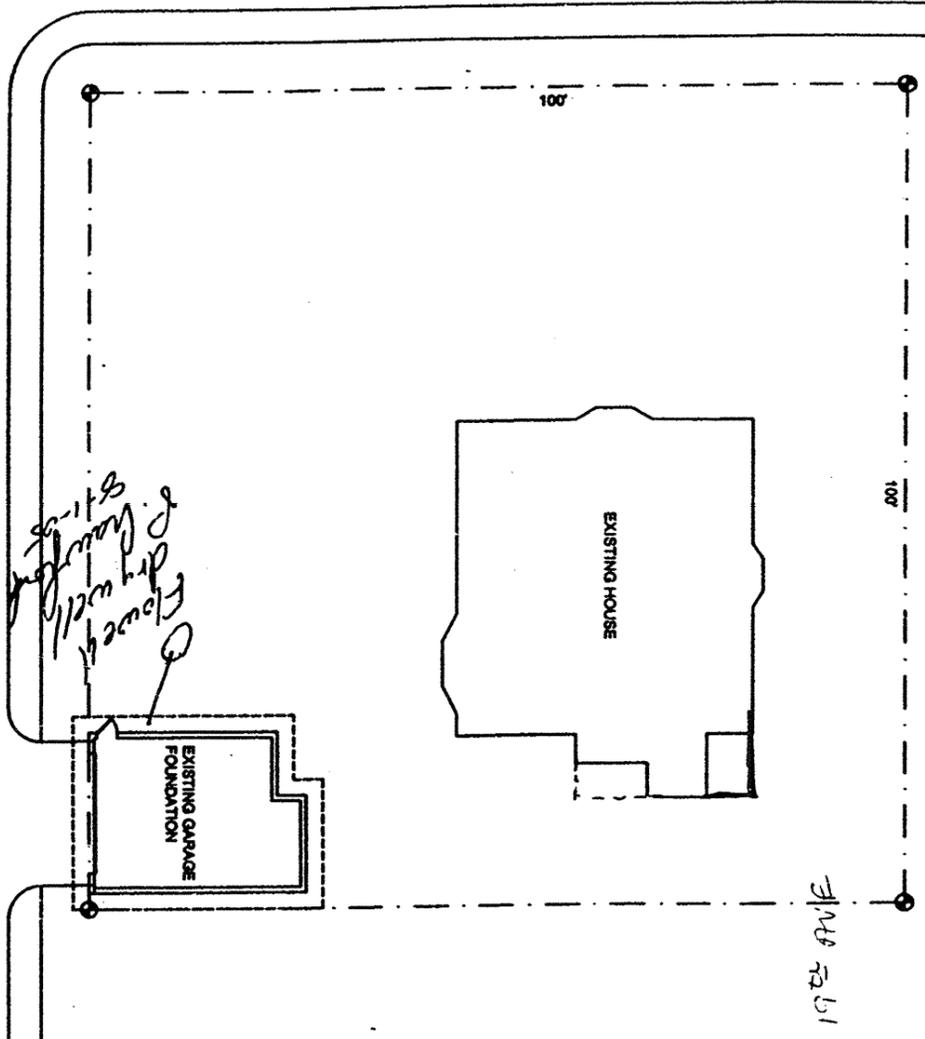
PHOTOGRAPHS OF EXISTING GARAGE AT 2239 NE 19TH AVENUE

Garage

15 ~~15~~

NE 19TH

NE THOMPSON



*Flower house
dry well
8-1-05*

EXISTING HOUSE

EXISTING GARAGE FOUNDATION

2239 NE 19th AVE

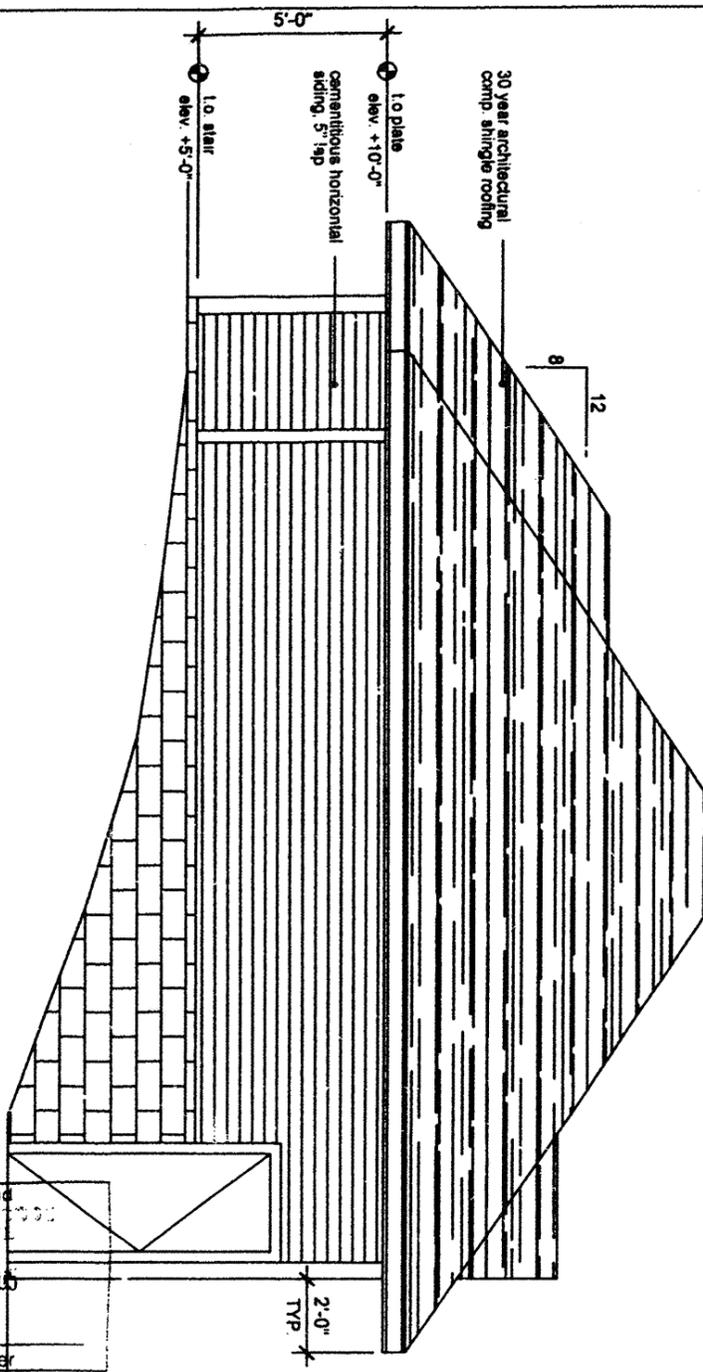
05-147440-RS

⊕ site plan
scale: 1" = 20'

tdesign
203.771.2002

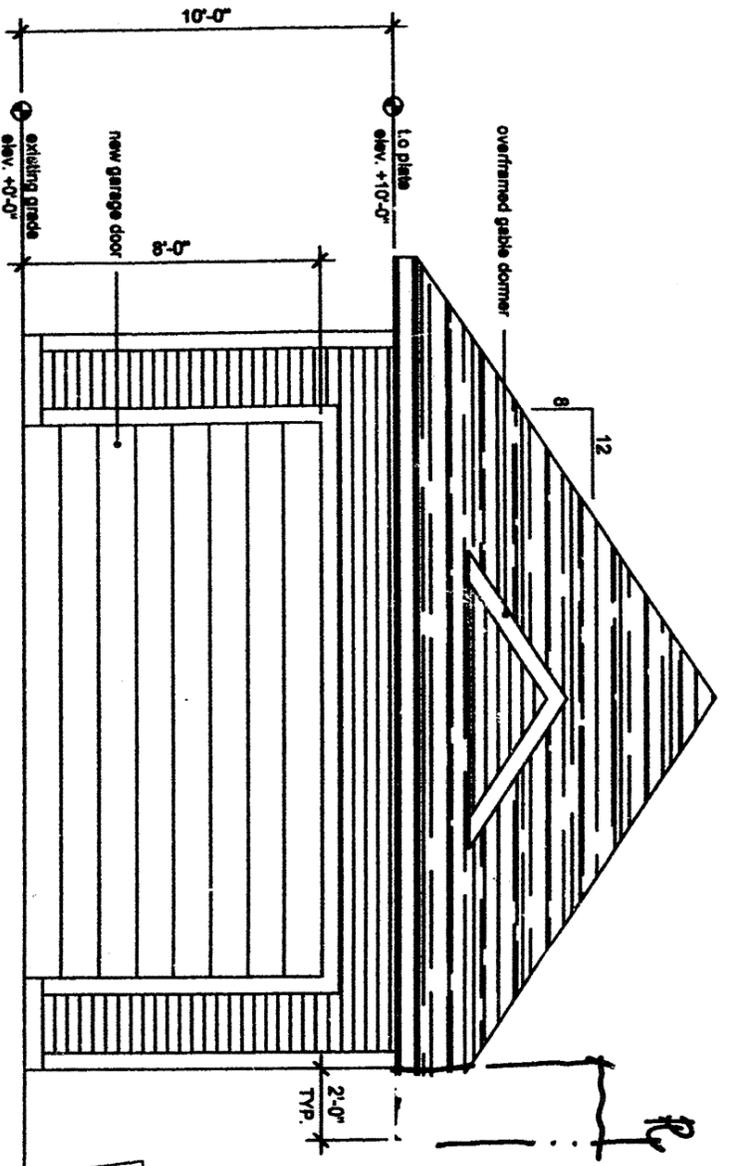
2239 ne 19th—garage

24 Feb 2006



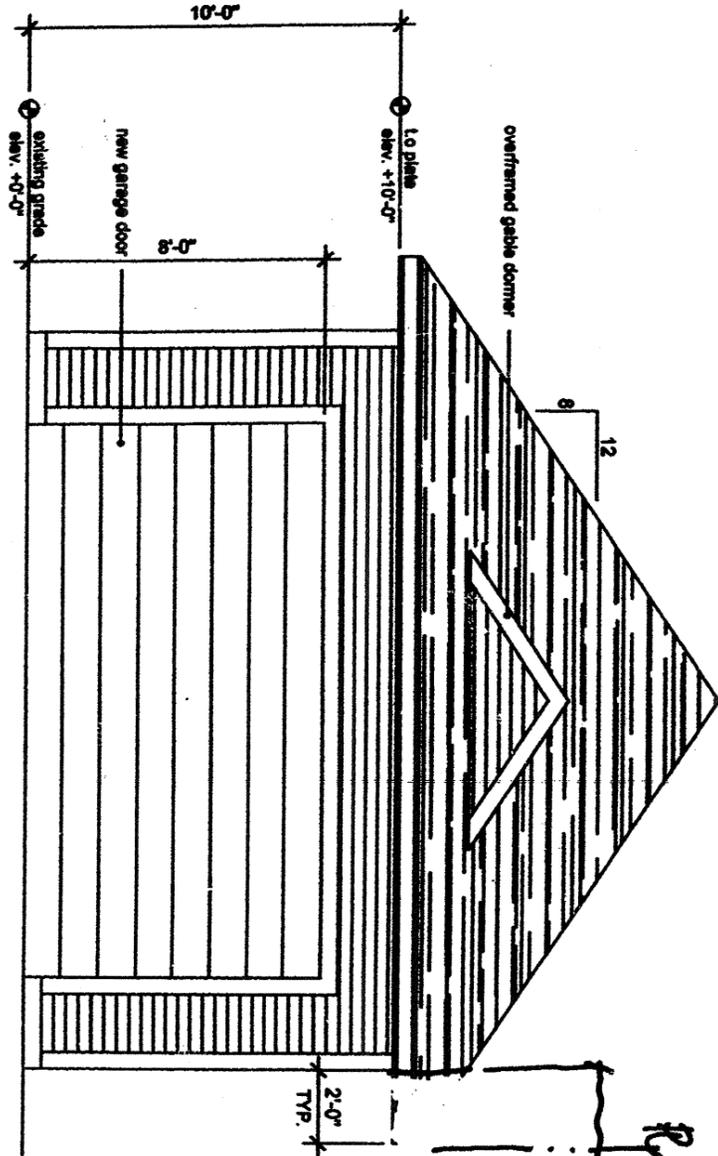
east elevation
scale : 1/4" = 1'-0"

City of Portland
REVIEWED
COMPLAINT
JUL 29 2005
Permit Number



north elevation
scale : 1/4" = 1'-0"

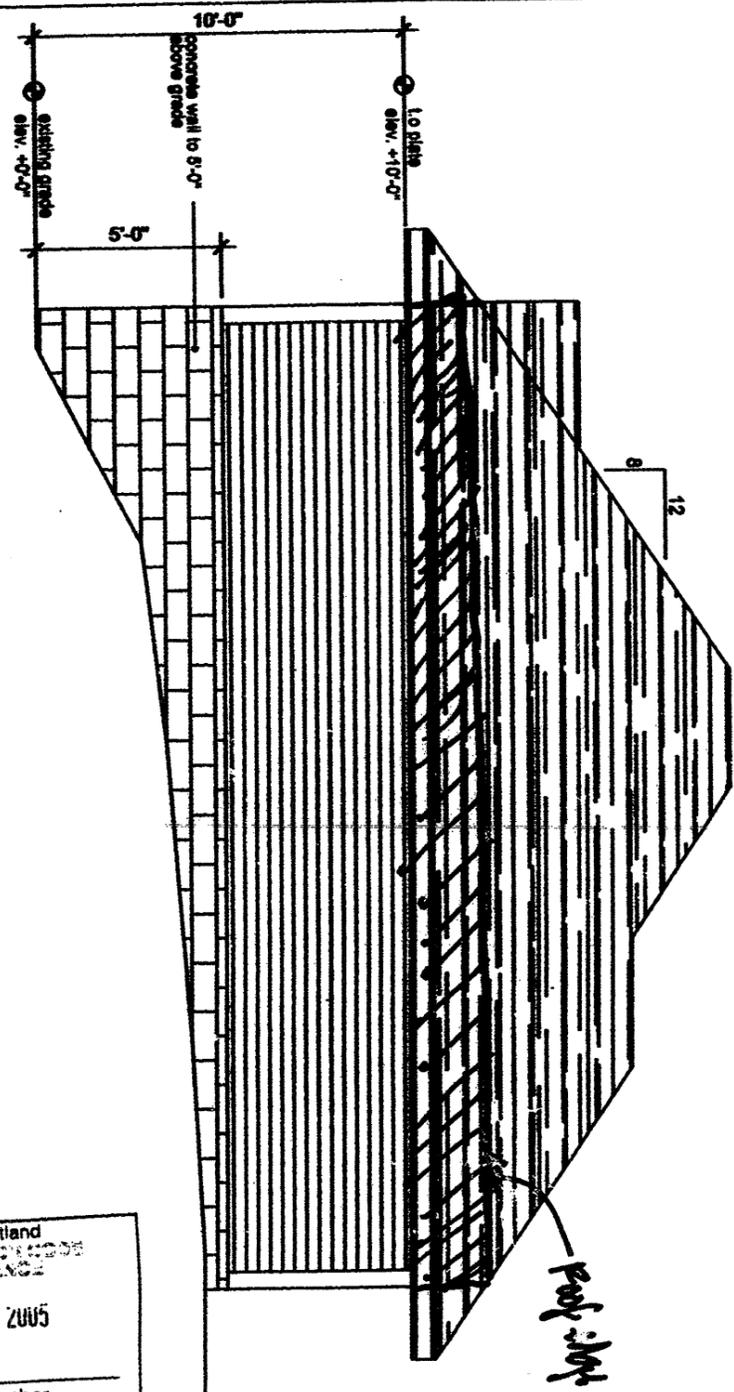
City of Portland
REVIEWED
COMPLAINT
JUL 29 2005
Permit Number



north elevation
scale : 1/4" = 1'-0"

City of Portland
REVIEWED FOR CODE
COMPLIANCE
JUL 29 2005
Permit Number

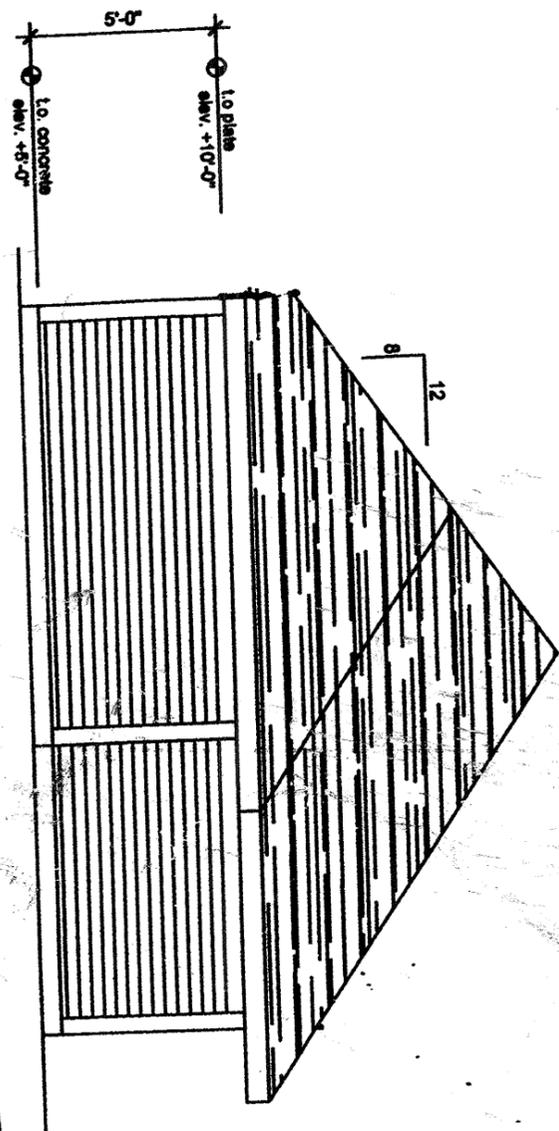
2239 ne 19th-garage



west elevation
scale : 1/4" = 1'-0"

City of Portland
REVIEWED FOR CODE
COMPLIANCE
JUL 29 2005
Permit Number

2239 ne 19th-garage

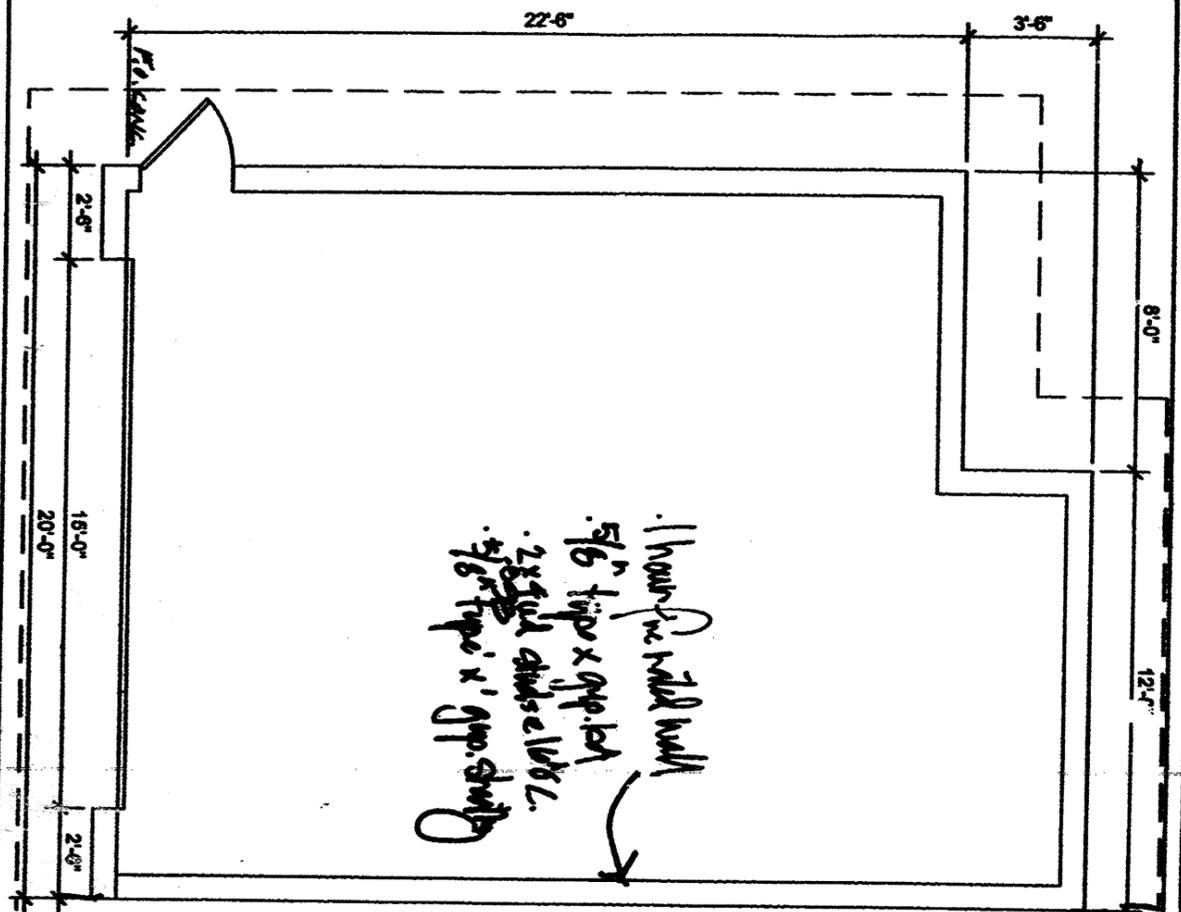


South elevation

scale : 1/4" = 1'-0"

City of Portland
 REVIEWED FOR PERMITS
 COMPLIANCE
 JUL 29 2005
 Permit Number

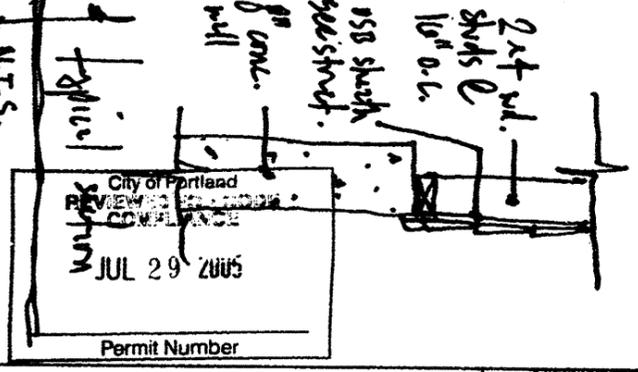
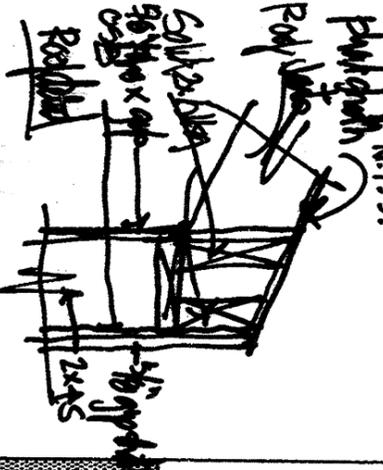
2239 ne 19th—garage



1 hour fire rated wall
 5/8" type x gyp. bd
 2" gyp. studs @ 16" c.
 5/8" type x' gyp. studs

Floor plan

scale : 1/4" = 1'-0"



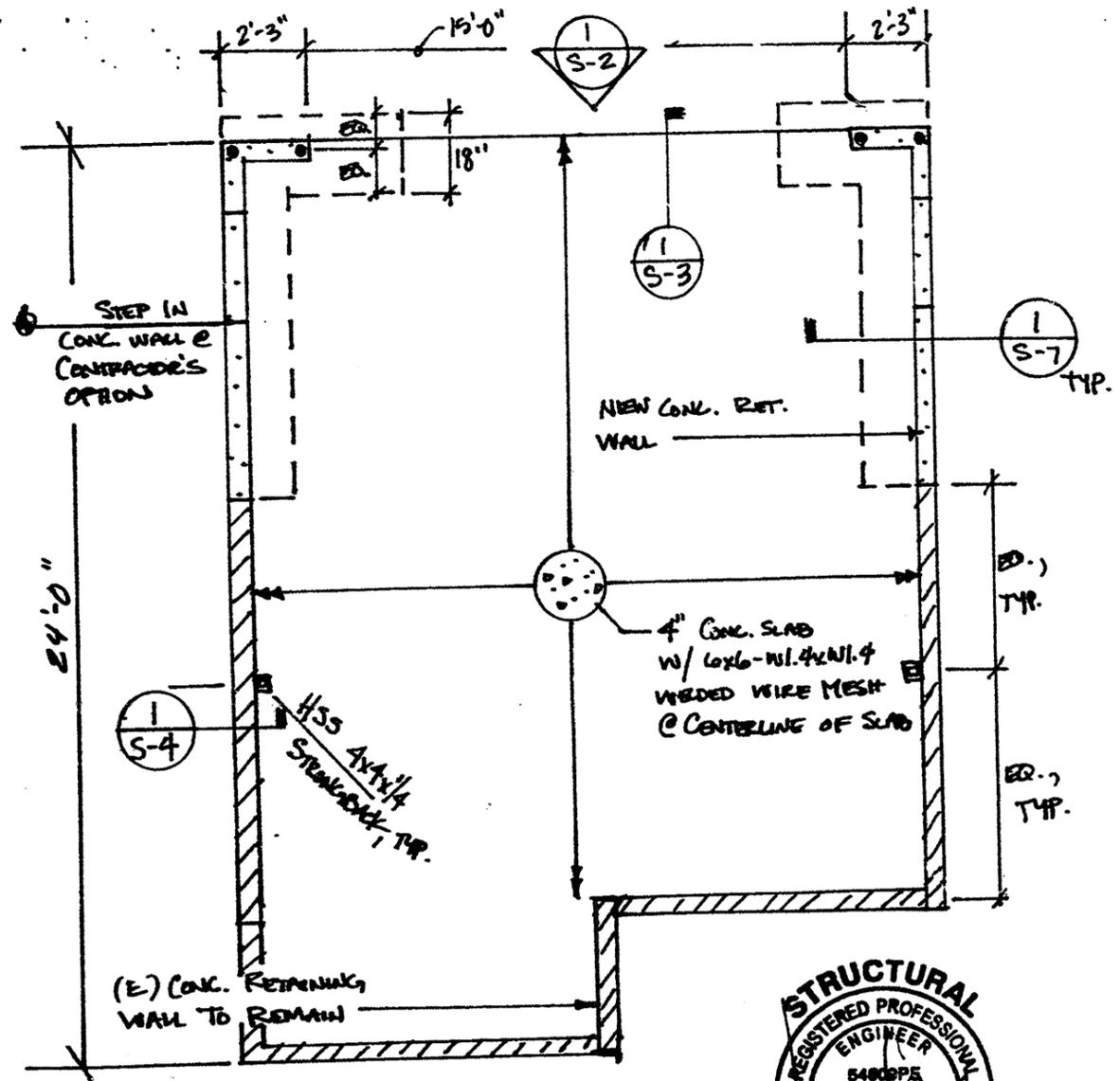
City of Portland
 REVIEWED FOR PERMITS
 COMPLIANCE
 JUL 29 2005
 Permit Number

2239 ne 19th—garage

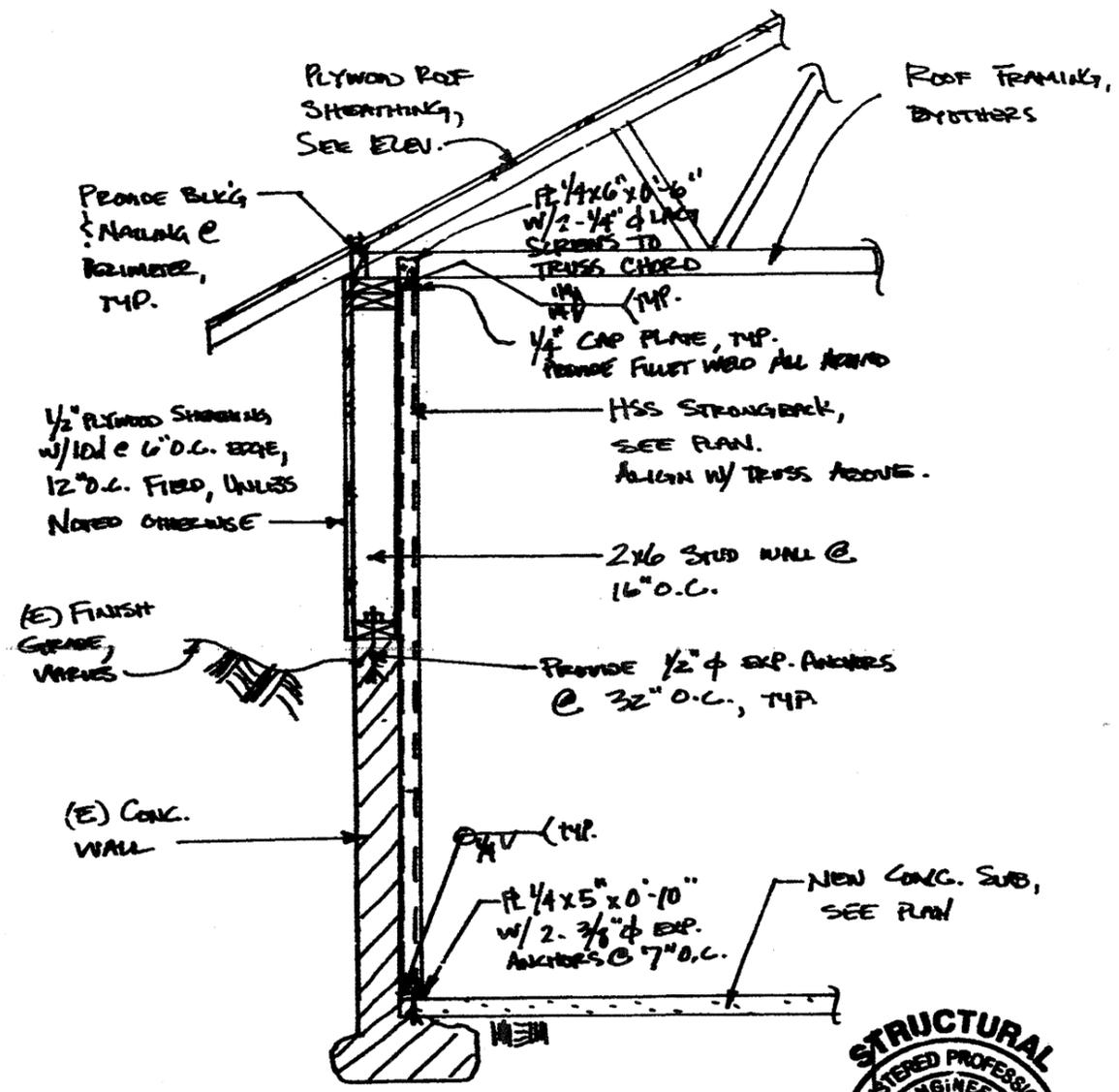
GENERAL NOTES

1. CONCRETE TO ACHIEVE MINIMUM COMPRESSIVE STRENGTH $f'_c = 3$ KSI.
2. CONCRETE REIN. TO HAVE A MINIMUM YIELD STRESS, $F_y = 60$ KSI
3. STRUCTURAL STEEL;
 - a. HSS SHAPES TO BE ASTM A500 GRADE B, $F_y = 46$ KSI
 - b. PLATES TO BE $F_y = 36$ KSI.
4. NATIVE MATERIAL TO BE COMPACTED TO A DRY DENSITY OF 95% PER ASTM D1557. OVEREXCAVATE TO REMOVE EXISTING ORGANIC MATERIAL AS REQUIRED AND FILL WITH $3/4"$ MINUS CRUSHED AGGREGATE.
5. EXPANSION ANCHORS TO BE 3/4" PANSER REINFORCED TRUBOLT WEDGE ANCHORS.
6. CALCULATIONS AND DETAILS HAVE BEEN DEVELOPED BASED UPON ASSUMPTIONS STATED. THE ENGINEER'S SEAL APPLIES TO ONLY THE INFORMATION SHOWN. ADDITIONAL STRUCTURAL INFORMATION REQUIRED TO BE ENGINEERED AND STAMPED BY OTHERS.

City of Portland
 REVISIONS
 JUL 29 2005
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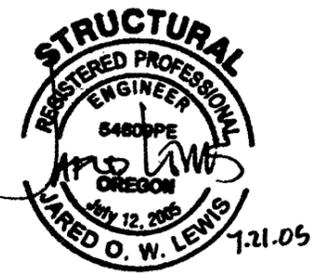
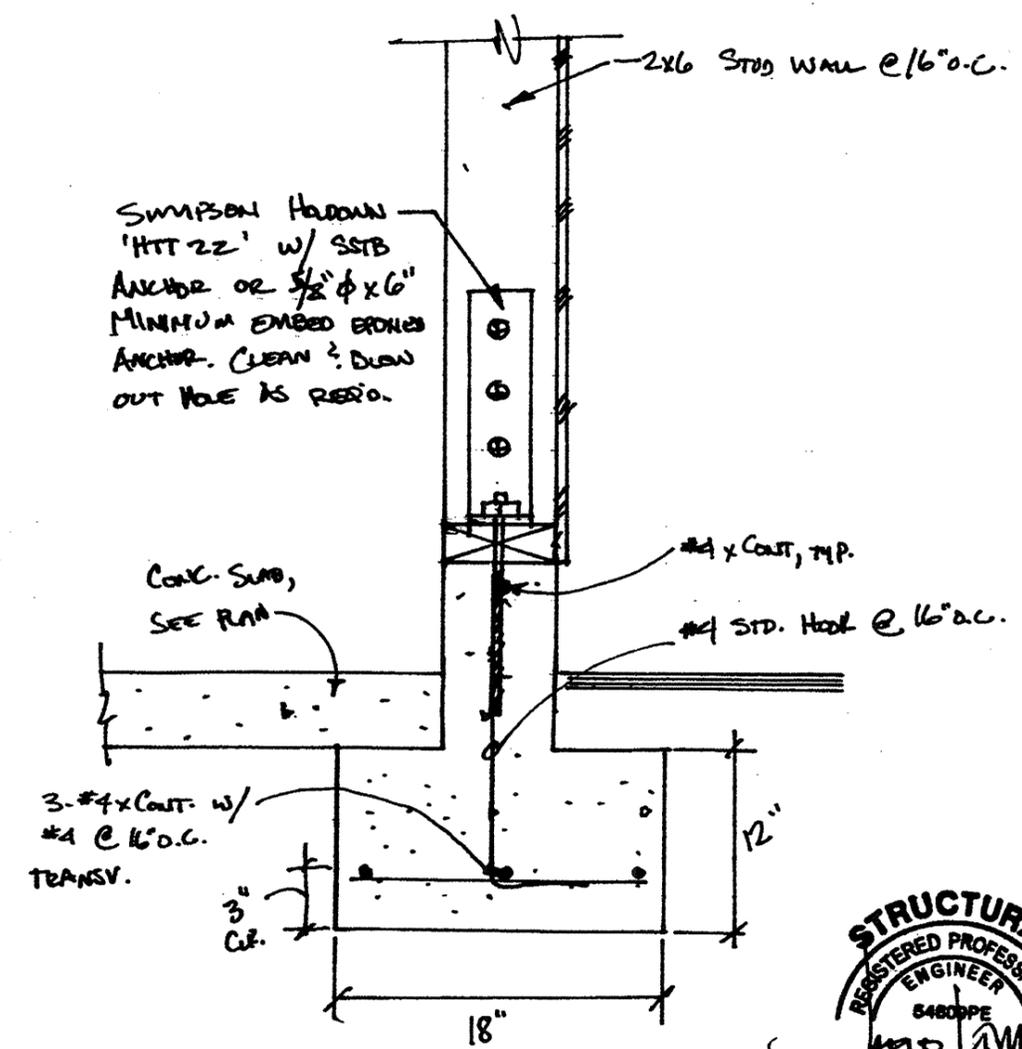


FOUNDATION PLAN
 JUL 29 2005
 Permit Number
 1/4" = 1'-0"



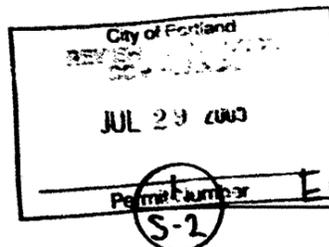
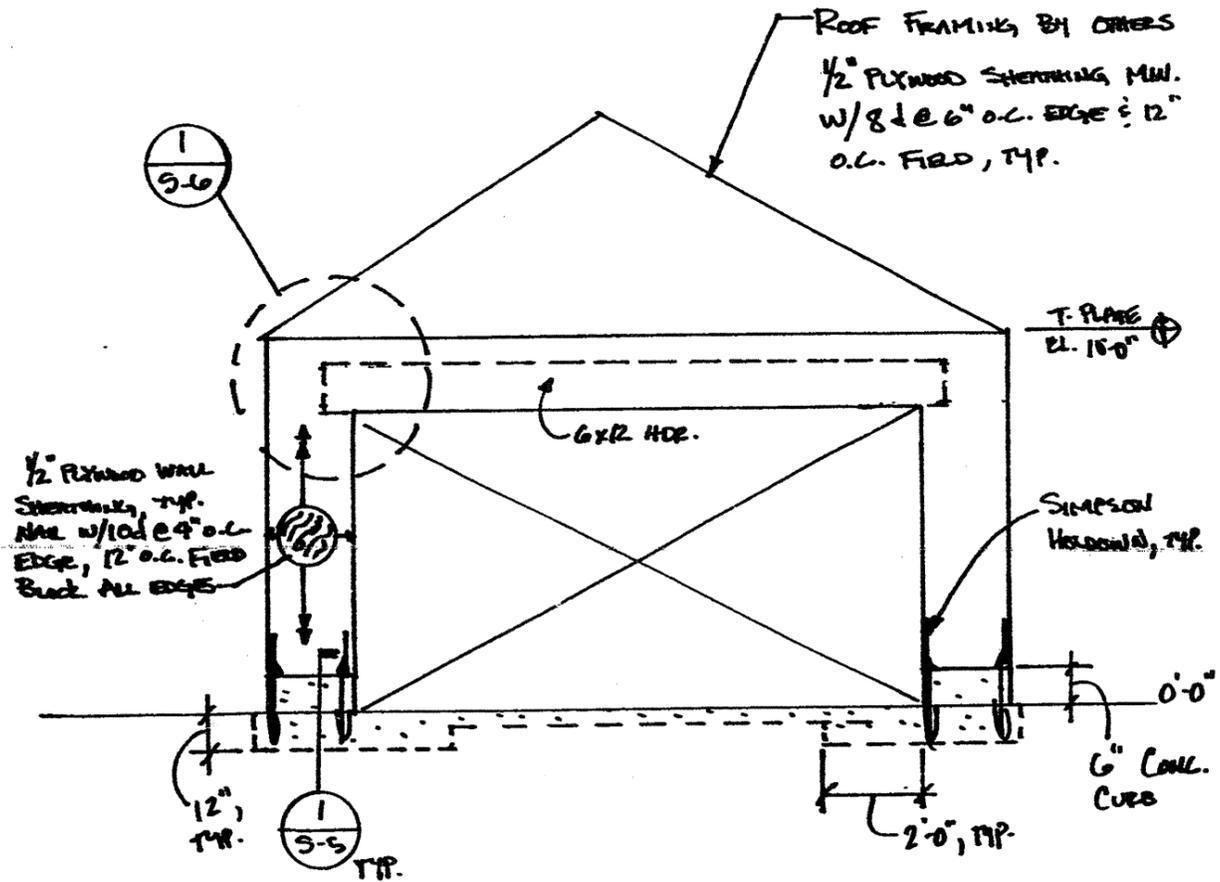
City of Portland
REVIEWED FOR CODE COMPLIANCE
JUL 29 2005
SECTION @ HSS STRONGBACK
9-4 Permit Number

EXPIRES: 12-31-06
NTS



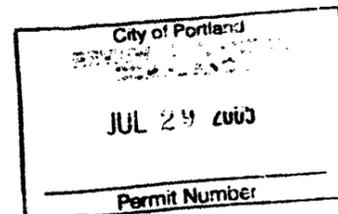
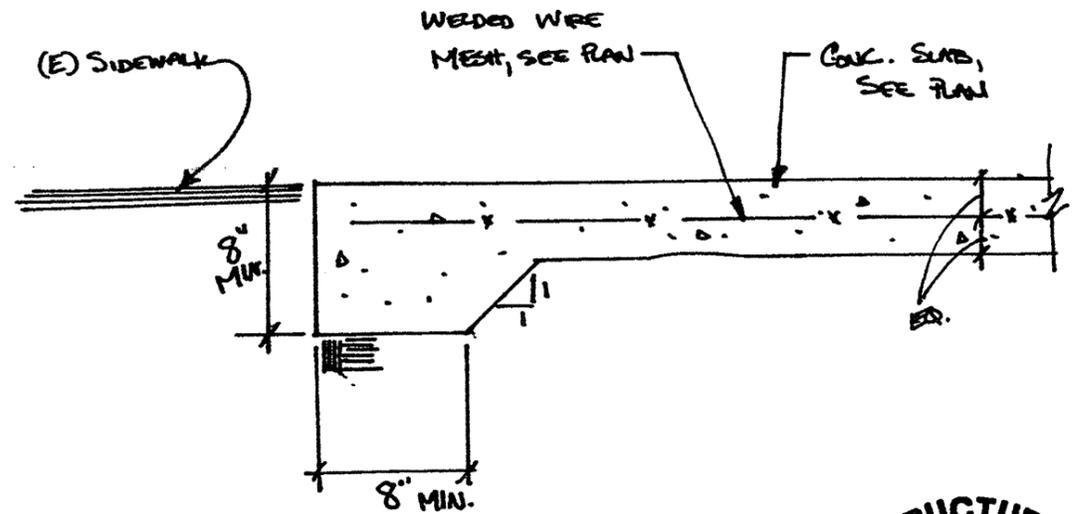
City of Portland
REVIEWED FOR CODE COMPLIANCE
JUL 29 2005
SECTION @ HOLDOWN.
D-5 Permit Number

EXPIRES: 12-31-06
NTS



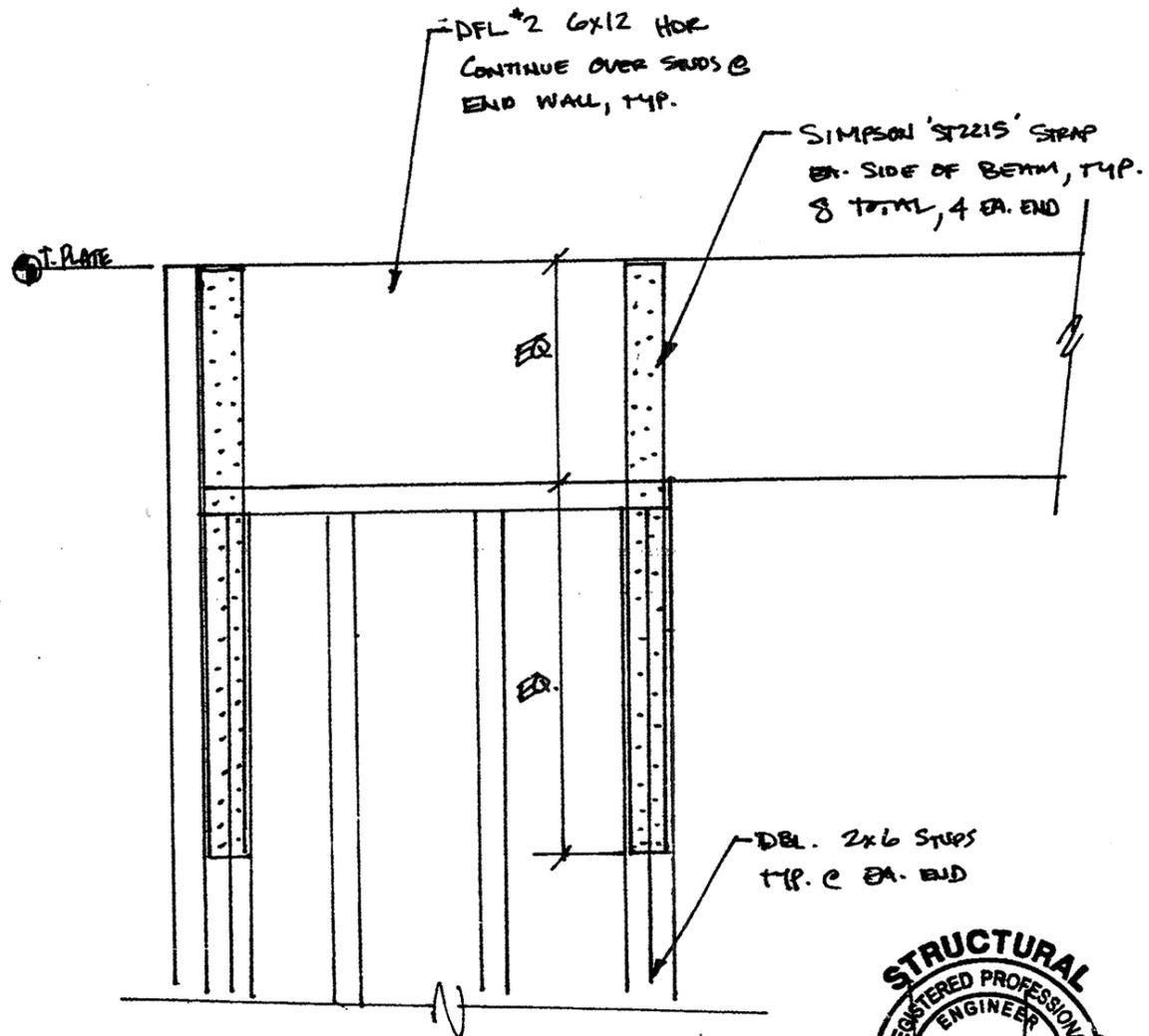
ELEVATION

NTS



SECTION C TURNED DOWN SLAB EDGE

NTS



NOTE: APPLY STRIPS OVER EXISTING SHEATHING.

City of Portland
REVIEWED FOR CODE COMPLIANCE

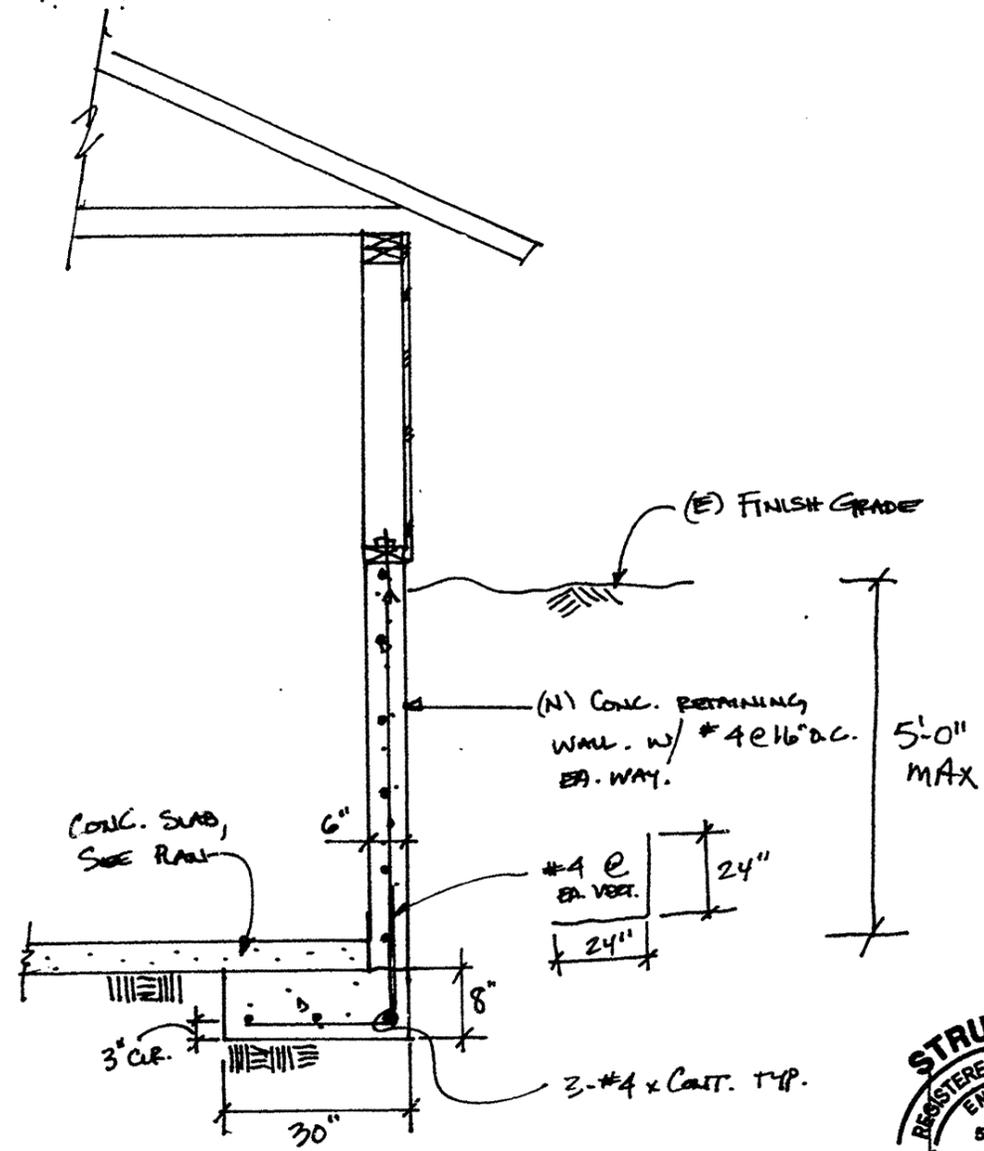
1 JUL 2005 @ STRAPPED WALL

5-6

Permit Number



NTS



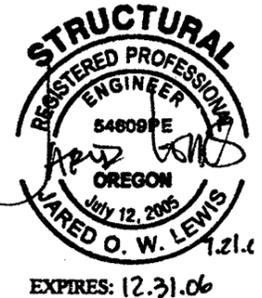
NOTE: SEE DETAIL 1/5-4 FOR ADDITIONAL INFORMATION

City of Portland
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JUL 29 2005 SECTION @ NEW RETAINING WALL

5-7

Permit Number



NTS

GARAGE LATERAL
FRAMING

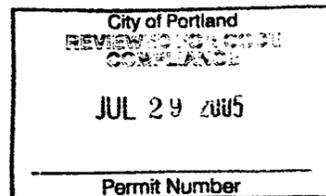
FOR
SLOTT KASTENGREN

19th & THOMPSON, N.E.

PORTLAND, OR

Pgs. 1-5

JULY 19, 2005



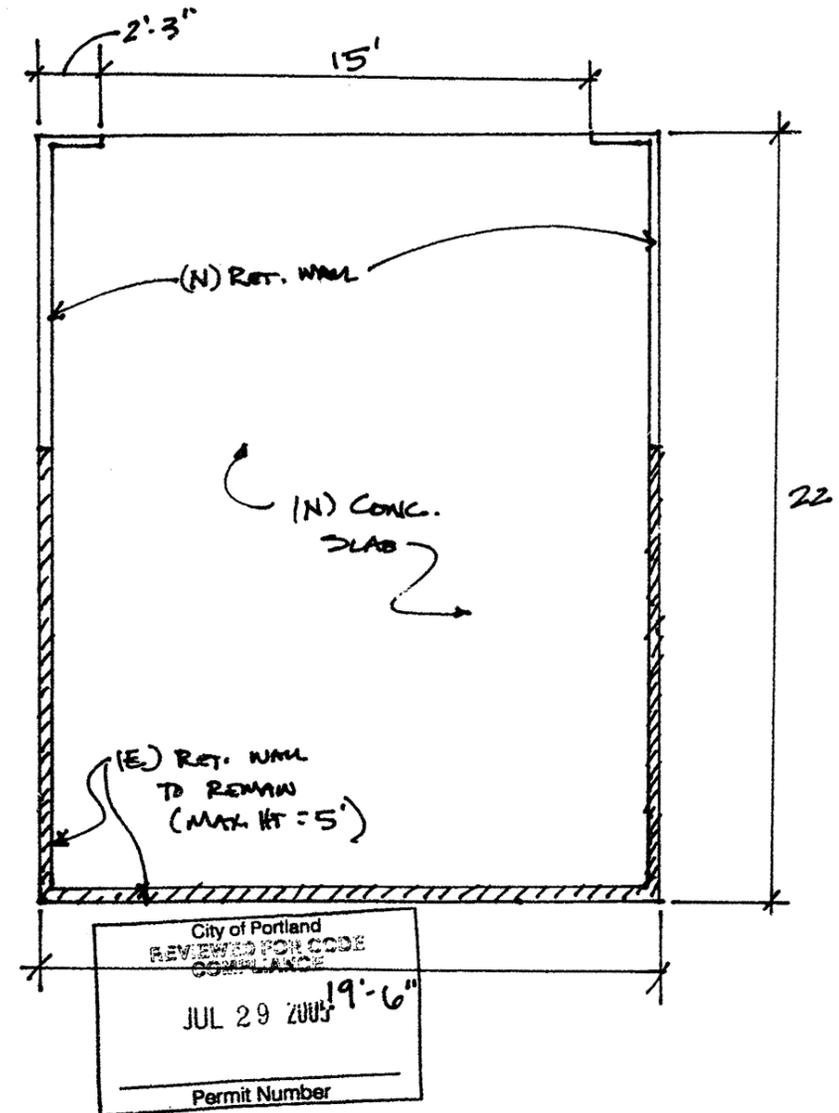
GARAGE ADDITION FOR SCOTT
@ 19th & THOMPSON, N.E.

7.14.05

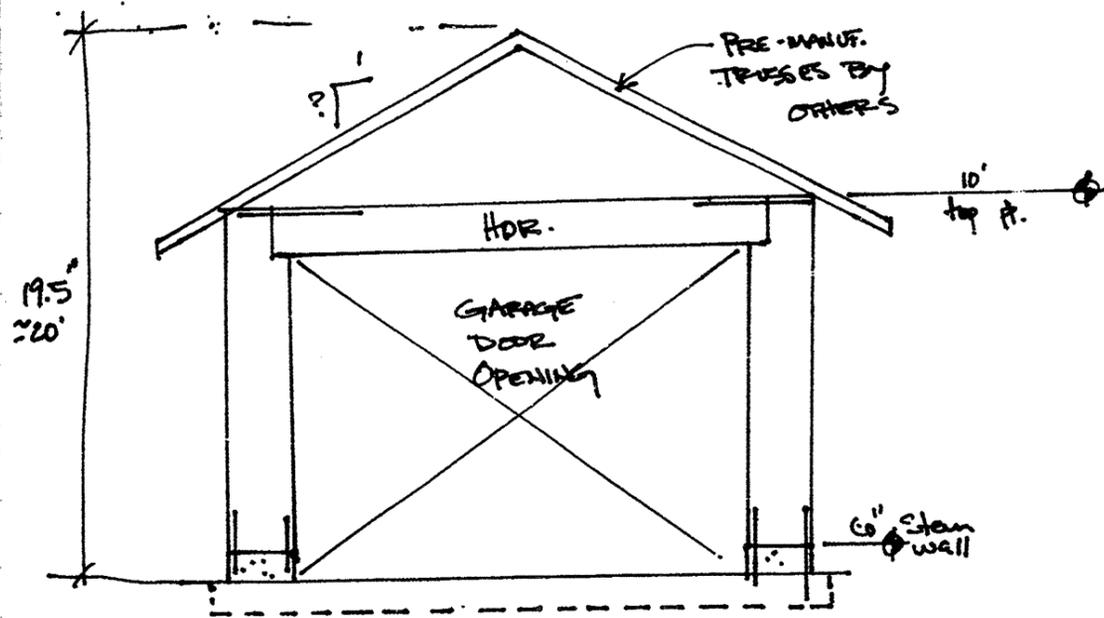
2003 IBC, OREGON AMENDMENTS
City of PDX

SNOW = 25 psf

Wind = 85 mph, exp. B (3 second gust)



7.14.05



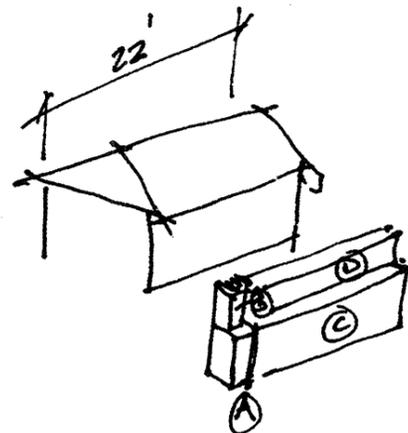
Simplified Design

Ⓐ 15.9 psf per ASCE 7-02, Fig. 6-2.
 $a = 10\%$ of 19.5' or $.4h = 4'$ or 3' ← governs
 ↳ 2'

Ⓑ 8.8 psf @ 45°

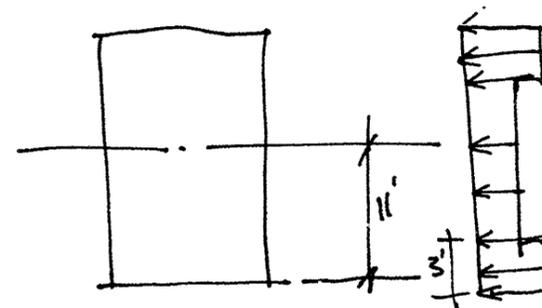
Ⓒ 10.6 psf

Ⓓ 7 psf



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7.14.05



Ⓐ = 15.9 psf x 5' = 80 pLF

Ⓑ = 8.8 x 9.5' = 84 pLF

Ⓒ = 10.6 psf x 5' = 53 pLF

Ⓓ = 7 psf x 9.5' = 67 pLF

$(A+B) \times 3' = 492^{\#}$

$(C+D) \times 8' = \frac{960^{\#}}{1452^{\#}}$

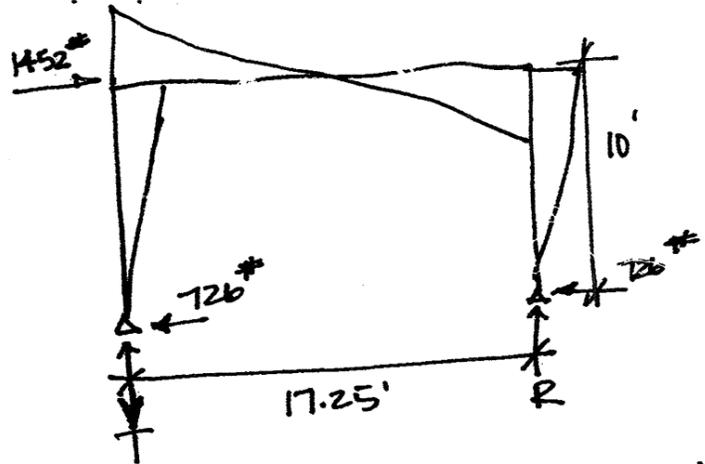
$L_{wall} @ \text{Garage door} = 4.5'$

$W = \frac{1452^{\#}}{4.5'} = 323 \text{ pLF} \Rightarrow 8d @ 4" \text{ o.c.}$

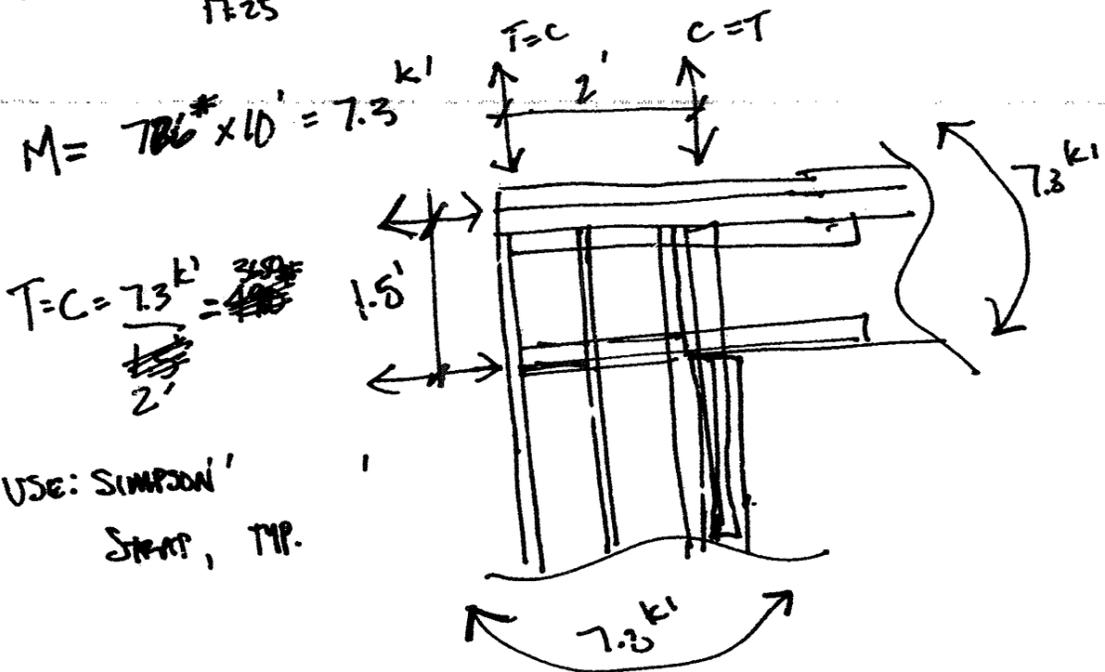
OTHER WALLS ARE 50% SOLID CONSERVATIVELY:

$\therefore W = \frac{1452^{\#}}{.5 \times 19.5'} = 149 \text{ pLF} \Rightarrow \frac{1}{2}" \text{ plywood w/ } 8d @ 6" \text{ o.c.}$
 ADEQUATE BY OBSERVATION

City of Portland
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$R = T = \frac{1452 \times 10}{17.25} = 842 \#$ Nominal Horizontal Reqd.



Req: $S_x = \frac{7.3 \times 10^3}{8.5} = 85 \text{ in}^3 \Rightarrow 6 \times 10 \text{ mm.}$

City of Portland
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COMPLIANCE
JUL 29 2015
85 103
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3a.

Roof Diaphragm:

$W = \frac{1452 \#}{19.5} = 75 \text{ PLF}$

1/2" PLYWOOD, 8d @ 6" o.c., TYP.

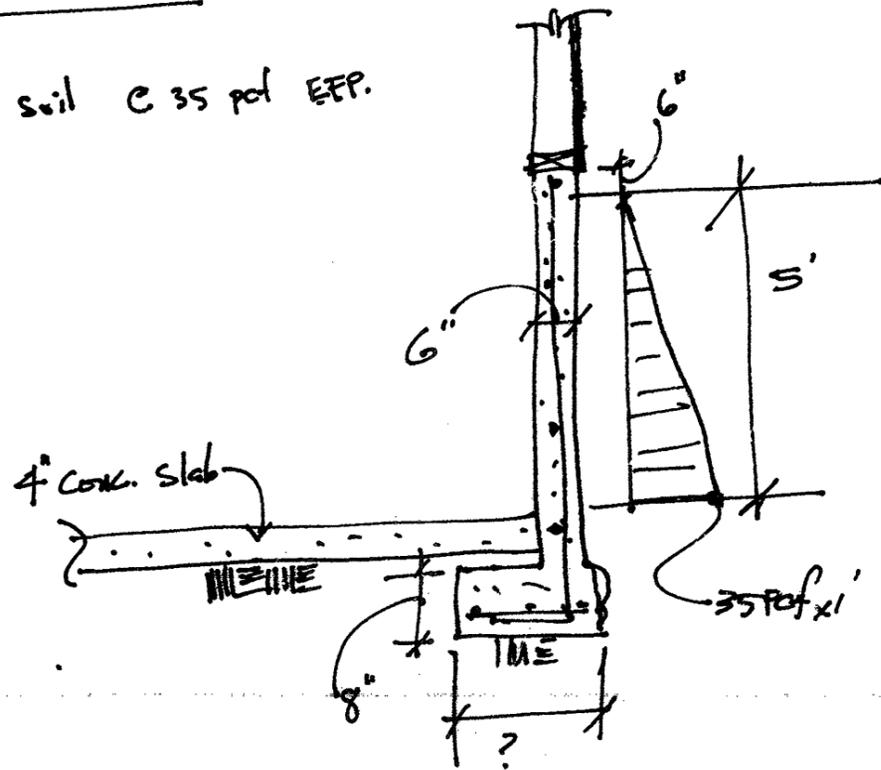
City of Portland
REVIEW FOR CODE
COMPLIANCE
JUL 29 2015
Permit Number

3b.

(W) Retaining Wall

7.17.05

H₁ = 5' soil @ 35 pcf EFP.



$$M = 35 \times 1' \times \frac{5^3}{6} = 729 \text{ lbf-ft}$$

$$M_u = 729 \times 1.17 = 1240 \text{ lbf-ft} \Rightarrow \#4 @ 16" \text{ o.c.}$$

$$a = \frac{.2 / 1.33 \times 60}{.85 \times 9 \times 16} = .221"$$

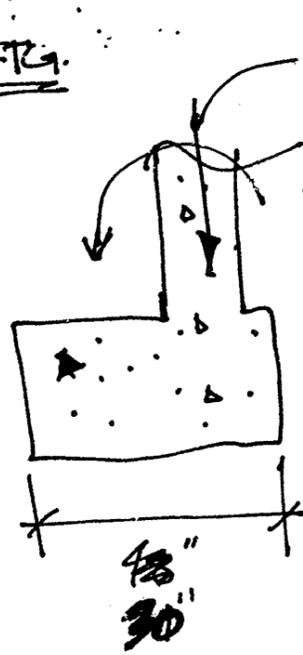
$$\phi M_n = 0.9 \times \frac{.2}{1.33} \times 60 \left(3' - \frac{.221}{2} \right) \div 12 = 1951 \text{ lbf-ft} > 1240 \therefore \text{OK}$$

USE: 6" CONK. WALL
w/ #4 @ 16" o.c.

City of Portland
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4.

FTG.



$$R = .9 \times 12 \text{ pcf} \times \frac{19.5'}{2} = 105 \text{ #/ft} + 150 \text{ pcf} \times 1' \times 5' \times 6' + 150 \times 6' \times 2.5'$$

$$= 806 \text{ #/ft}$$

$$M = 729 \text{ lbf-ft}$$

$$e = \frac{M}{R} = \frac{729}{806} = .9'$$

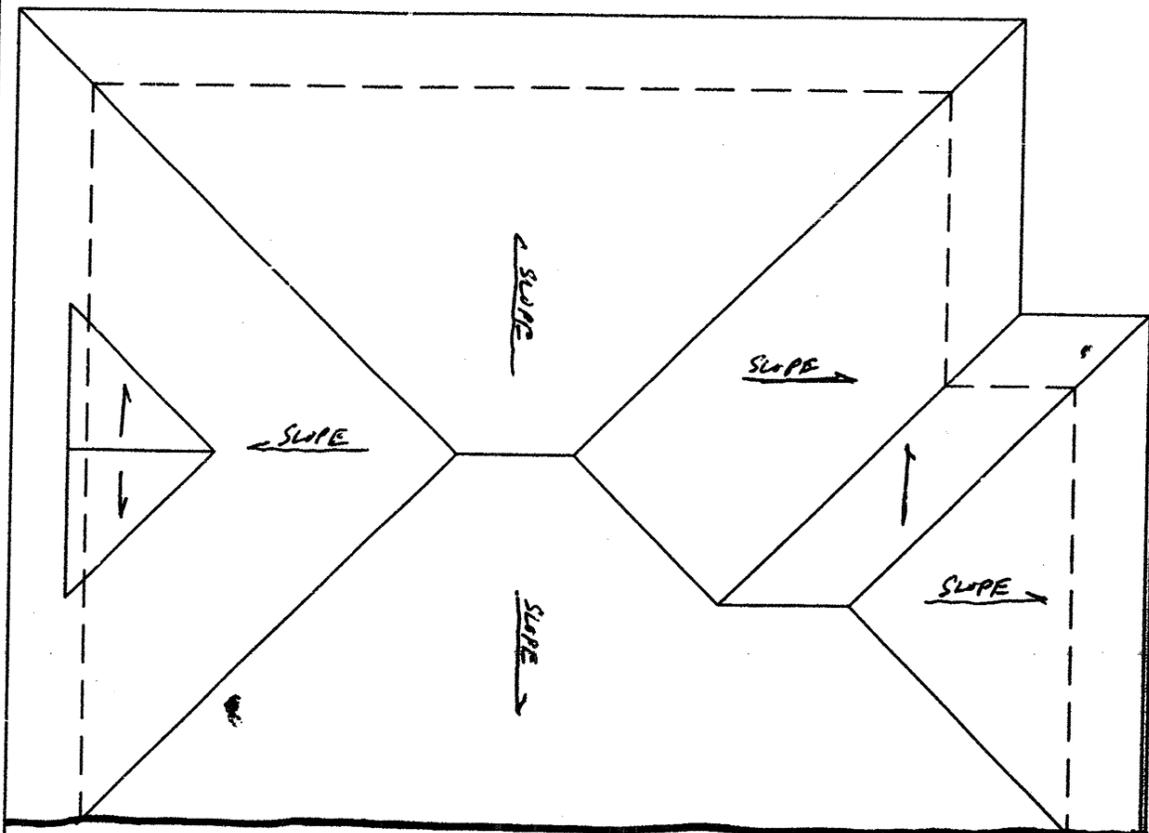
$$M = \frac{25'}{2} - .9' = 11.65'$$

$$\sigma = \frac{2P}{3bm} = \frac{2 \times 806}{3 \times 1' \times 30"} = 1530 \text{ PSF} < 21500 \therefore \text{OK}$$

USE: 8' x CONT. x 30" wide
ftg @ 5' retained ht.

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COMPLIANCE
JUL 29 2005
Permit Number

5.



TRIPAL ROOF ASSEMBLY
 - 50 YR. ALUM. CMP.
 SHIMULES
 - PLYWOOD SHEATHING
 - ENGINEERED WOOD
 TRUSSES

⊕ roof plan
 scale: 1/4" = 1'-0"

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 COMPLIANCE
 JUL 29 2005
 Permit Number

Ldesign
 503.771.2502

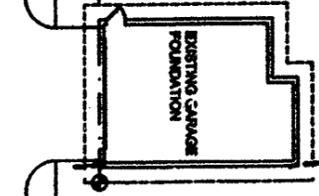
2239 ne 19th—garage

JUL 29 2005

SPECIAL INSPECTIONS ARE REQUIRED ON THIS PERMIT FOR THE FOLLOWING AREAS OF CONSTRUCTION:
 STRUCTURAL STEEL
 REINFORCED CONCRETE
 ADHESIVE ANCHORS
 STRUCTURAL OBSERVATION BY THE ENGINEER IS TO OCCUR AT THE FOLLOWING STAGES OF CONSTRUCTION:

NE THOMPSON

NE 19TH



⊕ site plan
 scale: 1" = 20'

City of Portland
 REVIEWED FOR CODE
 COMPLIANCE
 JUL 29 2005
 Permit Number

City of Portland
 Bureau of
 Development Services
 By *EDC* Date *7/29/05*
 Approved by
 Planning and Zoning Review

detached garage

Ldesign
 503.771.2502

2239 ne 19th—garage

05-147440-RS

JUL 29 2005



CITY OF
PORTLAND, OREGON
BUREAU OF DEVELOPMENT SERVICES
1900 SW 4th Ave, Suite 5000
Portland, OR 97201



RESIDENTIAL 1 & 2 FAMILY PERMIT

05-147440-DFS-01-RS

Site Address: 2239 NE 19TH AVE
2239 19TH AVE

Issued: 8/30/05

PROJECT INFORMATION		Occ. Group	Const. Type
Garage/Carport	New Construction	U1	V-N
Project Description: DFS 8/30/05 - TRUSSES			
APPLICANT	MOSS PROPERTIES INC *SCOTT KASTENGREN*	Phone	(503) 330-3846
PROPERTY OWNER	SHERMAN HAUSER et al	Phone	
CONTRACTOR	MOSS PROPERTIES INC *SCOTT KASTENGREN*	Phone	

Project Details		Project Details	
Code Edition	IRC - 2003	GIS Update Flag	07/27/05
Number of Stories	1	Valuation at Issuance	11956
Zoning Enforcement Agency	Portland		

PAID
AUG 30 2005
CITY OF PORTLAND

This permit expires if, at any time, 180 days pass without an approved inspection. If you are not able to obtain an inspection approval within 180 days you may request a one-time only extension of 180 days by calling 503-823-7388.

BEFORE YOU DIG ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. These rules are set forth in OAR 823-901-0010 through OAR 823-901-0088. You may obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is 1-800-832-2344).

CITY CONTACT Phone: _____ Fax: (503) 823-4172
E-Mail: _____

INSPECTION REQUEST PHONE NUMBERS Building/Trade Inspections - Call Before 6:00 AM: (503) 823-7000

TDD: (503) 823-6868

IVR Inspection Request Number: 2484994

Precision Roof Trusses Inc.
11550 SE Jennifer St.
Clackamas, OR 97015
Phone: 503/656-2983 Fax: 503/656-2647

To: MOSS PROPERTIES

Delivery List
Job Number: 8290
Page: 1
Date: 08-17-2005 08:20
Project ID: none
Account No:
Designer: SS
Salesperson: TOM MARTIN
Quote Number:

Project: _____ Block No: _____
Model: _____ Lot No: _____
Contact: Site: _____ Office: _____ Deliver To: 2239 NE 19TH PDX
Name: _____
Phone: _____
Fax: _____
Tentative Delivery Date: 8/23/05

Profile:	Qty:	Span:	Pitch	Truss Type:	Truss Id:	LOH	ROH	By:
	3	19-6-0	6-10-5 8.00 0.00	COMMON	A1	0-0	0-0	
	1	19-6-0	5-7-10 8.00 0.00	CAL HTP	A2	0-0	0-0	
	1	19-6-0 2X4/2X6	5-7-10 8.00 0.00	CAL HTP	A3	0-0	0-0	
	3	12-4-0	4-5-11 8.00 0.00	COMMON	B1	0-0	0-0	
	1	9-6-0	3-2-2 8.00 0.00	COMMON	C1	0-0	0-0	
	1	7-11-4 2X4/2X10	3-0-1 8.00 0.00	COMMON	D1	0-0	0-0	

MISC. ITEMS

Quantity:	Description:
42	16D COMMON
100	N16
12	TECO
30	2X4 SOLID BLOCKS
16	2X4 VENT BLOCKS
46	TIES
17	JUS24
1	JUS28
1	THD26

TRUSSES - 10
HTPS - 6
JACKS - 30

Delivery Date: _____ Delivered by: _____ Received by: _____
Unloading Time: 30 mins. C.O.D. Amt. Due _____ Plus Additional Crane Time _____
Flag Cars _____
Time In: _____ Time Out: _____ Standby Time: _____ Hrs. _____ Mins.
Roof Print Bracing Info Total No. Of Trusses: 10
FOR ADDITIONAL CRANE TIME, BAD ENTRIES, OR POOR SITE CONDITIONS:
Top plate delivery is at the discretion of our driver. He must be able to enter and exit without assistance
Contractor must assume responsibility and cost (of tow truck and crane standby time) if assistance is needed, and of any damage to property.
If truck is unable to enter, trusses will be ground dropped as close to job site as possible.
Additional crane time will be charged at \$120.00 per hour. Contractor or representative understands and agrees to the terms.
Signature: _____

05-147440-DFS-01-RS

(J)

Qty	TQty	Label	Size	Grade	Species	Overall	Center	Longside	Job	Truss	Comment
56.3 ⁰⁻²⁻⁵ JACK											
1	1	T1	2 X 4	No.1&Btr	DF -G	11-10-1	11-7-11	11-7-11	8296	A2J8-10	-Comp/pret
1	4	T1	2 X 4	No.1&Btr	DF -G	9-8-7	9-6-2	9-6-2	8296	A2	
2	4	T1	2 X 4	No.1&Btr	DF -G	9-8-7	9-6-2	9-6-2	8296	A2J8-4	
2	4	T1	2 X 4	No.1&Btr	DF -G	7-3-9	7-1-4	7-1-4	8296	A2J2-3	
2	4	T1	2 X 4	No.1&Btr	DF -G	7-3-9	7-1-4	7-1-4	8296	A2J8-3	
2	4	T1	2 X 4	No.1&Btr	DF -G	4-10-12	4-8-7	4-8-7	8296	A2J2-2	
2	4	T1	2 X 4	No.1&Btr	DF -G	4-10-12	4-8-7	4-8-7	8296	A2J8-2	
2	4	T1	2 X 4	No.1&Btr	DF -G	2-5-14	2-3-9	2-3-9	8296	A2J2-1	
2	4	T1	2 X 4	No.1&Btr	DF -G	2-5-14	2-3-9	2-3-9	8296	A2J8-1	

90.0 ⁰⁻⁵⁻¹ 33.7 ⁰⁻³⁻⁶											
90.0 ⁰⁻⁰⁻²											
2	9	B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A2J8-1	} PRET
1		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A2J8-10	
2		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A2J8-2	
2		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A2J8-3	
2		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A2J8-4	
2	6	B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A2J2-1	
2		B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A2J2-2	
2		B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A2J2-3	

1/3

Qty	TQty	Label	Size	Grade	Species	Overall	Center	Longside	Job	Truss	Comment
56.3 ⁰⁻²⁻⁵ JACK											
1	2	T1	2 X 4	No.1&Btr	DF -G	9-8-7	9-6-2	9-6-2	8296	A3	
1	2	T1	2 X 4	No.1&Btr	DF -G	9-8-7	9-6-2	9-6-2	8296	A3	
1	2	T1	2 X 4	No.1&Btr	DF -G	7-3-9	7-1-4	7-1-4	8296	A3J2-3	
1	2	T1	2 X 4	No.1&Btr	DF -G	7-3-9	7-1-4	7-1-4	8296	A3J8-3	
1	2	T1	2 X 4	No.1&Btr	DF -G	4-10-12	4-8-7	4-8-7	8296	A3J2-2	
1	2	T1	2 X 4	No.1&Btr	DF -G	4-10-12	4-8-7	4-8-7	8296	A3J8-2	
1	2	T1	2 X 4	No.1&Btr	DF -G	2-5-14	2-3-9	2-3-9	8296	A3J2-1	
1	2	T1	2 X 4	No.1&Btr	DF -G	2-5-14	2-3-9	2-3-9	8296	A3J8-1	

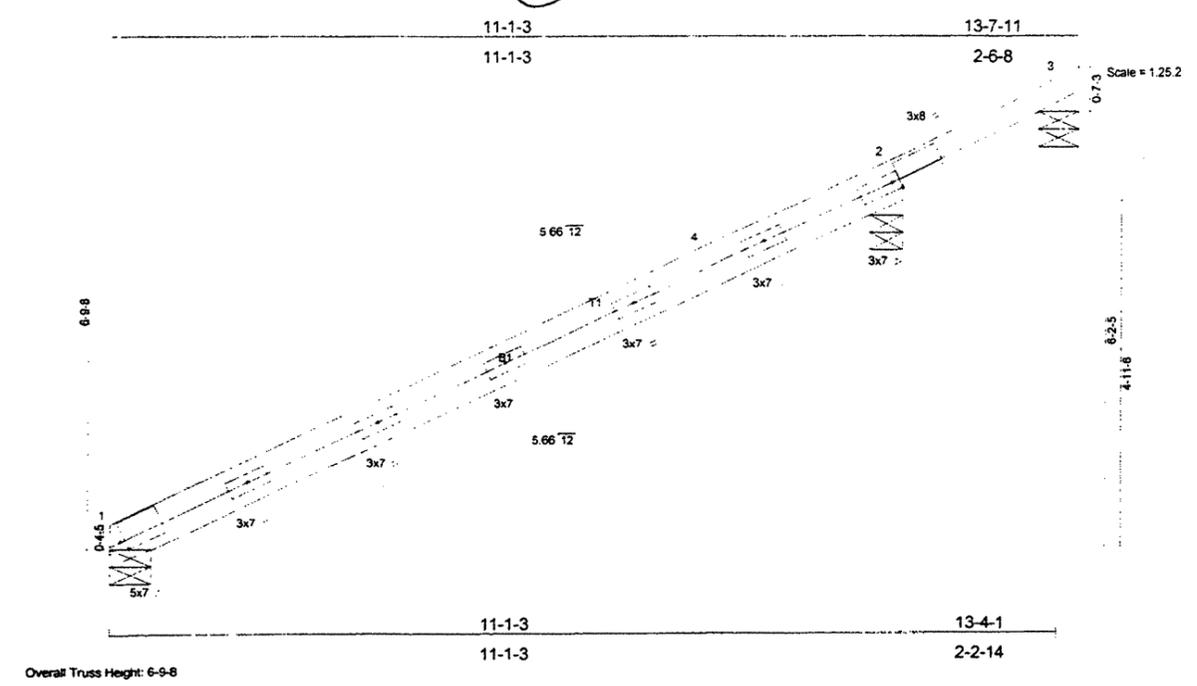
90.0 ⁰⁻⁵⁻¹ 33.7 ⁰⁻³⁻⁶											
90.0 ⁰⁻⁰⁻²											
1	3	B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A3J8-1	} PRET
1		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A3J8-2	
1		B1	2 X 4	No.1&Btr	DF -G	7-11-4	7-8-13	7-11-4	8296	A3J8-3	
1	3	B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A3J2-1	
1		B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A3J2-2	
1		B1	2 X 4	No.1&Btr	DF -G	1-11-4	1-8-13	1-11-4	8296	A3J2-3	

2/3

Qty	TQty	Label	Size	Grade	Species	Overall	Center	Longside	Job	Truss	Comment
1	1	T1	2 X 4	No.1&Btr	DF-G	7-6-6	7-4-1	7-4-1	8296	B1J7-10	Com/prec cut
2	4	T1	2 X 4	No.1&Btr	DF-G	4-10-12	4-8-7	4-8-7	8296	B1J2-2	
2	4	T1	2 X 4	No.1&Btr	DF-G	4-10-12	4-8-7	4-8-7	8296	B1J7-2	
2	4	T1	2 X 4	No.1&Btr	DF-G	2-5-14	2-3-9	2-3-9	8296	B1J2-1	
2	4	T1	2 X 4	No.1&Btr	DF-G	2-5-14	2-3-9	2-3-9	8296	B1J7-1	

Qty	TQty	Label	Size	Grade	Species	Overall	Center	Longside	Job	Truss	Comment
2	5	B1	2 X 4	No.1&Btr	DF-G	6-1-4	5-10-13	6-1-4	8296	B1J7-1	PRE CUT
1	1	B1	2 X 4	No.1&Btr	DF-G	6-1-4	5-10-13	6-1-4	8296	B1J7-10	
2	1	B1	2 X 4	No.1&Btr	DF-G	6-1-4	5-10-13	6-1-4	8296	B1J7-2	
2	4	B1	2 X 4	No.1&Btr	DF-G	1-11-4	1-8-13	1-11-4	8296	B1J2-1	
2	4	B1	2 X 4	No.1&Btr	DF-G	1-11-4	1-8-13	1-11-4	8296	B1J2-2	

3/3



Overall Truss Height: 6-9-8
 Plate Offsets (X,Y) [1:0-0-13,0-1-11], [1:0-2-7,0-0-14], [2:0-1-4,0-1-8]
 Heel to Peak: Left 15-2-14 Overhang Rake Distance: Left 0-0-0, Right 2-9-12
 Qty: 3 Span: 11-1-3 Slope: 5.66/12, 5.66/12 Overhang: 0-0-0, 2-6-8 Loading: 25.0-7.0-0.0-10.0 Spacing: 2-0-0 o.c. Weight: 37 lb Board Feet: 58.00bft Last saved: August 17, 2005

==== CHORDS ===== (Sq Cut=90)

PIECE:	Label	Size	Length
T1	(3) 2 X 4	No 1&Btr DF G-15'	64.7
B1	(3) 2 X 4	No 1&Btr DF G-13'	64.7
B1	OL:12-3-7	CL:11-11-12 LS:12-3-4 PL:12-3-4	25.3
B1	TS: 12-3-4	0-0-3	0-0-6
B1	SCARF: NONE		
B1	BUTT: 0-0-7		C-3-2
B1	SEAT: 0-7-4		
B1	BS: 11-7-4		0-6-9

1/3

Job	Truss	Truss Type	City	Ply	MOSS PROPERTIES TRUSS	R17900930
8296	A1	COMMON	3	1		
PRECISION ROOF TRUSSES, CLACKAMAS, OR 97015					6.200 a Jul 13 2005 MITek Industries, Inc. Wed Aug 17 15:17:30 2005 Page 1	

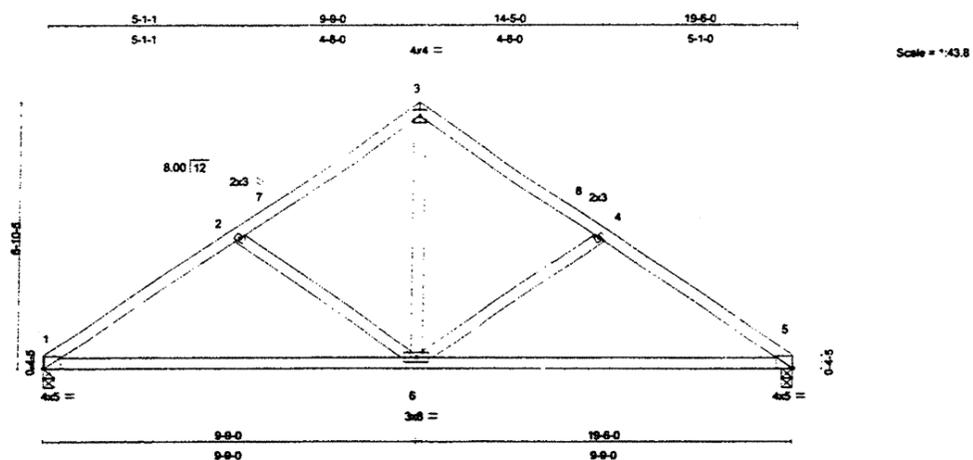


Plate Offsets (X,Y): [1:0-0-5,0-0-1], [5:0-0-5,0-0-1]							
LOADING (psf)	SPACING 2-0-0	CSI	DEFL in (loc)	Udefl	L/d	PLATES	GRIP
TCLL 25.0	Plates Increase 1.15	TC 0.42	Vert(LL) -0.12	1-6	>999	MT20	220/195
(Roof Snow=25.0)	Lumber Increase 1.15	BC 0.48	Vert(TL) -0.39	1-6	>598		
TCDL 7.0	Rep Stress Incr YES	WB 0.28	Horz(TL) 0.03	5	n/a		
BCLL 0.0	Code IBC2003/TP12002	(Matrix)					
BCDL 10.0							Weight: 82 lb

LUMBER
TOP CHORD 2 X 4 DF No.1&8tr G
BOT CHORD 2 X 4 DF No.1&8tr G
WEBS 2 X 4 DF Std G

BRACING
TOP CHORD Structural wood sheathing directly applied or 5-4-4 oc purlins.
BOT CHORD Rigid ceiling directly applied or 10-0-0 oc bracing.

REACTIONS (lb/size) 1=807/0-3-8, 5=807/0-3-8
Max Horz1=253(load case 5)
Max Uplift1=219(load case 7), 5=219(load case 8)
Max Grav1=927(load case 2), 5=927(load case 3)

FORCES (lb) - Maximum Compression/Maximum Tension
TOP CHORD 1-2=1251/319, 2-7=860/231, 3-7=769/251, 3-8=769/251, 4-8=860/231, 4-5=1251/319
BOT CHORD 1-6=230/966, 5-6=167/966
WEBS 2-6=472/255, 3-6=136/566, 4-6=472/255

- NOTES**
- 1) Wind: ASCE 7-02; 100mph; h=25ft; TCDL=4.2psf; BCDL=6.0psf; Category II; Exp C; enclosed; MWFRS gable end zone; cantilever left and right exposed; end vertical left and right exposed; Lumber DOL=1.33 plate grip DOL=1.33.
 - 2) TCLL: ASCE 7-02; Pf=25.0 psf (flat roof snow); Category II; Exp C; Fully Exp.; Cf=1
 - 3) Unbalanced snow loads have been considered for this design.
 - 4) This truss has been designed for a 10.0 psf bottom chord live load nonconcurrent with any other live loads.
 - 5) This truss requires plate inspection per the Tooth Count Method when this truss is chosen for quality assurance inspection.
 - 6) A plate rating reduction of 20% has been applied for the green lumber members.
 - 7) This truss is designed in accordance with the 2003 International Building Code section 2306.1 and referenced standard ANSI/TP1 1.

LOAD CASE(S) Standard



EXPIRES: 01-24-06



EXPIRATION DATE: 12-31-05

August 18, 2005

WARNING - Verify design parameters and READ NOTES ON THIS AND INCLUDED MITEK REFERENCE PAGE 803-7473 BEFORE USE.
Design valid for use only with Mittek connectors. This design is based only upon parameters shown, and is for an individual building component. Applicability of design parameters and proper incorporation of component is responsibility of building designer - not truss designer. Bracing shown is for lateral support of individual web members only. Additional temporary bracing to insure stability during construction is the responsibility of the erector. Additional permanent bracing of the overall structure is the responsibility of the building designer. For general guidance regarding fabrication, quality control, storage, delivery, erection and bracing, consult ANSI/TP1 Quality Criteria, D59-87 and IBC01 Building Component Safety Information available from Truss Plate Institute, 583 D'Oroville Drive, Madison, WI 53719.

7777 Greenwood Lane
Suite 108
Ceres Heights, CA, 95610



Job	Truss	Truss Type	City	Ply	MOSS PROPERTIES TRUSS	R17900931
8296	A2	CAL HP	1	1		
PRECISION ROOF TRUSSES, CLACKAMAS, OR 97015					6.200 a Jul 13 2005 MITek Industries, Inc. Wed Aug 17 15:17:30 2005 Page 1	

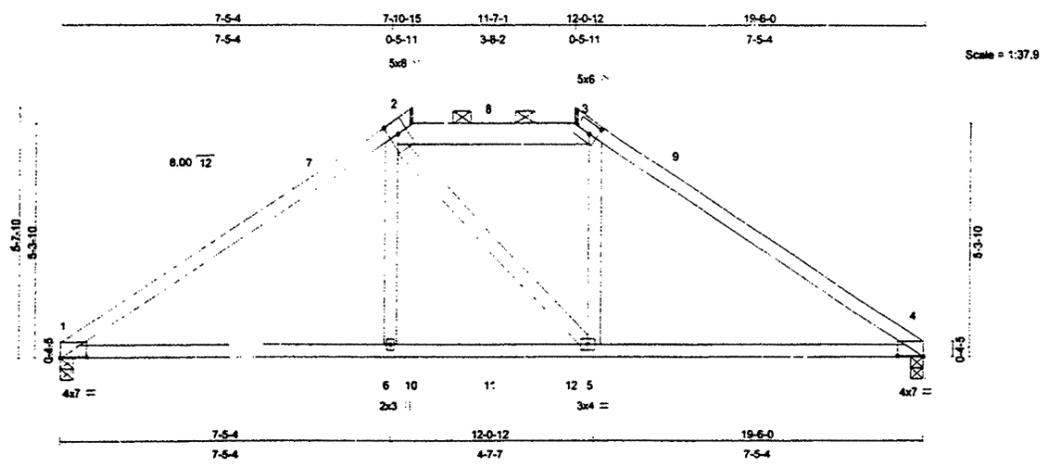


Plate Offsets (X,Y): [1:0-7-1,0-0-3], [3:0-2-4,0-2-12], [4:0-7-1,0-0-3]							
LOADING (psf)	SPACING 2-0-0	CSI	DEFL in (loc)	Udefl	L/d	PLATES	GRIP
TCLL 25.0	Plates Increase 1.15	TC 0.90	Vert(LL) -0.13	1-6	>999	MT20	220/195
(Roof Snow=25.0)	Lumber Increase 1.15	BC 0.89	Vert(TL) -0.50	1-6	>457		
TCDL 7.0	Rep Stress Incr NO	WB 0.24	Horz(TL) 0.08	4	n/a		
BCLL 0.0	Code IBC2003/TP12002	(Matrix)					
BCDL 10.0							Weight: 84 lb

LUMBER
TOP CHORD 2 X 4 DF No.1&8tr G "Except"
2-3 2 X 6 DF No.2 G
BOT CHORD 2 X 4 DF No.1&8tr G
WEBS 2 X 4 DF Std G

BRACING
TOP CHORD Structural wood sheathing directly applied, except 2-0-0 oc purlins (4-4-12 max.); 2-3.
BOT CHORD Rigid ceiling directly applied or 5-3-10 oc bracing.

REACTIONS (lb/size) 1=1843/0-3-8, 4=1843/0-3-8
Max Horz1=190(load case 6)
Max Uplift1=866(load case 6), 4=866(load case 5)
Max Grav1=2043(load case 2), 4=2043(load case 3)

FORCES (lb) - Maximum Compression/Maximum Tension
TOP CHORD 1-7=3080/1619, 2-7=2721/1637, 2-8=2428/1448, 3-8=2428/1448, 3-9=2722/1637, 4-9=3082/1619
BOT CHORD 1-6=1460/2430, 6-10=1465/2420, 10-11=1465/2420, 11-12=1465/2420, 5-12=1465/2420, 4-5=1319/2432
WEBS 2-6=0430, 2-5=317/321, 3-5=04523

- NOTES**
- 1) Wind: ASCE 7-02; 100mph; h=25ft; TCDL=4.2psf; BCDL=6.0psf; Category II; Exp C; enclosed; MWFRS gable end zone; cantilever left and right exposed; end vertical left and right exposed; Lumber DOL=1.33 plate grip DOL=1.33.
 - 2) TCLL: ASCE 7-02; Pf=25.0 psf (flat roof snow); Category II; Exp C; Fully Exp.; Cf=1
 - 3) Unbalanced snow loads have been considered for this design.
 - 4) Provide adequate drainage to prevent water ponding.
 - 5) This truss has been designed for a 10.0 psf bottom chord live load nonconcurrent with any other live loads.
 - 6) This truss requires plate inspection per the Tooth Count Method when this truss is chosen for quality assurance inspection.
 - 7) A plate rating reduction of 20% has been applied for the green lumber members.
 - 8) This truss is designed in accordance with the 2003 International Building Code section 2306.1 and referenced standard ANSI/TP1 1.
 - 9) Girder comes hip end with 7-11-4 end setback.
 - 10) Design assumes 4x2 (flat orientation) purlins at oc spacing indicated, fastened to truss TC w/ 2-10d nails.
 - 11) Hanger(s) or other connection device(s) shall be provided sufficient to support concentrated load(s) 545 lb down and 673 lb up at 11-9-6, and 545 lb down and 673 lb up at 7-8-10 on top chord. The design/selection of such connection device(s) is the responsibility of others.
 - 12) In the LOAD CASE(S) section, loads applied to the face of the truss are noted as front (F) or back (B).

LOAD CASE(S) Standard
1) Snow: Lumber Increase=1.15, Plate Increase=1.15

Continued on page 2

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Suite 108
Ceres Heights, CA, 95610



JOB	Truss	Truss Type	Qty	Ply	MOSS PROPERTIES TRUSS	R17900931
8296	A2	CAL HP	1	1	Job Reference (optional)	
PRECISION ROOF TRUSSES, CLACKAMAS, OR, 97015					6/20/05 Jul 13 2005 MITek Industries, Inc. Wed Aug 17 15:17:30 2005 Page 2	

LOAD CASE(S) Standard
 Uniform Loads (plf)
 Vert: 1-2=64, 2-3=159, 3-4=64, 1-4=50(F=30)
 Concentrated Loads (lb)
 Vert: 2=545 3=545

JOB	Truss	Truss Type	Qty	Ply	MOSS PROPERTIES TRUSS	R17900932
8296	A3	CAL HP	1	1	Job Reference (optional)	
PRECISION ROOF TRUSSES, CLACKAMAS, OR, 97015					6/20/05 Jul 13 2005 MITek Industries, Inc. Wed Aug 17 15:17:30 2005 Page 1	

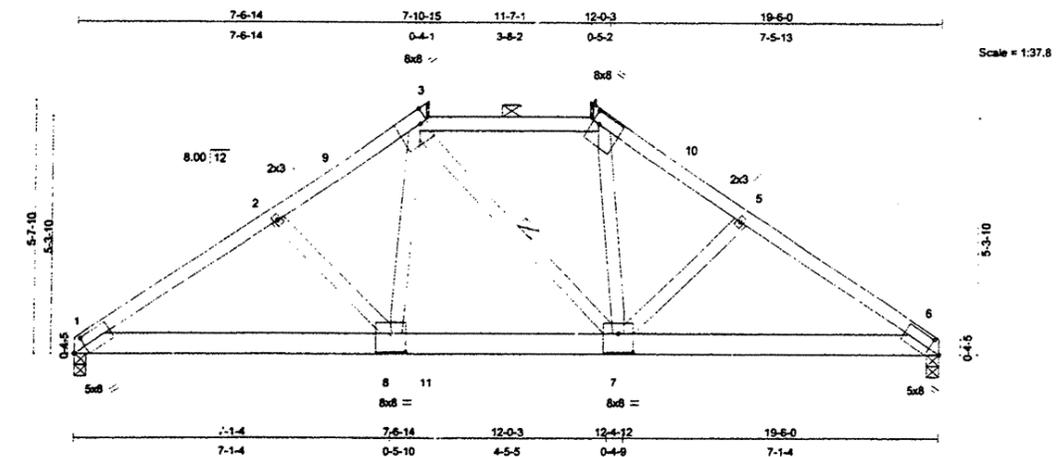


Plate Offsets (X, Y): [1:0-3-9,0-2-8], [3:0-1-12,Edge], [4:0-1-12,0-3-0], [6:0-3-6,0-2-12], [7:0-4-0,0-5-3], [8:0-4-0,0-5-0]

LOADING (psf)	SPACING	CSI	DEFL	in (loc)	l/defl	L/d	PLATES	GRIP
TCLL 25.0	Plates Increase 1.15	TC 0.42	Vert(LL) -0.10	8	>999	240	MT20	220/195
(Roof Snow=25.0)	Lumber Increase 1.15	BC 0.86	Vert(TL) -0.24	1-8	>962	180		
TCDL 7.0	Rep Stress Incr NO	WB 0.37	Horz(TL) 0.07	6	n/a	n/a		
BCLL 0.0	Code IBC2003/TP12002	(Matrix)						
BCDL 10.0								Weight: 106 lb

LUMBER	BRACING
TOP CHORD 2 X 4 DF No.1&Btr G	TOP CHORD Structural wood sheathing directly applied or 2-10-12 oc purtins, except
BOT CHORD 2 X 6 DF No.2 G	2-0-0 oc purtins (4-3-14 max.); 3-4,
WEBS 2 X 4 DF Std G "Except"	Rigid ceiling directly applied or 6-7-9 oc bracing.
3-8 2 X 4 DF No.1&Btr G, 4-7 2 X 4 DF No.1&Btr G	WEBS 1 Row at midpt 3-7

REACTIONS (lb/size) 1=2227/0-3-8, 6=1588/0-3-8
 Max Horz 1=202(load case 6)
 Max Up/1=827(load case 6), 6=591(load case 5)
 Max Grav 1=2783(load case 2), 6=1985(load case 3)

FORCES (lb) - Maximum Compression/Maximum Tension
 TOP CHORD 1-2=4446/1539, 2-9=4201/1543, 3-9=4047/1551, 3-4=2246/852, 4-10=2757/1036, 5-10=2918/1022, 5-6=3200/1040
 BOT CHORD 1-8=1411/3590, 8-11=1322/3196, 7-11=1322/3196, 6-7=796 2551
 WEBS 2-8=172/203, 5-7=272/105, 3-7=1626/798, 3-8=525/2339, 4-7=469/1333

- NOTES**
- 1) Wind: ASCE 7-02; 100mph; h=25ft; TCDL=4.2psf; BCDL=6.0psf; Category II; Exp C; enclosed; MWFRS gable end zone; cantilever left and right exposed; end vertical left and right exposed; Lumber DOL=1.33 plate grip DOL=1.33.
 - 2) TCLL: ASCE 7-02; Pf=25.0 psf (flat roof snow); Category II; Exp C; Fully Exp.; Ct= 1
 - 3) Unbalanced snow loads have been considered for this design.
 - 4) Provide adequate drainage to prevent water ponding.
 - 5) This truss has been designed for a 10.0 psf bottom chord live load nonconcurrent with any other live loads.
 - 6) This truss requires plate inspection per the Tooth Count Method when this truss is chosen for quality assurance inspection.
 - 7) A plate rating reduction of 20% has been applied for the green lumber members.
 - 8) This truss is designed in accordance with the 2003 International Building Code section 2306.1 and referenced standard ANSI/TP1 1.
 - 9) Girder carries hip end with 7-11-4 end setback.
 - 10) Design assumes 4x2 (flat orientation) purtins at oc spacing indicated, fastened to truss TC w/ 2-10d nails.
 - 11) Hanger(s) or other connection device(s) shall be provided sufficient to support concentrated load(s) 545 lb down and 673 lb up at 7-9-15 on top chord, and 1990 lb down and 680 lb up at 7-1-4 on bottom chord. The design/selection of such connection device(s) is the responsibility of others.
 - 12) In the LOAD CASE(S) section, loads applied to the face of the truss are noted as front (F) or back (B).

LOAD CASE(S) Standard

Continued on page 2



EXPIRES: 01-24-06



EXPIRATION DATE: 12-31-05

August 18, 2005

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 Clavis Heights, CA, 95610

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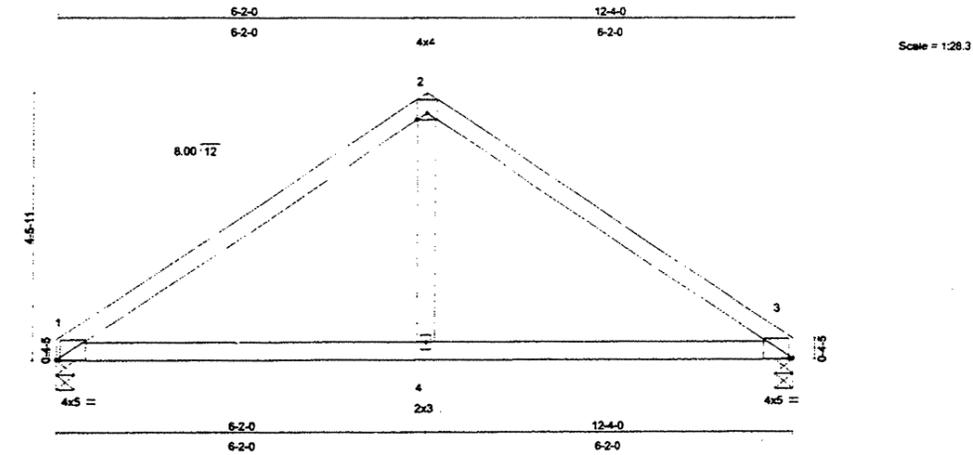
Job	Truss	Truss Type	Qty	Ply	MOSS PROPERTIES TRUSS	R17900832
8296	AS	CAL HIP	1	1	Job Reference (optional)	

PRECISION ROOF TRUSSES, CLACKAMAS, OR 97015
6.200 s Jul 13 2005 Mitek Industries, Inc. Wed Aug 17 15:17:30 2005 Page 2

LOAD CASE(S) Standard
 1) Snow: Lumber Increase=1.15, Plate Increase=1.15
 Uniform Loads (psf)
 Vert: 1-3=-64, 3-4=-64, 4-6=-64, 1-11=-50(F=30), 6-11=-20
 Concentrated Loads (lb)
 Vert: 3=-545 8=-1425(F)

Job	Truss	Truss Type	Qty	Ply	MOSS PROPERTIES TRUSS	R17900833
8296	B1	COMMON	3	1	Job Reference (optional)	

PRECISION ROOF TRUSSES, CLACKAMAS, OR 97015
6.200 s Jul 13 2005 Mitek Industries, Inc. Wed Aug 17 15:17:31 2005 Page 1



LOADING (psf)		SPACING		CSI		DEFL		PLATES		GRIP	
TCLL	25.0	Plates Increase	1.15	TC	0.44	in (loc)	U/defl	L/d	MT20	220/195	
(Roof Snow=25.0)		Lumber Increase	1.15	BC	0.51	Vert(LL)	-0.07	1-4	>999	240	
TCDL	7.0	Rep Stress Incr	NO	WB	0.17	Vert(TL)	-0.18	1-4	>825	180	
BCLL	0.0	Code IBC2003/TP12002		(Matrix)		Horz(TL)	0.02	3	n/a	n/a	
BCDL	10.0										Weight: 42 lb

LUMBER
 TOP CHORD 2 X 4 DF No.1&Btr G
 BOT CHORD 2 X 4 DF No.1&Btr G
 WEBS 2 X 4 DF Std G

BRACING
 TOP CHORD Structural wood sheathing directly applied or 5-1-9 oc purlins.
 BOT CHORD Rigid ceiling directly applied or 10-0-0 oc bracing.

REACTIONS (lb/size) 1=938/0-3-8, 3=938/0-3-8
 Max Horz 1=-161(load case 5)
 Max Uplift 1=-166(load case 9), 3=-166(load case 10)
 Max Grav 1=1013(load case 2), 3=1013(load case 3)

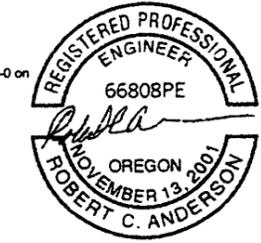
FORCES (lb) - Maximum Compression/Maximum Tension
 TOP CHORD 1-2=-1331/343, 2-3=-1331/343
 BOT CHORD 1-4=-245/1011, 3-4=-245/1011
 WEBS 2-4=0/424

- NOTES**
- 1) Wind: ASCE 7-02; 100mph; h=25ft; TCCL=4.2psf; BCDL=6.0psf; Category II; Exp C; enclosed; MWFRS gable end zone: cantilever left and right exposed; end vertical left and right exposed; Lumber DOL=1.33 plate grip DOL=1.33.
 - 2) TCLL: ASCE 7-02; Pf=25.0 psf (flat roof snow); Category II; Exp C; Fully Exp.; Cf=1
 - 3) Unbalanced snow loads have been considered for this design.
 - 4) This truss has been designed for a 10.0 psf bottom chord live load nonconcurrent with any other live loads.
 - 5) This truss requires plate inspection per the Tooth Count Method when this truss is chosen for quality assurance inspection.
 - 6) A plate rating reduction of 20% has been applied for the green lumber members.
 - 7) This truss is designed in accordance with the 2003 International Building Code section 2306.1 and referenced standard ANSI/TPI 1.
 - 8) Girder carries hip end with 6-2-0 end setback.
 - 9) Hanger(s) or other connection device(s) shall be provided sufficient to support concentrated load(s) 6"4 lb down at J 396 lb up at 6-2-0 on top chord. The design/selection of such connection device(s) is the responsibility of others.
 - 10) In the LOAD CASE(S) section, loads applied to the face of the truss are noted as front (F) or back (B).

LOAD CASE(S) Standard
 1) Snow: Lumber Increase=1.15, Plate Increase=1.15
 Uniform Loads (psf)
 Vert: 1-3=-41(F=21), 1-2=-64, 2-3=-64
 Concentrated Loads (lb)
 Vert: 2=-614



EXPIRES: 01-24-06



EXPIRATION DATE: 12-31-05

August 18, 2005

WARNING - Verify design parameters and READ NOTES ON THIS AND ENCLOSED MITEK REFERENCE PAGE M1-1473 BEFORE USE.
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 Citrus Heights, CA 95610



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 Citrus Heights, CA 95610





ARCALUS

period design

1106 SE 6th AVENUE PORTLAND, OREGON 97214 arcalus.com

October 14, 2021

To: Courtney Severson
3253 NE Hoyt Street
Portland, Oregon 97232

RE: Windows at 2239 NE 19th Avenue

Dear Courtney,

I reviewed the nine windows in question at 2239 NE 19th Avenue, and here are my assessments:

1. (2) Double-Hungs in Existing Back Hall: *These two units are non-original Marvin Signature Wood Ultimate windows, with a date etched on the insulated glass units indicating they were manufactured in 2006 and thus installed around that time. They are full-frame installations, not inserts in original openings.*
2. (1) Double-Hung in Existing Downstairs Bathroom: *This window is consistent in detail with other original windows in the house, though it is hard to say conclusively if it is from the original date of construction and/or if it is in its original location without examining wall construction/framing behind the siding or plaster.*
3. (5) Double-Hungs in Remodeled Upstairs Bathroom: *These five units are non-original Marvin Signature Wood Ultimate windows, with a date etched on the insulated glass units indicating they were manufactured in 2006 and thus installed around that time. They are full-frame installations, not inserts in original openings.*
4. (1) Double-Hung in Existing Bedroom 1: *This window is consistent in detail with other original windows in the house, though it is hard to say conclusively if it is from the original date of construction and/or if it is in its original location without examining wall construction/framing behind the siding or plaster.*

Respectfully,













SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

DRAWING INDEX

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A3	NEW SITE PLAN
A4	EXISTING BASEMENT PLAN
A5	EXISTING MAIN FLOOR PLAN
A6	EXISTING SECOND FLOOR PLAN
A7	EXISTING ATTIC PLAN
A8	EXISTING GARAGE PLAN
A9	NEW BASEMENT PLAN
A10	NEW MAIN FLOOR PLAN
A11	NEW SECOND FLOOR PLAN
A12	NEW ATTIC PLAN
A13	NEW GARAGE PLAN 
13.1	NEW DRIVEWAY SCORING PATTERN
A14	EXISTING EAST ELEVATION (FRONT ELEVATION/NO CHANGE)
A15	EXISTING AND NEW NORTH ELEVATIONS
A16	EXISTING AND NEW WEST ELEVATIONS
A17	EXISTING AND NEW SOUTH ELEVATIONS
A18	EXISTING AND NEW GARAGE ELEVATIONS
A19	NEW NORTH STREET VIEW OF GARAGE AND DRIVEWAY ENTRANCE
19.1	NEW SITE SECTIONS 
19.2	NEW SITE SECTIONS
A20	NEW EXTERIOR DOOR SCHEDULE
A21	NEW WINDOW SCHEDULE
A22	WINDOW DETAILS
A23	BASEMENT WINDOW DETAILS
A24	DOOR DETAILS
A25	SOFFIT DETAILS
A26	NEW PORCH DETAILS - A
A27	NEW PORCH DETAILS - B

PROJECT TEAM

OWNER:
 COURTNEY AND TRACY SEVERSON
 COURTNEY'S CELL: 503.421.5461
 COURTNEY'S EMAIL: C.SEVERSON1@GMAIL.COM

DESIGNER:
 MARIA FLOYD COHEN
 CELL: 503.381.0366
 EMAIL: MANDM1@TELEPORT.COM

CONTRACTOR:
 DAVE RUSH
 CELL: 971.570.2417
 EMAIL: DAVE@RUSHTOBUILD.COM

STRUCTURAL ENGINEER:
 GRUMMEL ENGINEERING -- LORRIE BAZZI
 CELL: -
 EMAIL: LORRIE@GRUMMELENGINEERING.COM

PROJECT DESCRIPTION

THIS PROPOSED ADDITION IS LOCATED AT 2239 NE 19TH AVENUE IN IRVINGTON. THE HOUSE IS DESIGNATED AS "CONTRIBUTING." THE EXISTING HOME IS A 3,603 SQUARE FOOT TWO STORY SINGLE FAMILY HOME BUILT IN 1909 IN THE ARTS AND CRAFTS STYLE. THE HOME SITS ON A 10,000 SQUARE FOOT CORNER LOT AND HAS A DETACHED GARAGE LOCATED IN THE NW PORTION OF THE LOT FACING NE THOMPSON STREET.

THERE ARE TWO COMPONENTS TO THIS PROPOSED PROJECT. THE FIRST COMPONENT INVOLVES AN ADDITION AND A FEW MINOR MODIFICATIONS TO THE WINDOWS OF THE EXISTING HOME WHILE THE SECOND COMPONENT INVOLVES THE GARAGE.

THE FIRST COMPONENT IS A PROPOSED ADDITION THAT WILL BE LOCATED ON THE WEST SIDE OF THE HOME IN THE BACK CORNER OF THE LOT. THIS ADDITION WILL BE BARELY VISIBLE FROM THE STREET. THE ONE STORY, 96 SQUARE FOOT PROPOSED ADDITION WILL HOUSE A NEW MUDROOM, PANTRY AND REMODELED POWDER ROOM AND WILL BE LOCATED 5'-0" FROM THE PROPERTY LINE. WE PROPOSE A NEW PORCH OFF OF THE MUDROOM TO REPLACE THE SMALL ENTRY PORCH THAT CURRENTLY EXISTS AT THE BACK OF THE HOME.

ADDITIONALLY WE PROPOSE TO MODIFY THE SIZE AND LOCATION OF SEVERAL WINDOWS TO ACCOMMODATE INTERIOR REMODEL PLANS OF THE HOME. THE MAJORITY OF THESE WINDOWS ARE NO LONGER THE ORIGINAL SIZE OR IN THE ORIGINAL LOCATIONS AS THE RESULT OF PREVIOUS REMODELS. IN DESIGNING THE PROPOSED CHANGES, WE HAVE MADE A DELIBERATE EFFORT TO RETURN WINDOWS TO A STATE OF PERCEIVED SYMMETRY AS VIEWED FROM THE EXTERIOR, REMAINING CONSISTENT WITH THE ORIGINAL ARCHITECTURE OF THE HOME.

THE SECOND COMPONENT OF THIS PROPOSED REMODEL INVOLVES THE GARAGE. THE HOUSE ORIGINALLY HAD AN ACCOMPANYING CARPORT AS INDICATED BY THE RECORDS WE WERE ABLE TO FIND. THE CARPORT WAS CONVERTED TO A GARAGE IN 2005 WITH SIGNIFICANT MODIFICATIONS TO THE WALLS AND ROOF. IN 2014 LAND USE GRANTED APPROVAL FOR THE EXISTING GARAGE DOOR TO BE REPLACED WITH A STEEL DOOR (LU-14-158006 HR) STATING THAT THE GARAGE "UNDERWENT A SIGNIFICANT REMODEL WITH A NEW ROOF AND FULL EXTERIOR WALLS (AND THUS) THE EXISTING GARAGE DOOR TO BE REPLACED HAS NO HISTORIC VALUE." THE SAME COULD BE SAID FOR THE GARAGE ITSELF WHICH WAS BUILT IN 2005.

THE CURRENT GARAGE FACES NE THOMPSON STREET. THE NORTHERN WALL SITS DIRECTLY ON THE PROPERTY LINE WHILE THE NORTH EAVE EXTENDS BEYOND THE PROPERTY LINE ROUGHLY TWO FEET. THE GARAGE DOOR OPENS ONTO THE SIDEWALK OF A STREET THAT HAS A GREAT AMOUNT OF PEDESTRIAN TRAFFIC. PULLING OUT OF THE GARAGE IS HAZARDOUS DUE TO ITS PROXIMITY TO THE SIDEWALK AND VERY LIMITED VISIBILITY. WE ARE PROPOSING TO RELOCATE THE GARAGE DOOR TO THE EAST SIDE OF THE GARAGE AND CREATE A SMALL, 96 SQUARE FOOT ADDITION TO GIVE THE GARAGE ADDITIONAL E/W LENGTH TO FACILITATE PARKING A VEHICLE. THE PROPOSED GARAGE ADDITION AND CHANGE IN ORIENTATION IS DELIBERATELY DESIGNED TO IMPROVE SAFETY AND FUNCTION WHILE MEETING CURRENT ZONING AND HISTORIC REVIEW CRITERIA. WE ARE ALSO PROPOSING TO REMOVE THE SMALL, OUT OF SCALE, NON-ORIGINAL DECORATIVE GABLE FACING NE THOMPSON STREET. WE WILL REPLACE THE EXISTING GARAGE DOOR ON NE THOMPSON WITH WINDOWS.

THE PROPERTY IS UNUSUAL IN THAT IT DOES NOT HAVE OFF STREET PARKING ON THE 10,000 SQUARE FOOT LOT. WE PROPOSE TO CREATE A DRIVEWAY IN FRONT OF THE PROPOSED NEW GARAGE DOOR. THE DRIVEWAY WILL BE SURROUNDED BY SIGNIFICANT VEGETATION TO SOFTEN THE HARDSCAPE.

ALL PROPOSED EXTERIOR CHANGES ARE PENDING PBOT AND LAND USE APPROVAL. A VARIANCE WAS APPROVED FOR THE WEST SOFFIT DESIGN FOR THE NEW ADDITION.

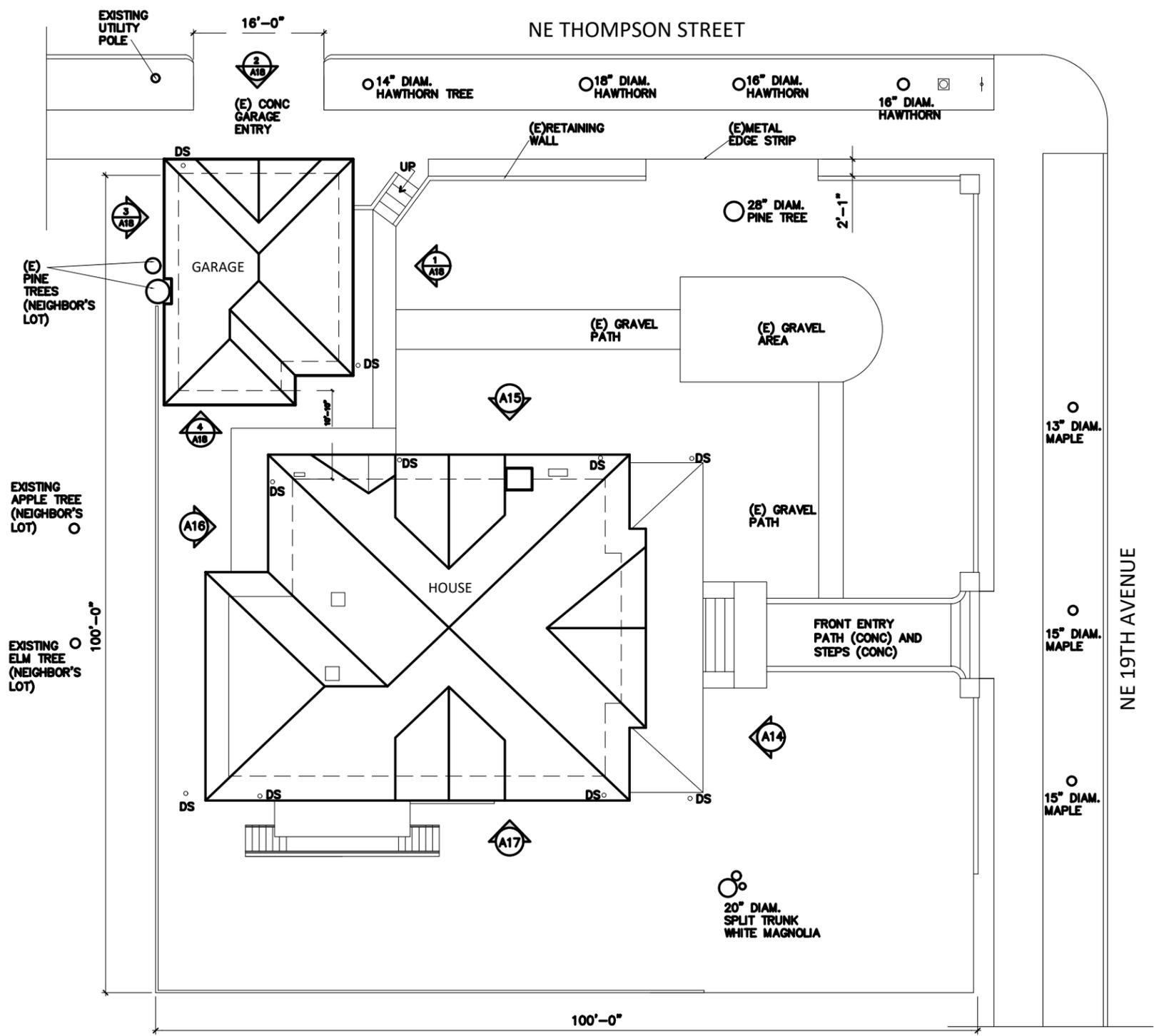
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

 1.12.2022
 7.30.21

A1




 EXISTING SITE PLAN
 1/16" = 1'-0"

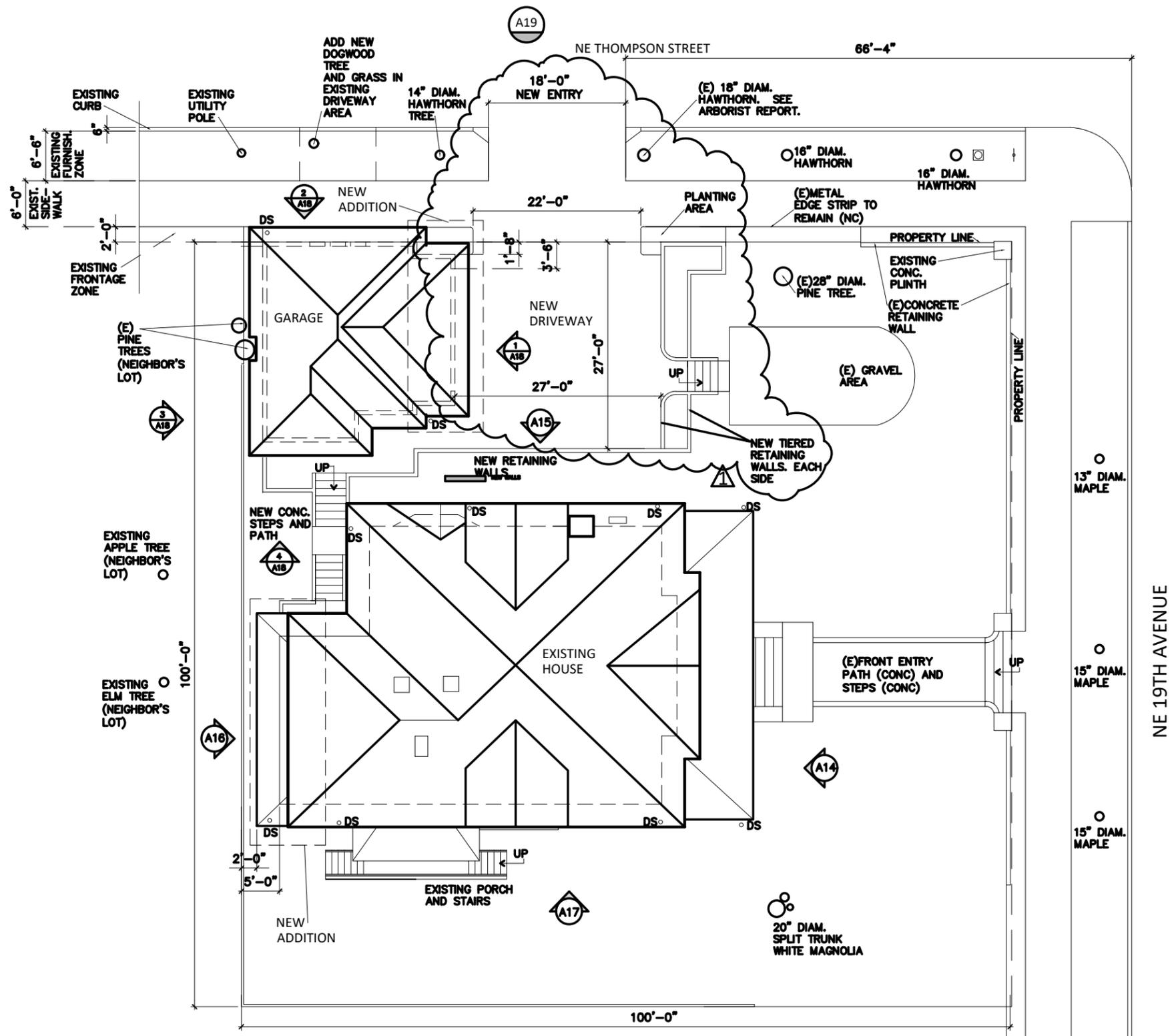
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7.30.21

A2



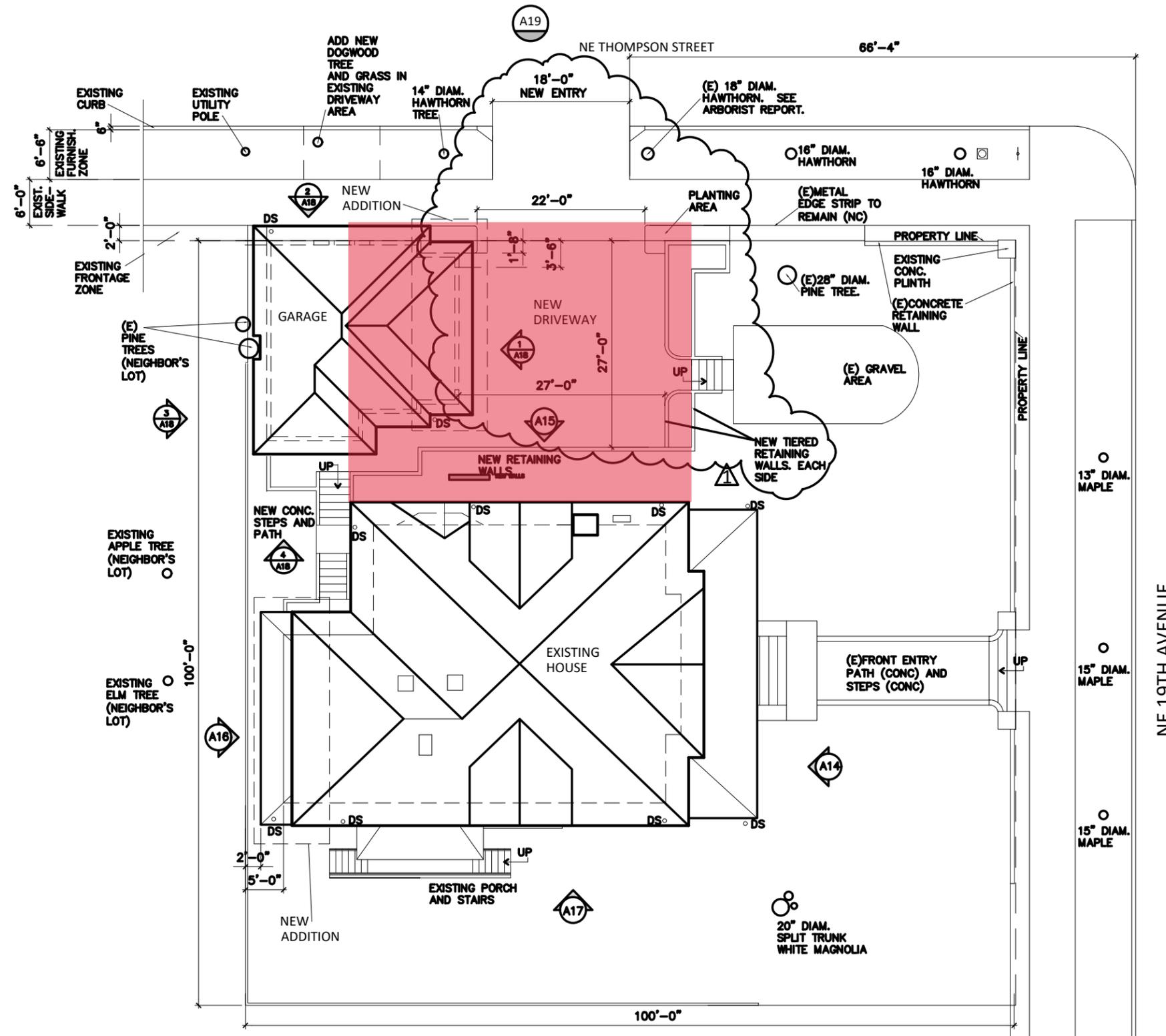
NEW SITE PLAN
 1/16" = 1'-0"

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SEVERSON RESIDENCE REMODEL
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1.12.22
 7.30.21

A3



NEW SITE PLAN
 1/16" = 1'-0"

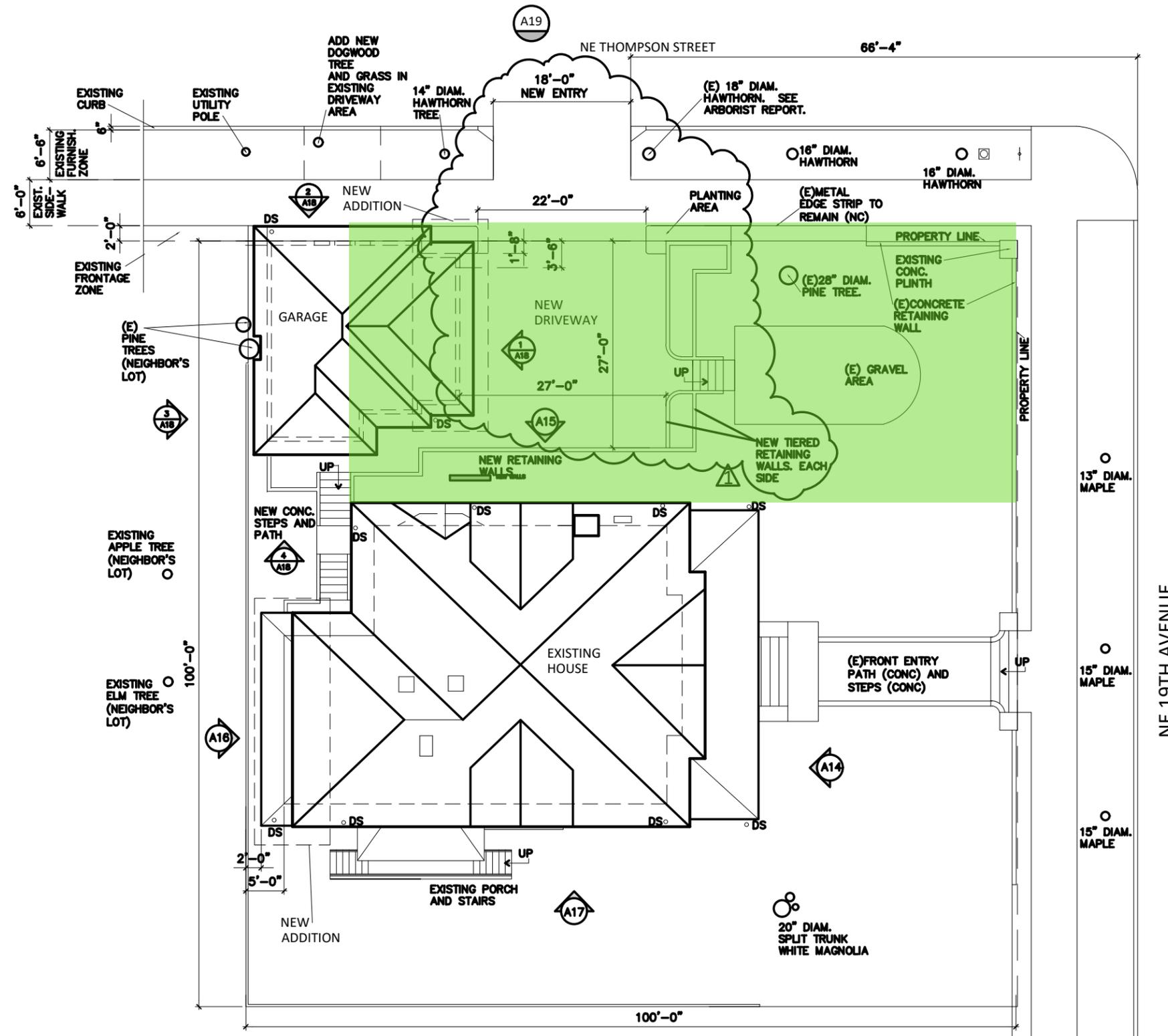
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 7.30.21

A3





NEW SITE PLAN
 1/16" = 1'-0"

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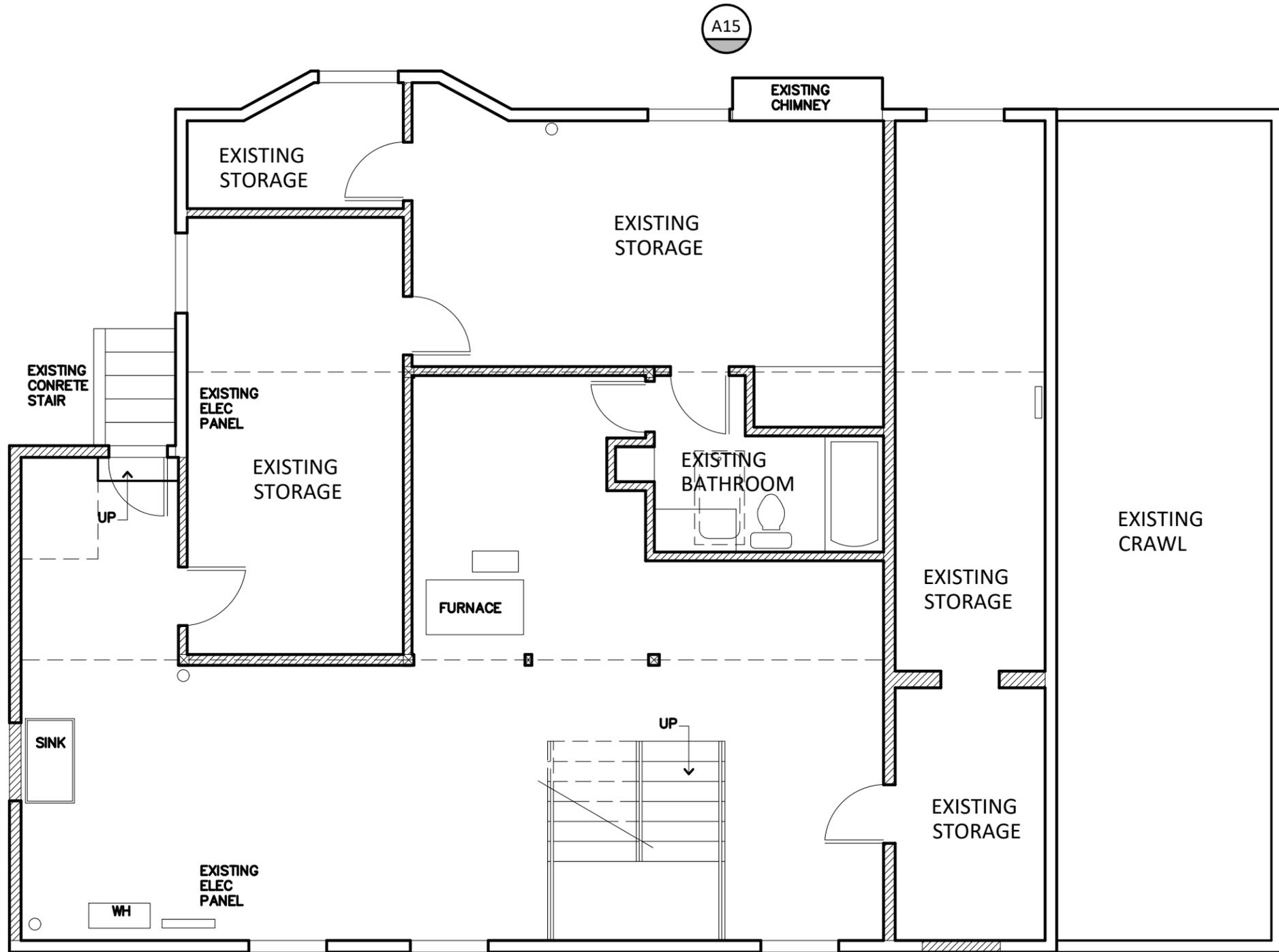
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 7.30.21

A3

A16



A15

A14

A17

N

EXISTING BASEMENT PLAN
3/16" = 1'-0"

WALLS TO BE DEMO'D

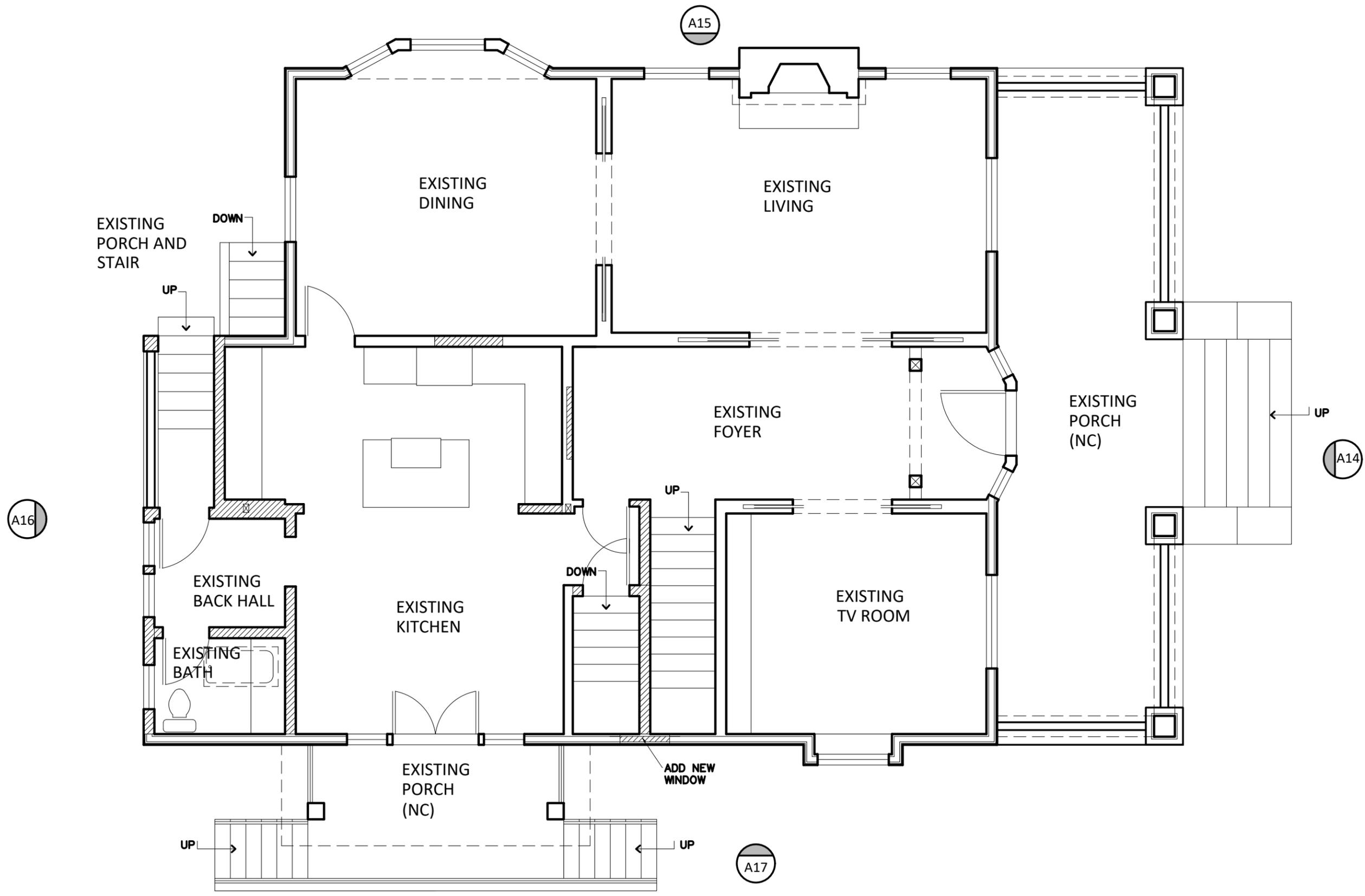
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A4

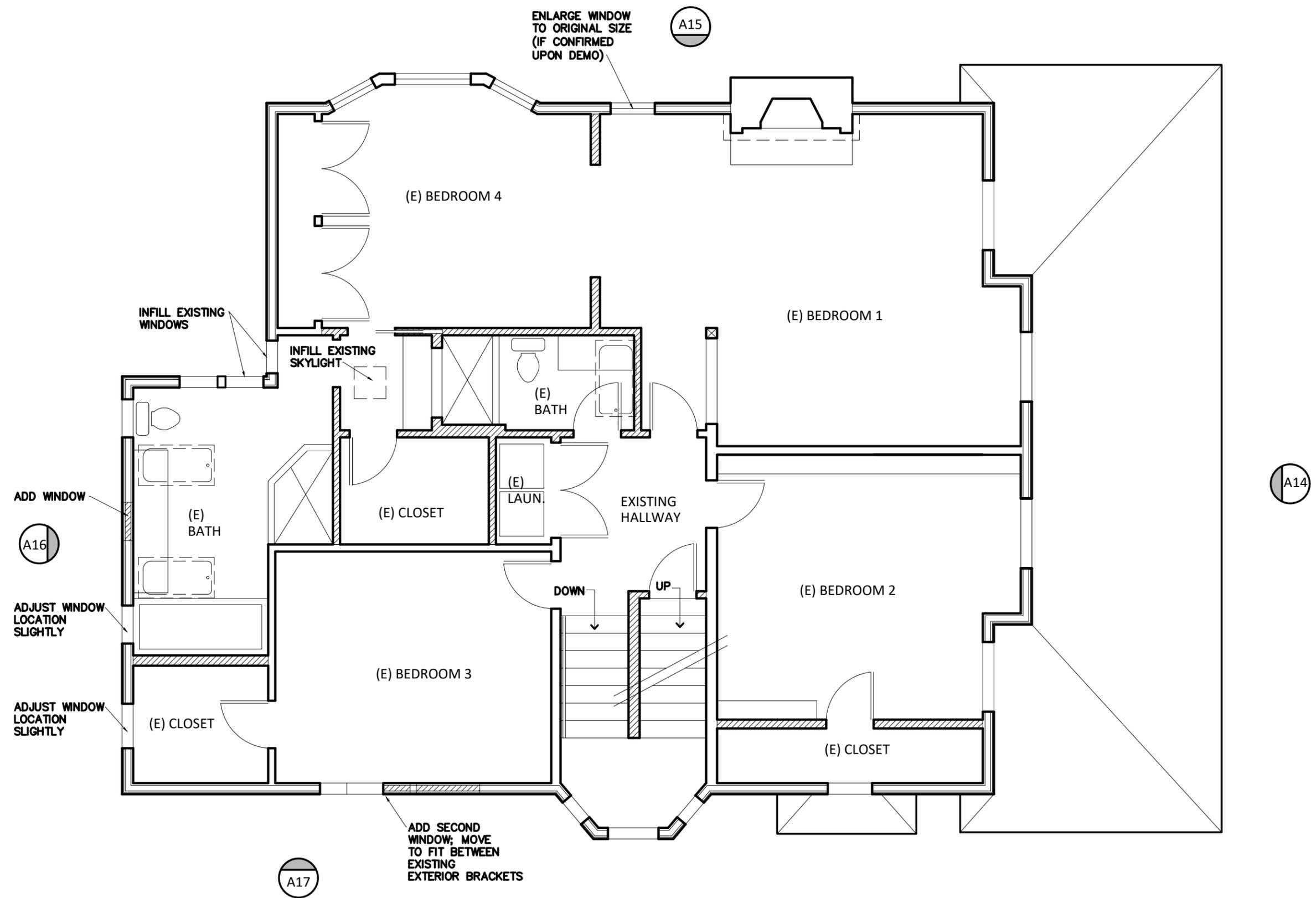


EXISTING MAIN FLOOR PLAN
 3/16" = 1'-0"
 N
 [Hatched Box] WALLS TO BE DEMO'D

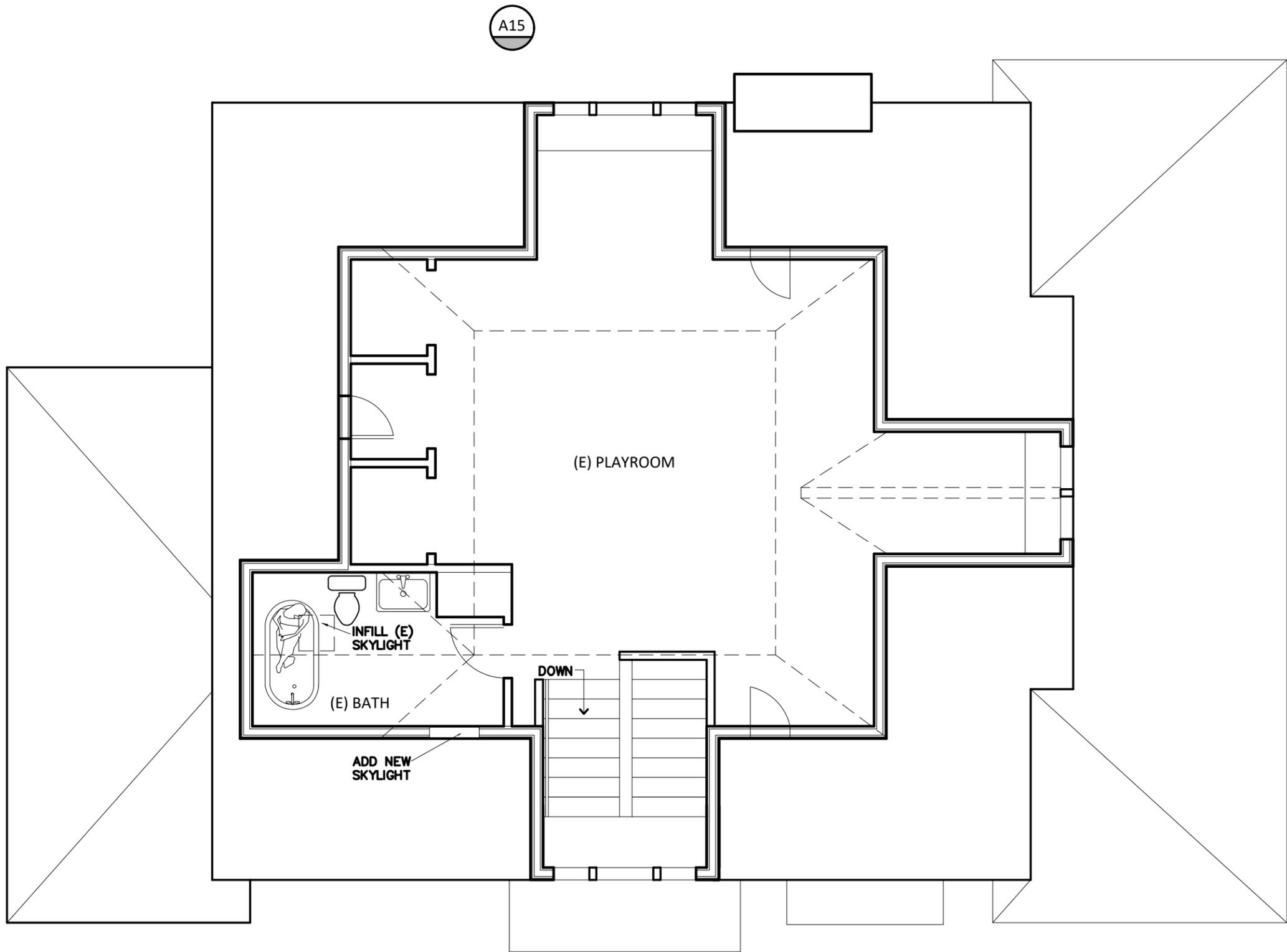
SEVERSON RESIDENCE REMODEL
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7.30.2021

A6



EXISTING SECOND FLOOR PLAN
3/16" = 1'-0"
 WALLS TO BE DEMO'D



A15

A14

A16

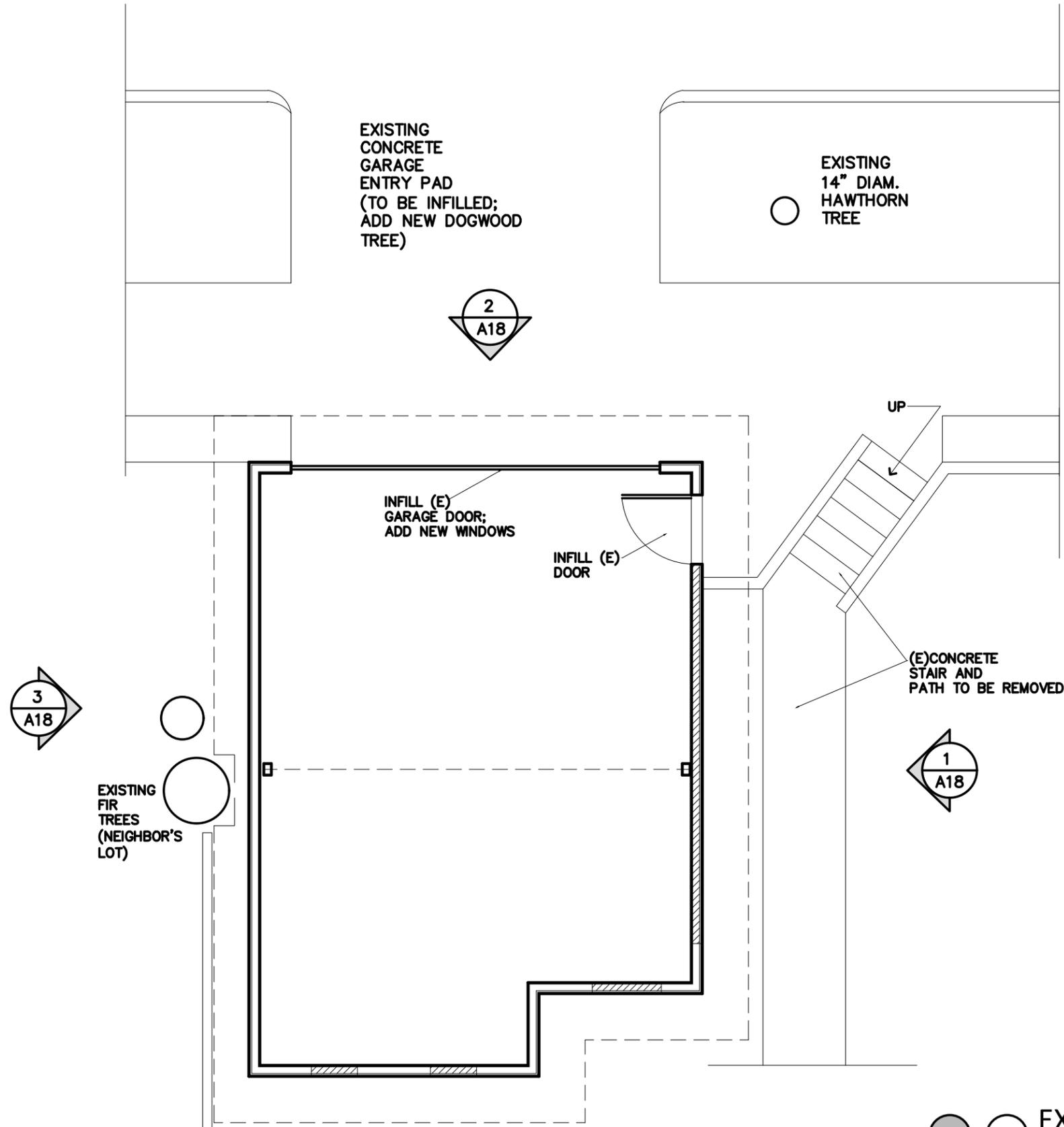
A17

N

3/16" = 1'-0"

EXISTING ATTIC FLOOR PLAN

WALLS TO BE DEMO'D



EXISTING
CONCRETE
GARAGE
ENTRY PAD
(TO BE INFILLED;
ADD NEW DOGWOOD
TREE)

EXISTING
14" DIAM.
HAWTHORN
TREE

INFILL (E)
GARAGE DOOR;
ADD NEW WINDOWS

INFILL (E)
DOOR

(E)CONCRETE
STAIR AND
PATH TO BE REMOVED

EXISTING
FIR
TREES
(NEIGHBOR'S
LOT)

TYPICAL ALL SIDES:
REMOVE EXISTING
HARDPLANK AND
REPLACE WITH WOOD SIDING
THAT MATCHES HOUSE.

EXISTING GARAGE PLAN
3/16" = 1'-0"

WALLS TO BE DEMO'D

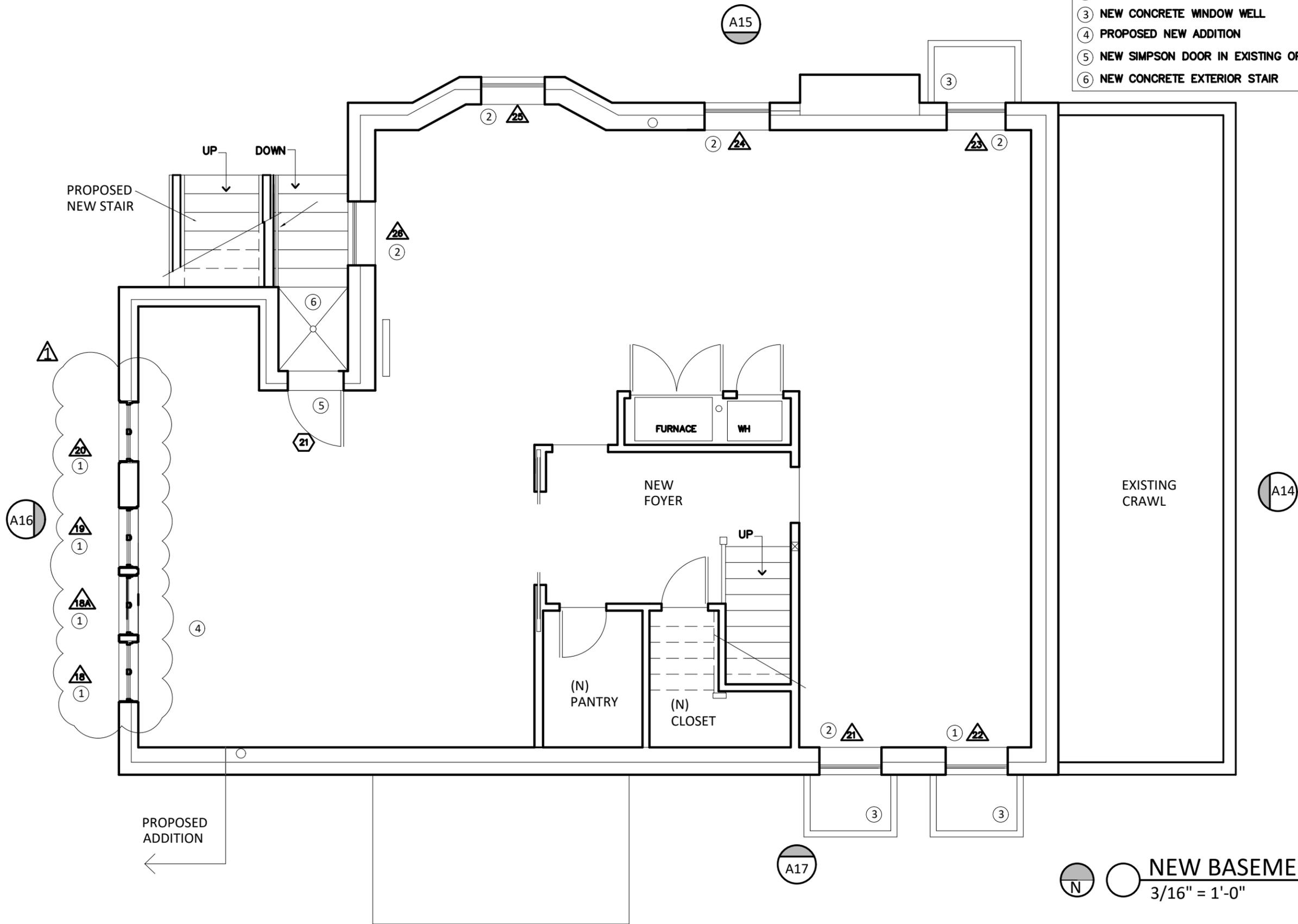
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A8

- KEY
- ① NEW MARVIN ULTIMATE WOOD WINDOW IN NEW OPENING
 - ② NEW MARVIN ULTIMATE WOOD WINDOW IN EXISTING OPENING
 - ③ NEW CONCRETE WINDOW WELL
 - ④ PROPOSED NEW ADDITION
 - ⑤ NEW SIMPSON DOOR IN EXISTING OPENING
 - ⑥ NEW CONCRETE EXTERIOR STAIR



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NEW BASEMENT PLAN
 3/16" = 1'-0"

A9

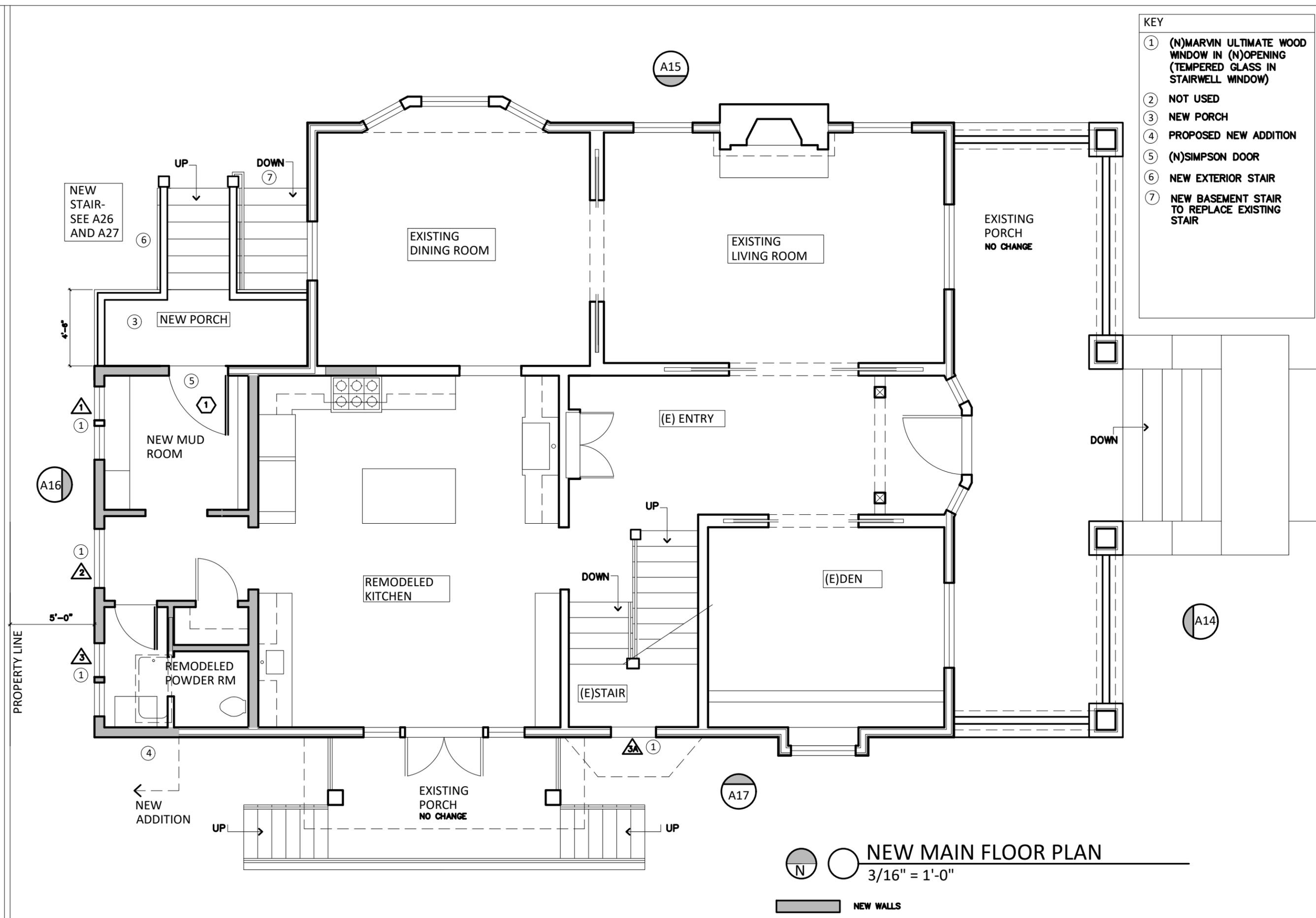
KEY	
①	(N)MARVIN ULTIMATE WOOD WINDOW IN (N)OPENING (TEMPERED GLASS IN STAIRWELL WINDOW)
②	NOT USED
③	NEW PORCH
④	PROPOSED NEW ADDITION
⑤	(N)SIMPSON DOOR
⑥	NEW EXTERIOR STAIR
⑦	NEW BASEMENT STAIR TO REPLACE EXISTING STAIR

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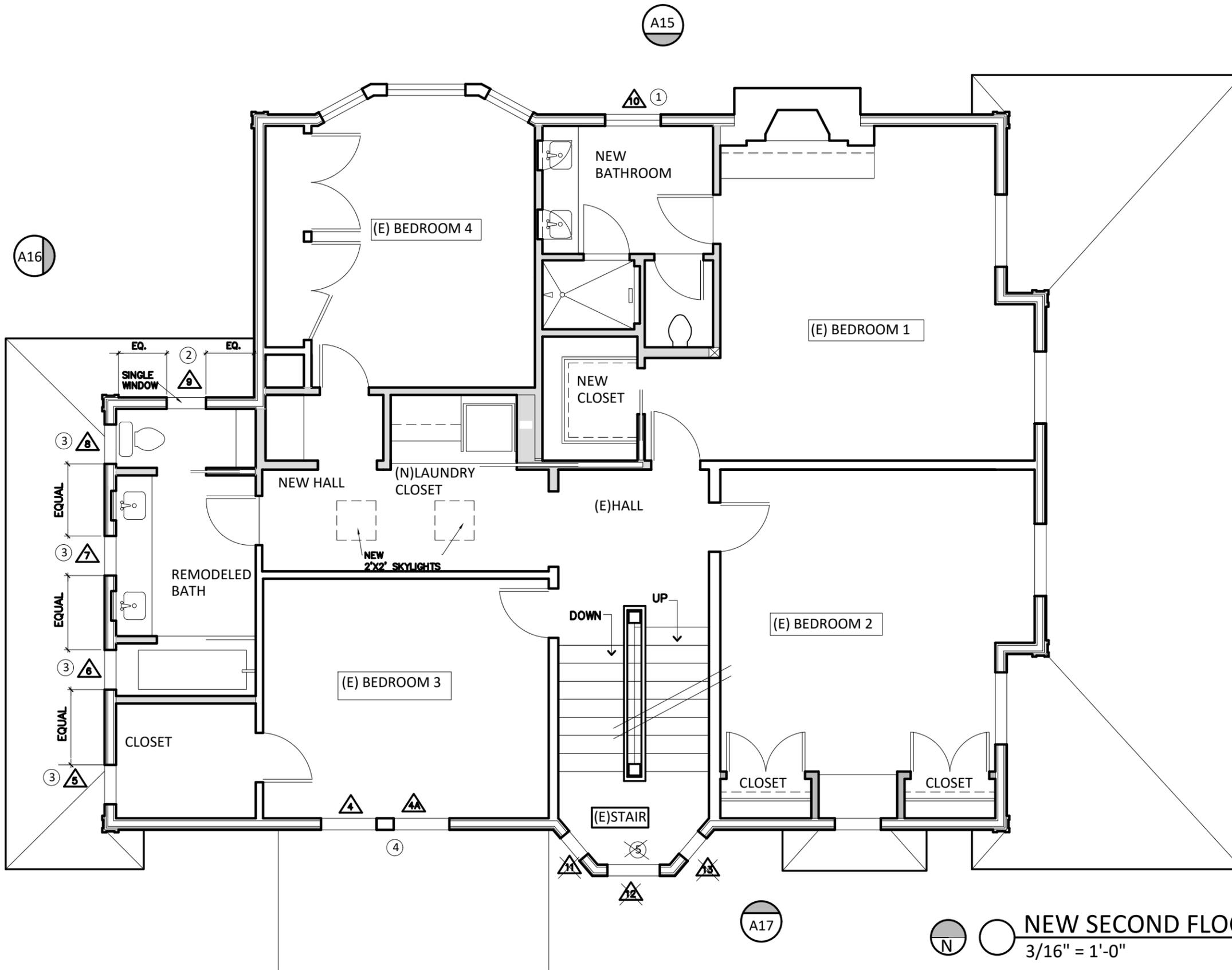
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7.30.2021

A10



NEW MAIN FLOOR PLAN
 3/16" = 1'-0"
 NEW WALLS



- KEY
- ① PHOTOGRAPHIC EVIDENCE SUGGESTS EXISTING WINDOW WAS LARGER; REPLACE CURRENT WINDOW WITH LARGER WINDOW TO FIT WITHIN ORIGINAL, FRAMED OPENING
 - ② SINGLE WINDOW TO REPLACE EXISTING DOUBLE WINDOWS
 - ③ NEW WINDOW IN SLIGHTLY SLIGHTLY MOVED LOCATION SO WINDOWS ARE EVENLY SPACED ACROSS FACADE
 - ④ ADD SECOND WINDOW TO FACADE. CENTER WINDOWS BETWEEN EXISTING BRACKETS.
- ⊗ REPLACE EXISTING WINDOWS WITH NEW MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS

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1.8.2022
 7.30.2021

A11

NEW SECOND FLOOR PLAN
 3/16" = 1'-0"
 N
 NEW WALLS

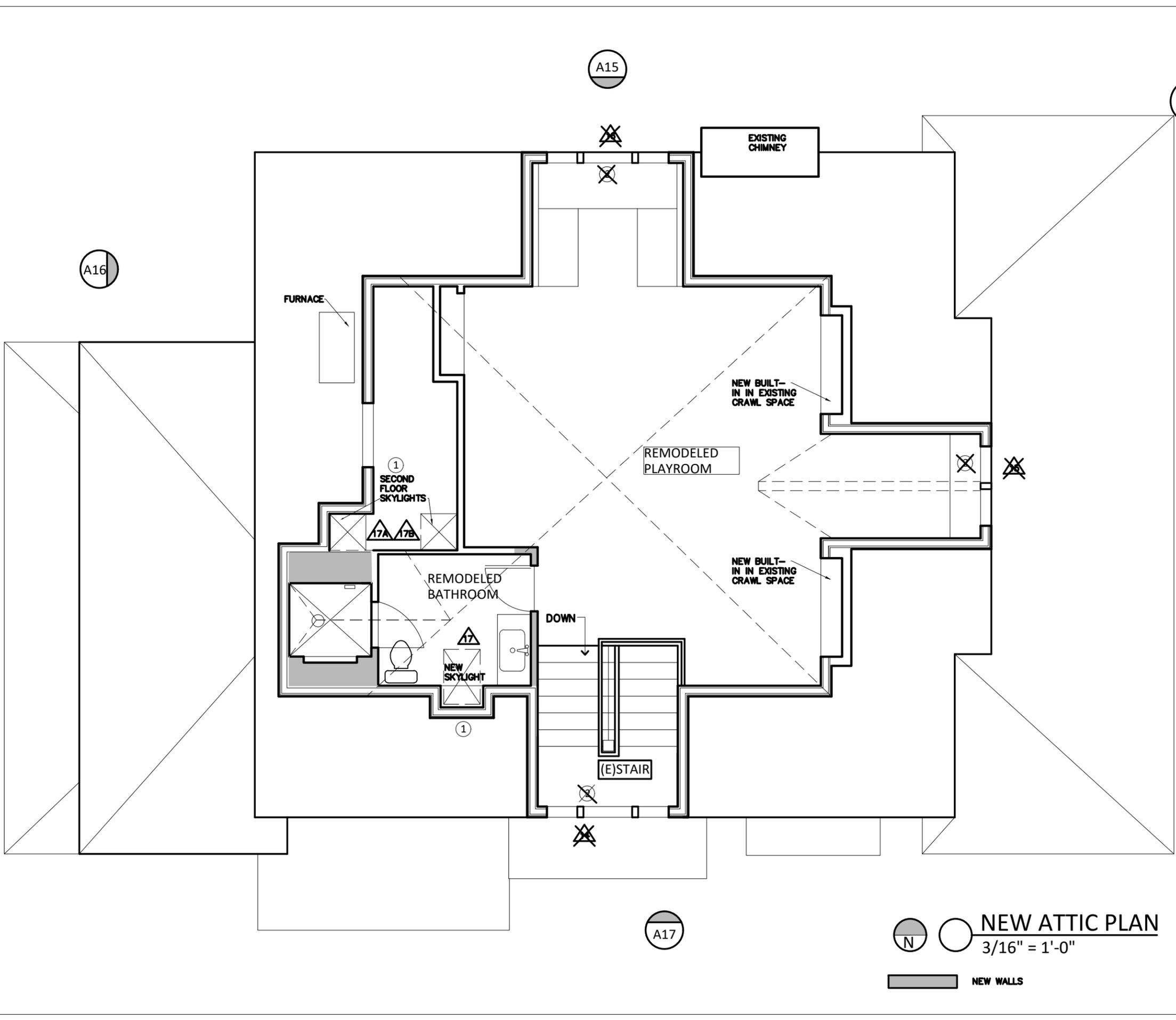
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1.12.2022
7.30.2021

A12

KEY

- ① NEW SKYLIGHT
- ⊗ REPLACE EXISTING WINDOWS WITH NEW MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS



NEW ATTIC PLAN
3/16" = 1'-0"

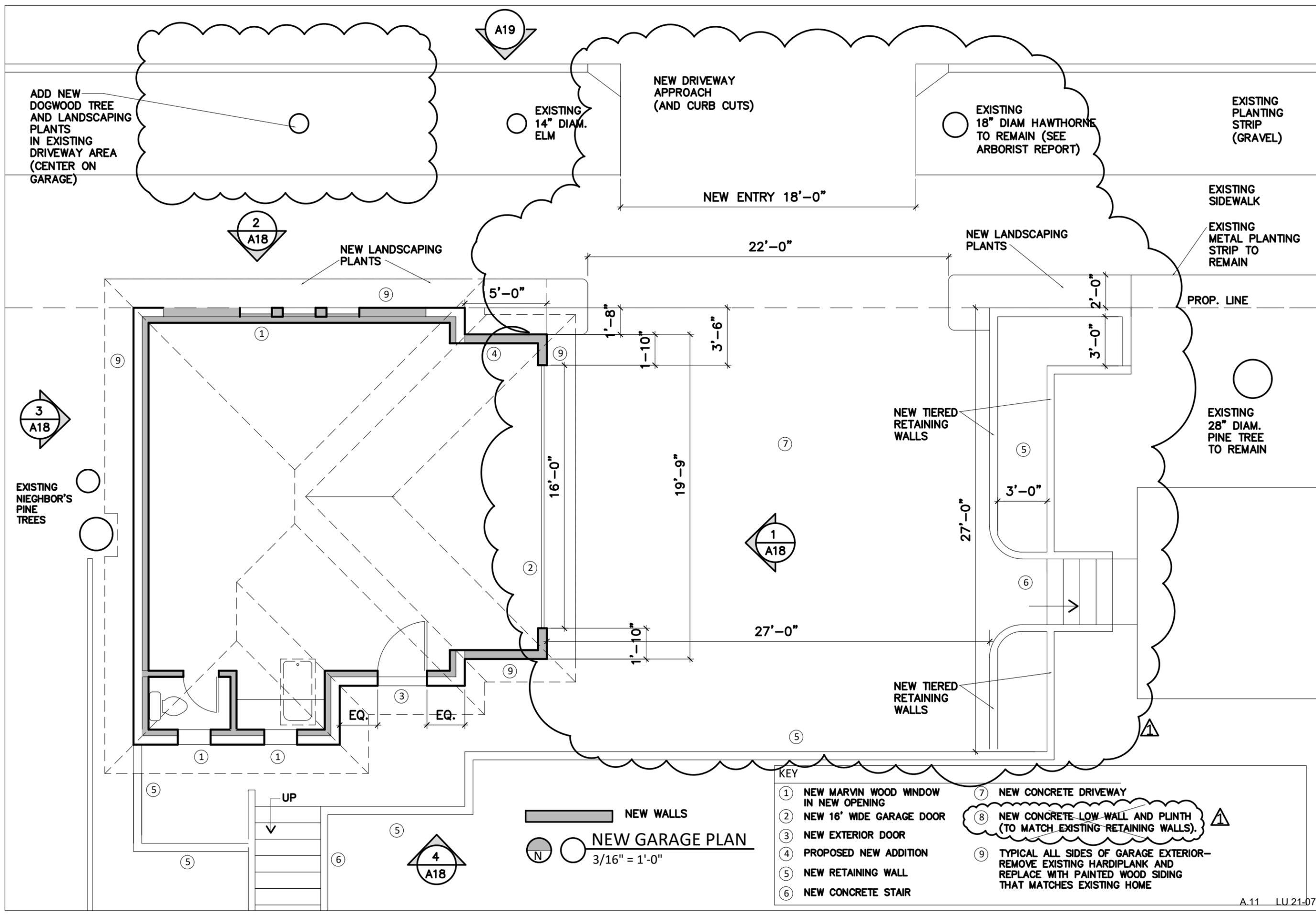
NEW WALLS

A14

A17

A16

A15



KEY

①	NEW MARVIN WOOD WINDOW IN NEW OPENING	⑦	NEW CONCRETE DRIVEWAY
②	NEW 16' WIDE GARAGE DOOR	⑧	NEW CONCRETE LOW WALL AND PLINTH (TO MATCH EXISTING RETAINING WALLS).
③	NEW EXTERIOR DOOR	⑨	TYPICAL ALL SIDES OF GARAGE EXTERIOR—REMOVE EXISTING HARDIPLANK AND REPLACE WITH PAINTED WOOD SIDING THAT MATCHES EXISTING HOME
④	PROPOSED NEW ADDITION		
⑤	NEW RETAINING WALL		
⑥	NEW CONCRETE STAIR		

NEW WALLS
 NEW GARAGE PLAN
 3/16" = 1'-0"

ADD NEW DOGWOOD TREE AND LANDSCAPING PLANTS IN EXISTING DRIVEWAY AREA (CENTER ON GARAGE)

NEW DRIVEWAY APPROACH (AND CURB CUTS)

EXISTING 18" DIAM HAWTHORNE TO REMAIN (SEE ARBORIST REPORT)

EXISTING PLANTING STRIP (GRAVEL)

NEW ENTRY 18'-0"

EXISTING SIDEWALK

NEW LANDSCAPING PLANTS

NEW LANDSCAPING PLANTS

EXISTING METAL PLANTING STRIP TO REMAIN

PROP. LINE

NEW TIERED RETAINING WALLS

EXISTING 28" DIAM. PINE TREE TO REMAIN

NEW TIERED RETAINING WALLS

UP

DOWN

EQ.

EQ.

A18

A19

A18

A18

EXISTING NIEGHBOR'S PINE TREES

EXISTING UTILITY POLE

PROPOSED NEW DOGWOOD TREE

14" DIAM. HAWTHORN TREE

(E) 18" DIAM. HAWTHORN TO REMAIN (PENDING ARBORIST DETERMINATION)

16" DIAM. HAWTHORN

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A13.1

(E) 28" DIAM. PINE TREE

PROPERTY LINE

PROPERTY LINE

GARAGE

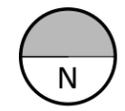
NEW DRIVEWAY

STAINED CONCRETE W/
SAND FINISH
TO MATCH
EXISTING CONCRETE
ON SITE

SCORE LINES (TYP.)

NEW RETAINING WALLS

(E) NEIGHBOR'S PINE TREES



DRIVEWAY SCORING PATTERN
3/16" = 1'-0"

EXISTING EAST ELEVATION
1/8" = 1'-0"

NO CHANGES TO THIS FACADE



1 REPLACE EXISTING WINDOW BENCH WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS



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EXISTING NORTH ELEVATION
1/8" = 1'-0"



PROPOSED NORTH ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② NEW MARVIN PAINTED WOOD WINDOW
- ③ REMOVE EXISTING WINDOW; PATCH AND REPAIR SIDING
- ④ NEW PORCH AND STAIR
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ NEW WOOD DOOR (PAINTED EXTERIOR; STAINED INTERIOR) WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑦ PHOTOGRAPHIC EVIDENCE SHOWS THAT THE EXISTING WINDOW WAS LARGER THAN WHAT CURRENTLY IS THERE. DEPENDING ON WHAT WE FIND WHEN WE DEMO THE INTERIOR, WE WOULD LIKE TO REPLACE THE EXISTING WINDOW WITH A NEW WINDOW THAT IS THE SAME SIZE/LOCATION AS THE EXISTING.
- ⑧ NEW EXTERIOR SCONCES ON EACH SIDE OF DOOR- SCHOOLHOUSE REED EXTERIOR SCONCE - BLACK
- ⑨ EXISTING SKYLIGHT TO BE INFILLED
- ⑩ REPLACE EXISTING ATTIC WINDOW SEAT WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW WITH TEMPERED GLASS
- ⑪ REPLACE EXISTING BASEMENT WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW

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EXISTING WEST ELEVATION
1/8" = 1'-0"



PROPOSED WEST ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② REUSE EXISTING MARVIN PAINTED WOOD WINDOW
- ②.1 NEW MARVIN PAINTED WOOD WINDOW
- ③ REMOVE EXISTING WINDOW; PATCH AND REPAIR SIDING
- ④ NEW PORCH AND STAIR
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ MOVE EXISTING BRACKETS TO NEW LOCATIONS TO ACCOMMODATE NEW WINDOW LOCATIONS.
- ⑦ NEW VELUX SKYLIGHT
- ⑧ EXISTING SKYLIGHT TO BE REMOVED. PATCH AND REPAIR ROOF AS NEEDED.
- ⑨ NEW PAINTED WOOD WINDOWS (MARVIN ULTIMATE)

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A16

EXISTING SOUTH ELEVATION
1/8" = 1'-0"



- ① NEW ONE STORY ADDITION
- ② NEW MARVIN PAINTED WOOD WINDOW
- ③ NEW SKYLIGHT

✕ REPLACE EXISTING STAIRWELL WINDOWS WITH MARVIN ULTIMATE WOOD WINDOWS WITH TEMPERED GLASS

PROPOSED SOUTH ELEVATION
1/8" = 1'-0"



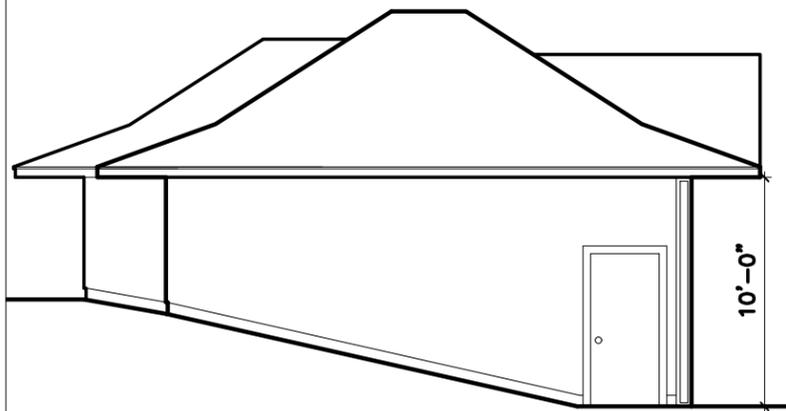
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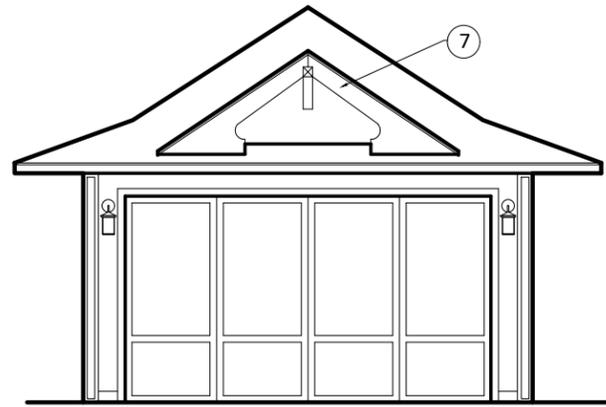
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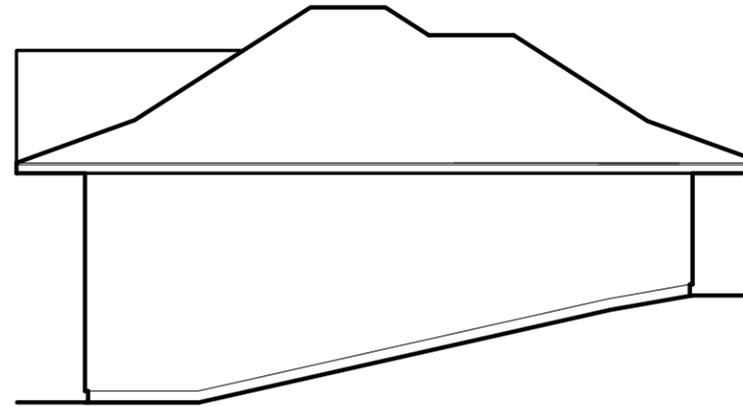
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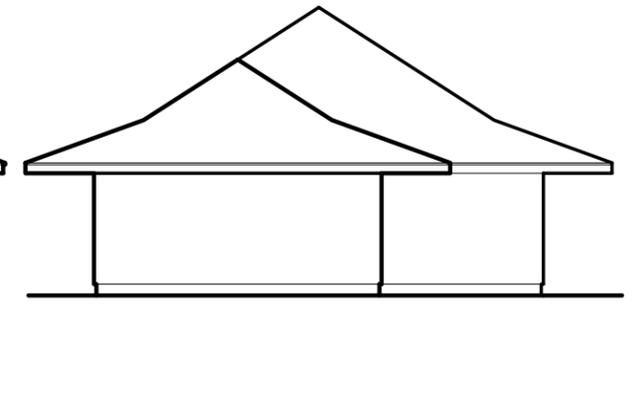
① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"



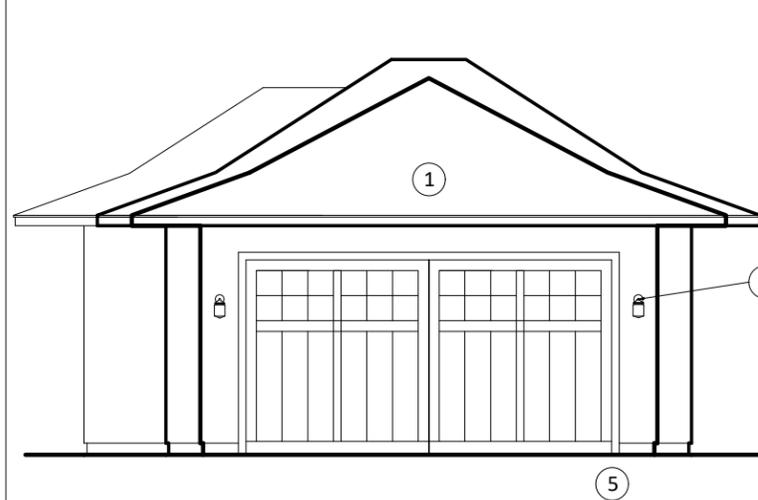
② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"



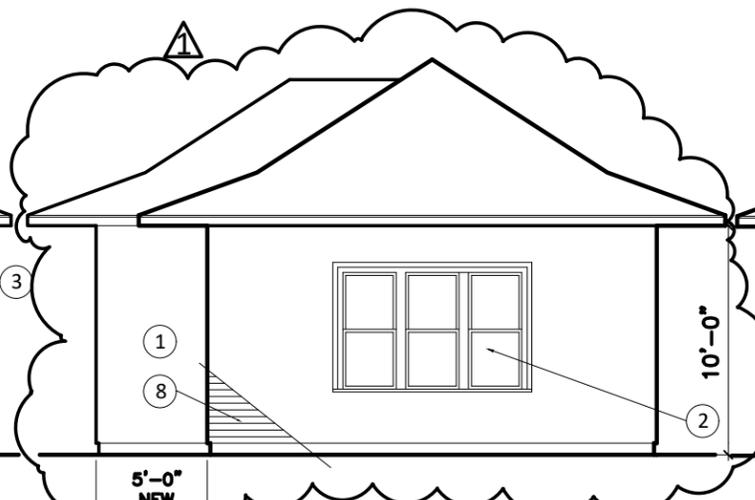
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1/8" = 1'-0"



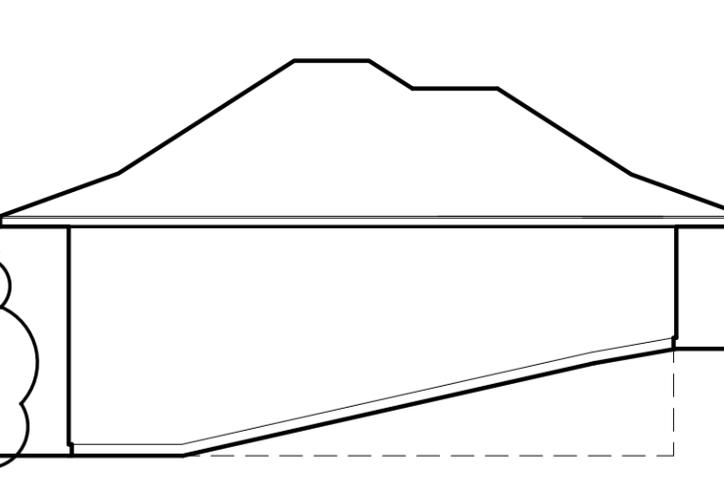
④ EXISTING SOUTH GARAGE ELEV.
1/8" = 1'-0"



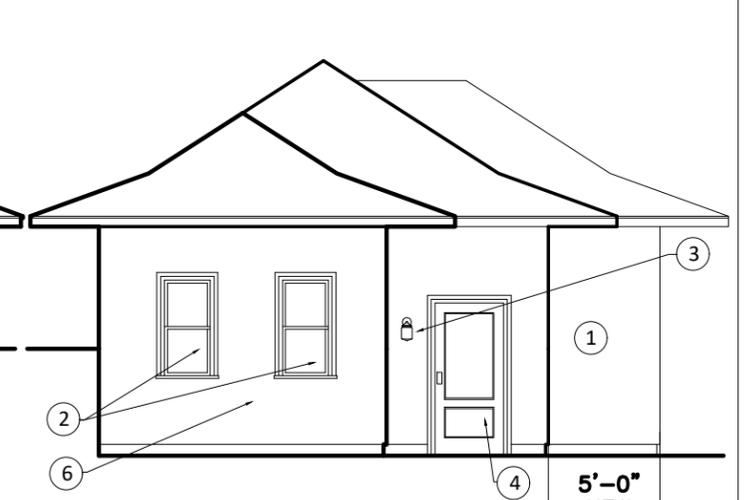
① NEW EAST ELEVATION
1/8" = 1'-0"



② NEW NORTH ELEVATION
1/8" = 1'-0"



③ NEW WEST ELEVATION
1/8" = 1'-0"



④ NEW SOUTH ELEVATION
1/8" = 1'-0"

- ① NEW, PROPOSED ADDITION
- ② REUSE EXISTING HOUSE'S MARVIN WOOD WEST HALL WINDOWS (2) AND ADD ONE NEW MARVIN PAINTED WOOD WINDOW TO MATCH
- ③ NEW SCONCES - SCHOOLHOUSE ELECTRIC REED OUTDOOR SCONCE (BLACK)
- ④ NEW PAINTED WOOD DOOR WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑤ NEW 16' WIDE x 8' HIGH GARAGE DOOR BY NORTHWEST DOOR (SEE ATTACHED CUT SHEETS)
- ⑥ MATCH EXISTING PAINTED WOOD LAP SIDING (WHERE WALL IS EXPOSED BY EXCAVATION)
- ⑦ REMOVE EXISTING ROOF DORMER
- ⑧ REPLACE EXISTING HARDBLANK WITH NEW PAINTED WOOD SIDING TO MATCH HOUSE (ALL SIDES)

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212



○ NEW NORTH ELEVATION WITH DRIVEWAY AND VEGETATION
1/10" = 1'-0"

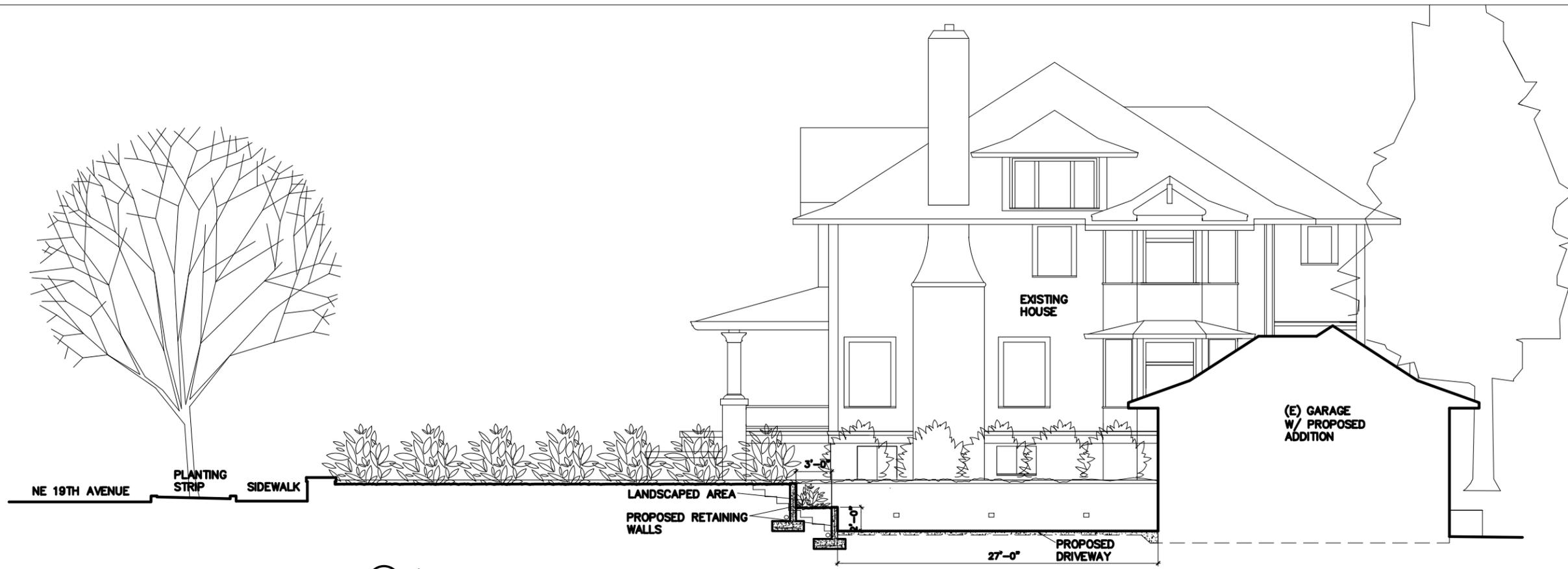
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A19

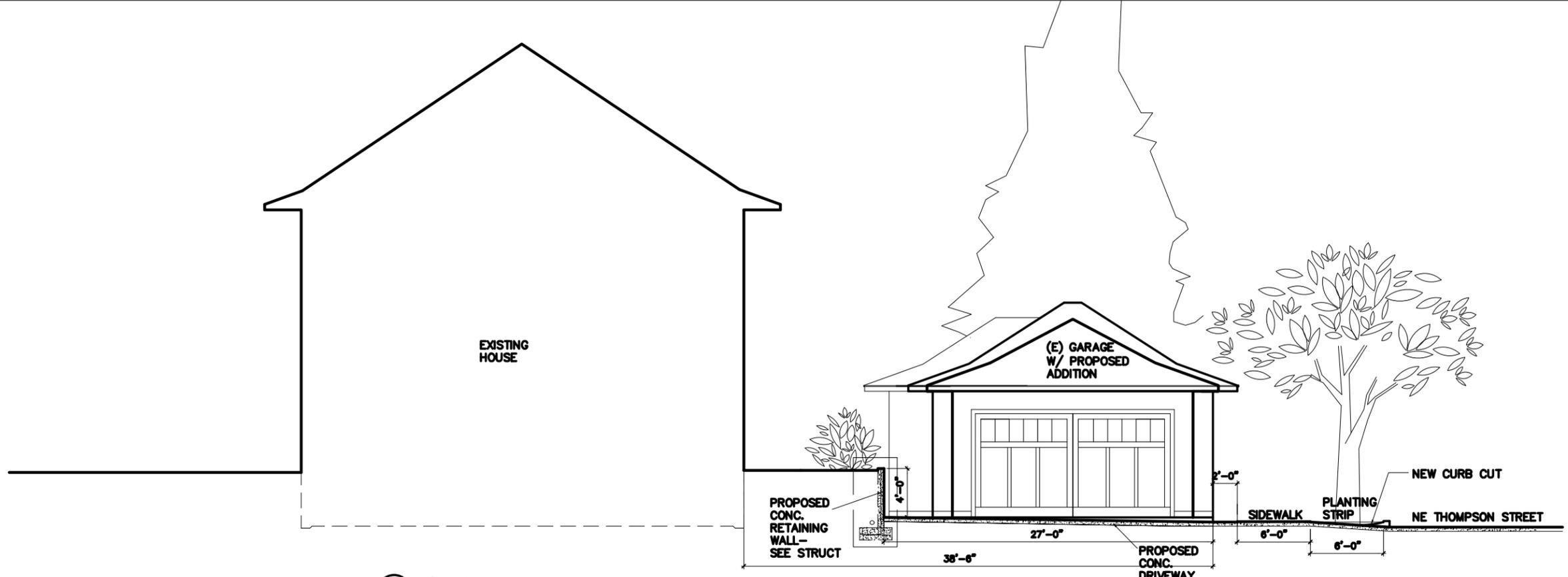
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1.12.22

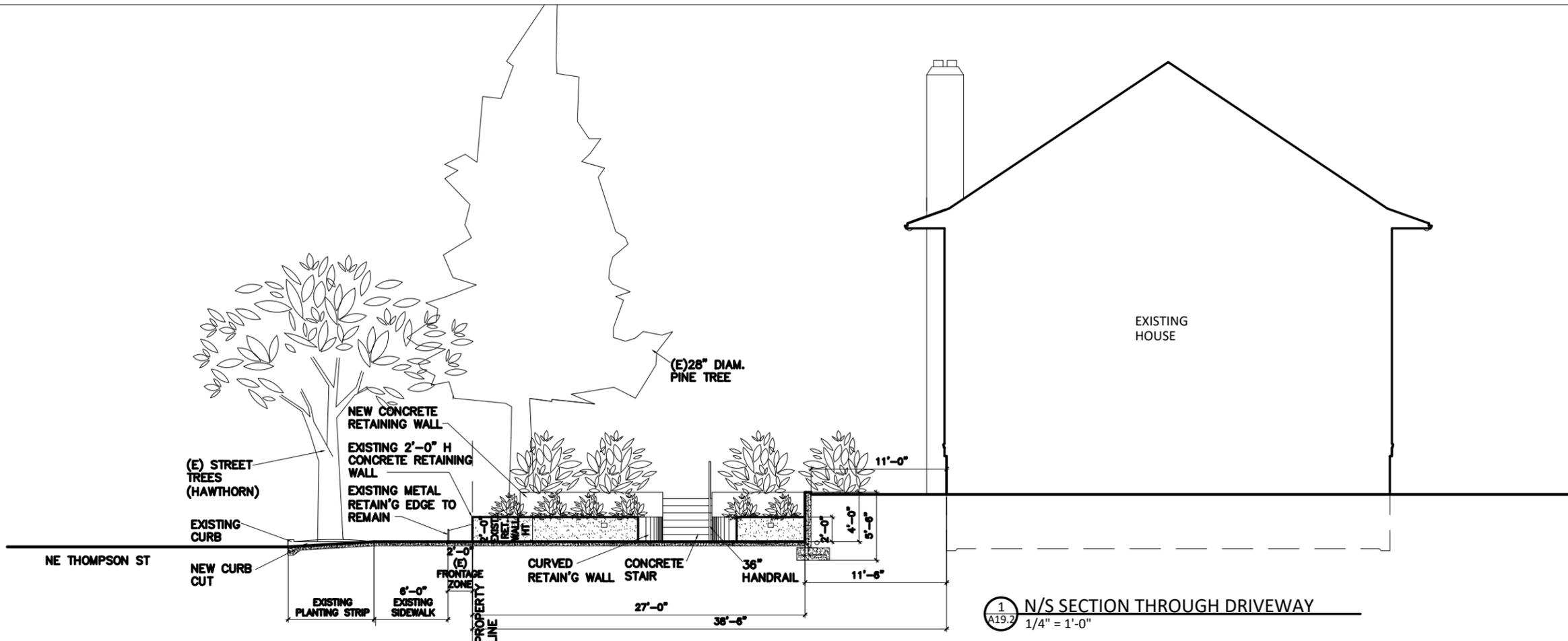
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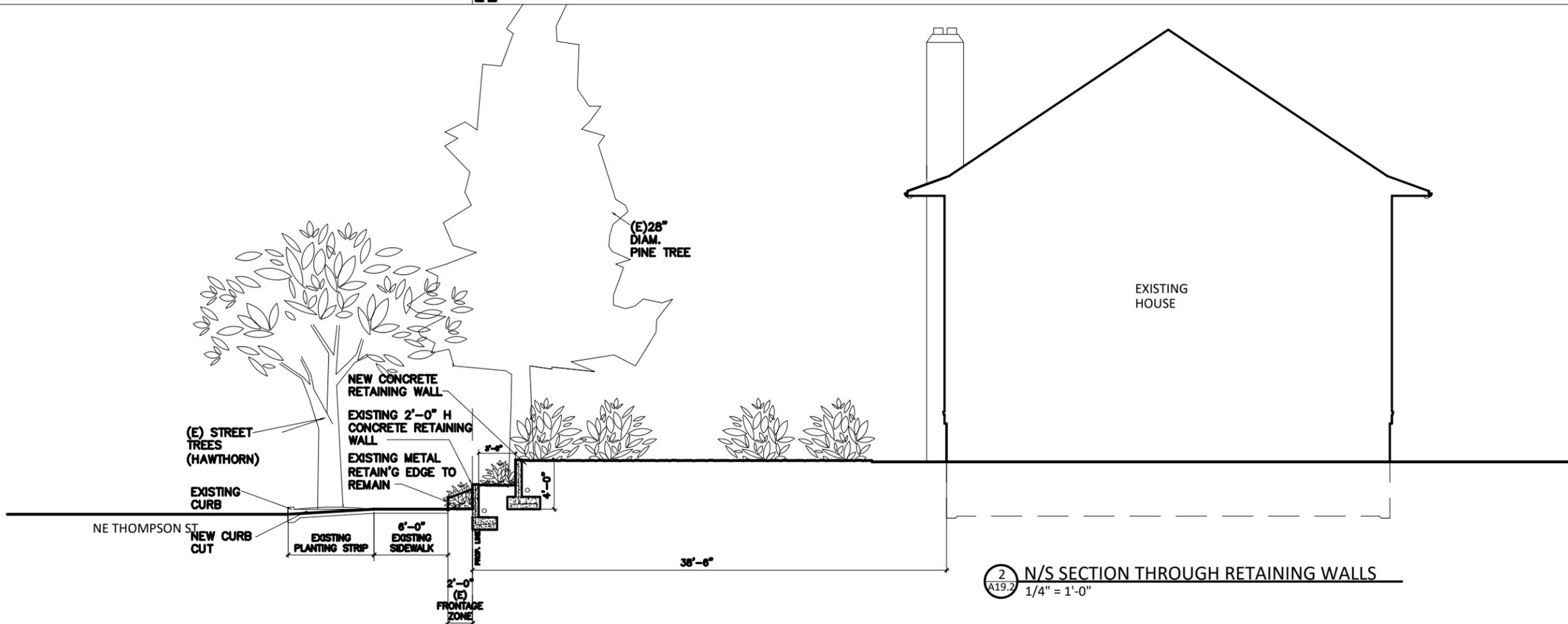
1
A19.1
E/W SECTION THRU DRIVEWAY
1/4" = 1'-0"



2
A19.1
N/S SECTION THROUGH DRIVEWAY
1/4" = 1'-0"



1 N/S SECTION THROUGH DRIVEWAY
1/4" = 1'-0"



2 N/S SECTION THROUGH RETAINING WALLS
1/4" = 1'-0"

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

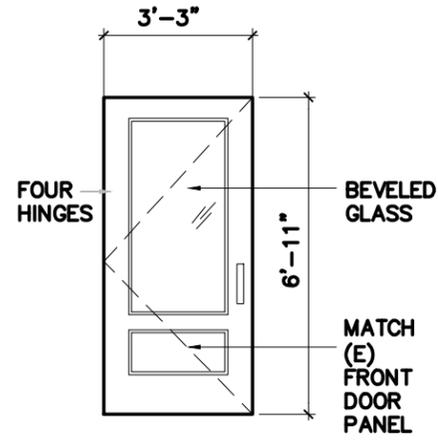
1.12.22

A19.2

DOOR SCHEDULE

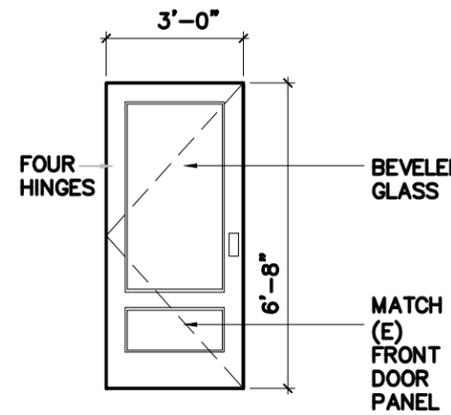
EXTERIOR DOORS -- SIMILAR STYLE TO FRONT DOOR -- PAINT GRADE, MORTISE LATCHES, FOUR HINGES

MAIN FLOOR



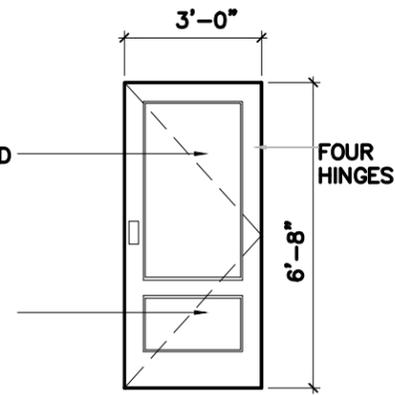
- 1 MUDROOM EXTERIOR
MATCH (E) FRONT
DOOR STYLE
PAINT GRADE (OUT)
FINISH GRADE (IN)

BASEMENT



- 2 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

GARAGE

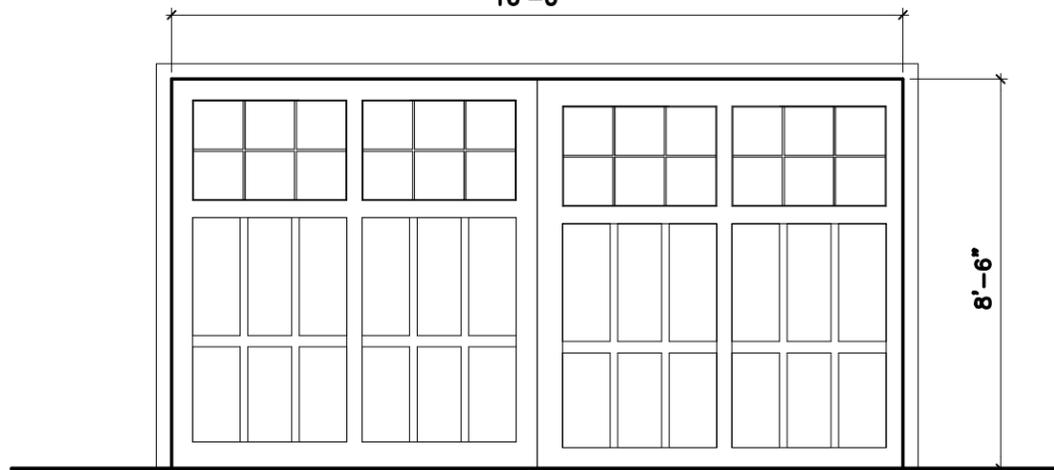


- 3 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

SIMPSON ALL WOOD
EXTERIOR DOOR

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR

16'-0"



- 4 GARAGE DOOR
HORMON INFINITY CLASS - 1206S
GREYLITE #31 GLASS
ALUMINUM

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

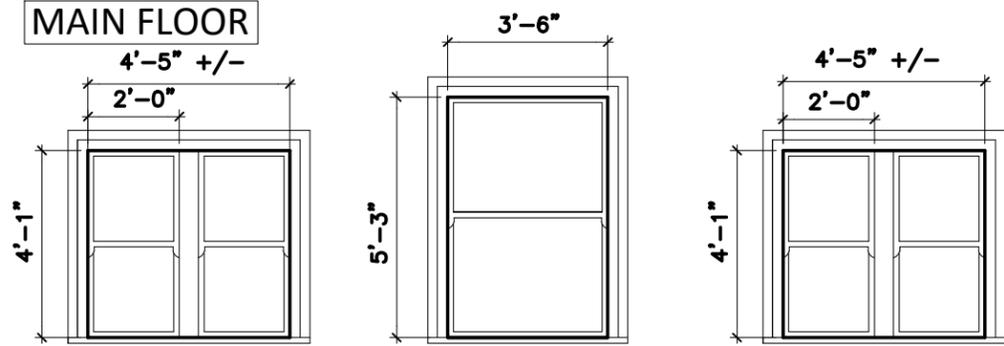
7.30.2021

A20

WINDOW SCHEDULE

ALL WINDOWS: MARVIN ULTIMATE WOOD

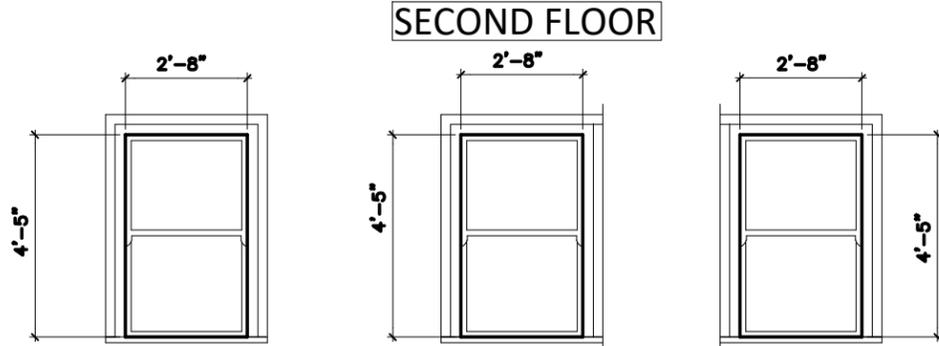
MAIN FLOOR



1 MUDROOM (NEW ADDITION)

2 BACK HALL (NEW ADDITION)

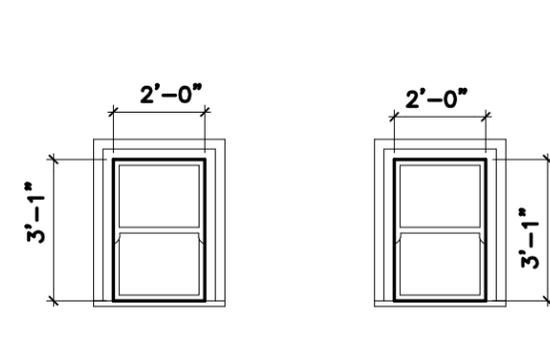
3 POWDER ROOM (NEW ADDITION) PRIVACY GLASS



3A STAIRWELL TEMPERED GLASS

4 BEDROOM 3 NEW WINDOW

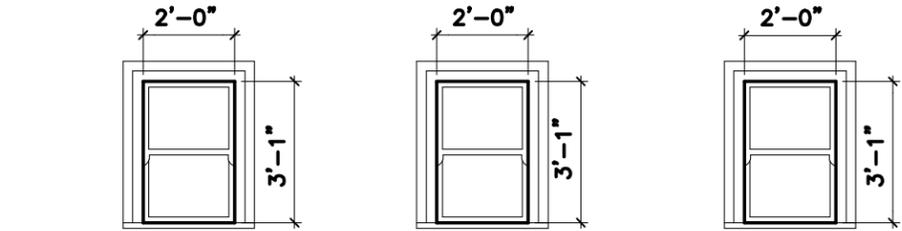
4A BEDROOM 3 NEW WINDOW



5 BEDROOM 3 CLOSET

6 KID'S BATH TUB TEMPERED - PRIVACY

SECOND FLOOR

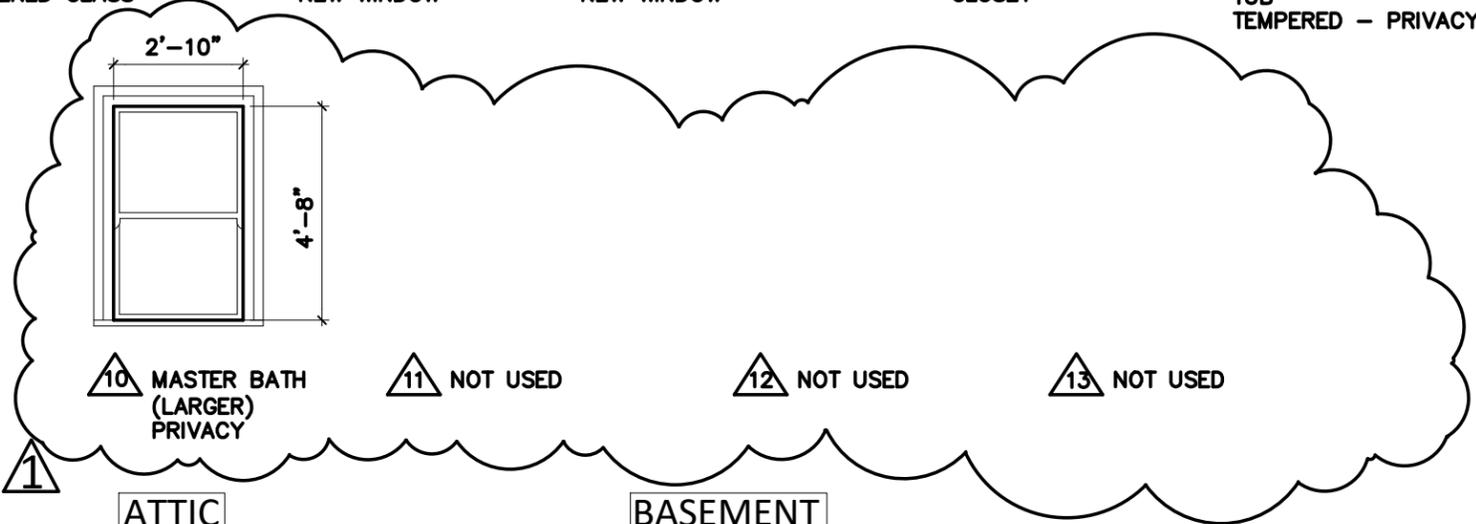


7 KID'S BATH VANITY TEMPERED-PRIVACY

8 KID'S BATH TOILET PRIVACY

9 KID'S BATH TOILET PRIVACY

9A NOT USED

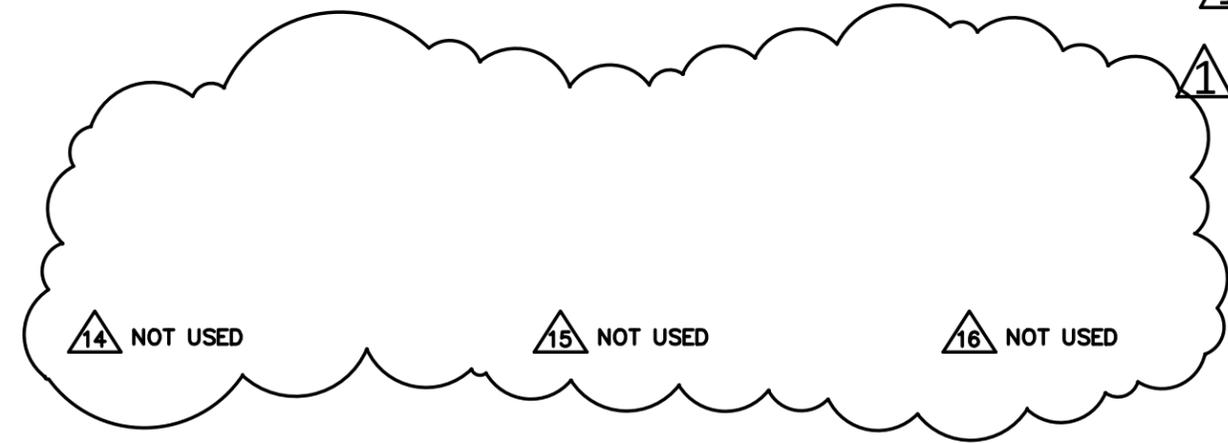


10 MASTER BATH (LARGER) PRIVACY

11 NOT USED

12 NOT USED

13 NOT USED

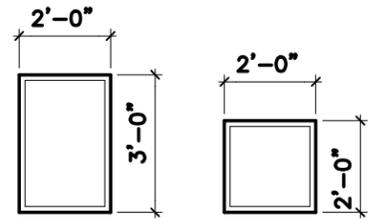


14 NOT USED

15 NOT USED

16 NOT USED

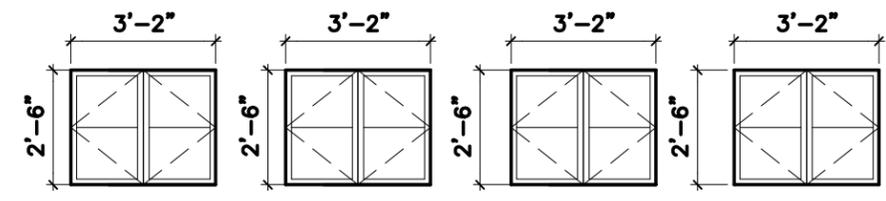
ATTIC



17 SKYLIGHT VELUX NEW OPENING SITE VERIFY SIZE

17A 17B SKYLIGHTS VELUX NEW OPENING SITE VERIFY SIZE

BASEMENT



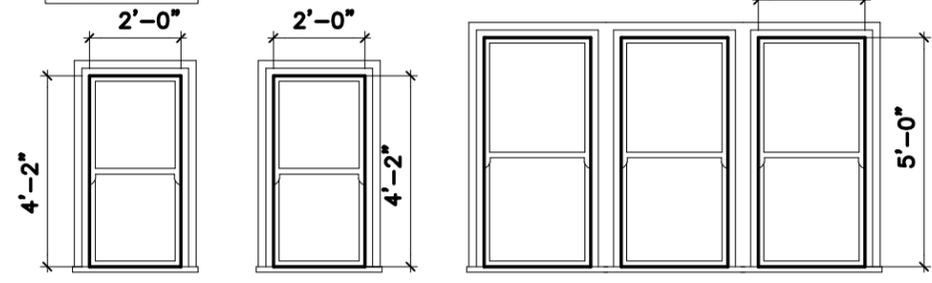
18 WEST NEW WINDOW IN NEW WALL

18A WEST NEW WINDOW IN NEW WALL

19 WEST NEW WINDOW IN NEW WALL

20 WEST NEW WINDOW IN NEW WALL

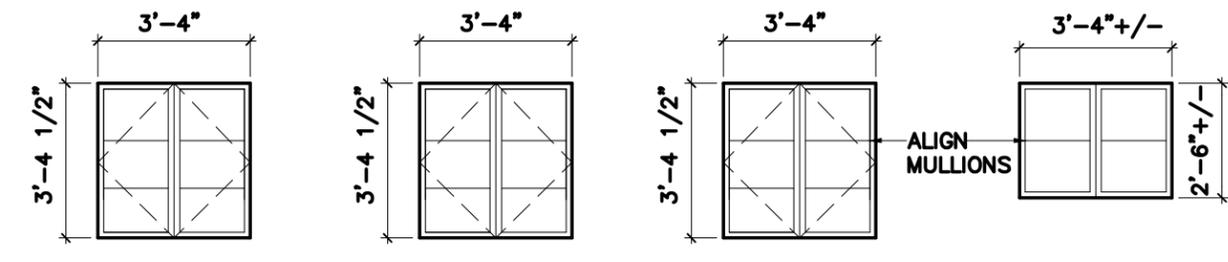
GARAGE



22 SOUTH NEW OPENING IN (E) WALL

23 SOUTH NEW OPENING IN (E) WALL

24 NORTH NEW OPENING IN (E) WALL. REUSE TWO EXISTING HOUSE'S WEST BACKHALL WINDOWS; ADD ONE NEW TO MATCH



21 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING

22 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING

23 NORTH - EGRESS LARGER WINDOW IN LARGER OPENING

24 NORTH REPLACEMENT SAME SIZE; SAME LOCATION. PRIVACY.

25 NORTH REPLACEMENT SAME SIZE; SAME LOCATION

26 WEST EGRESS

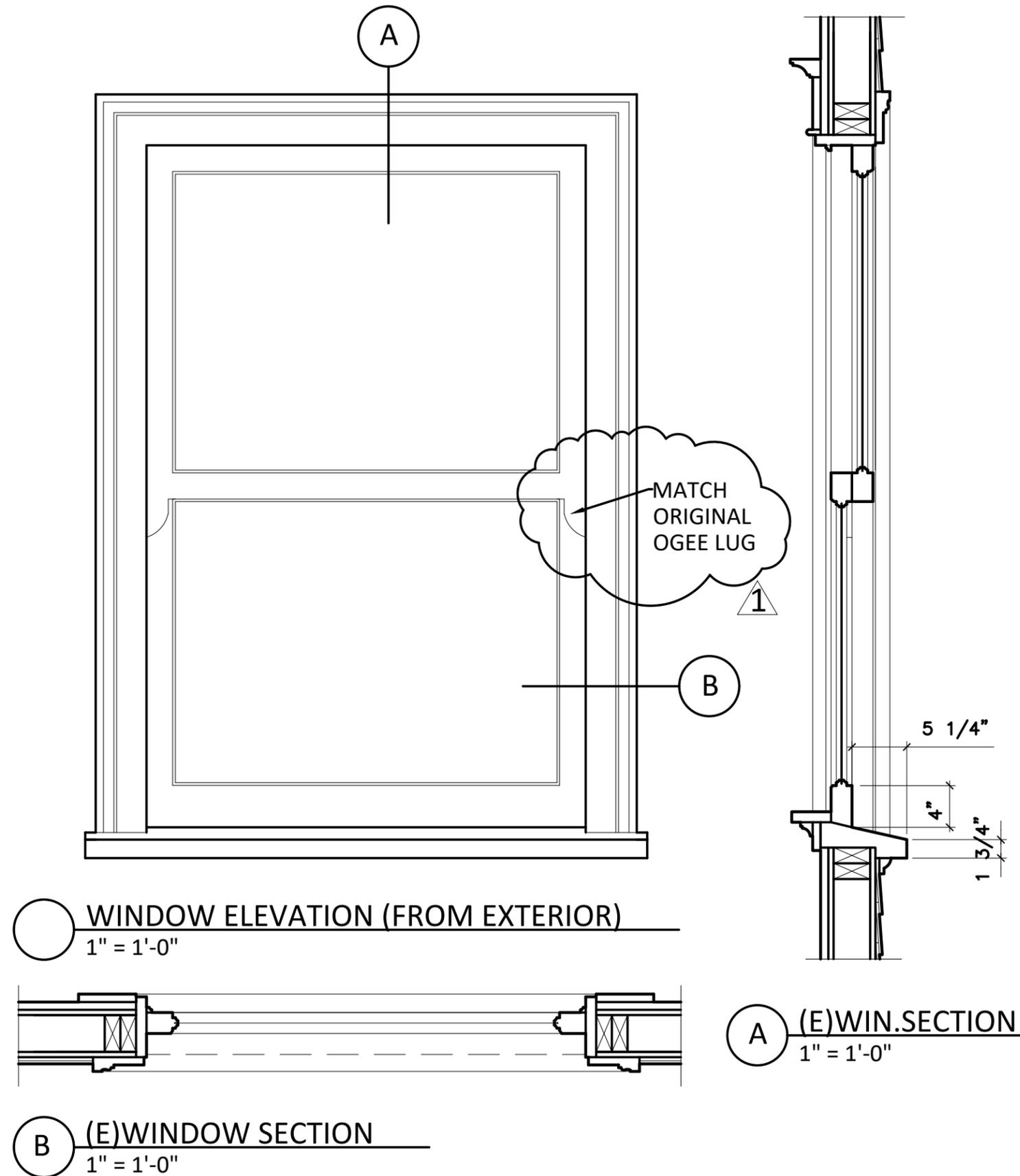
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

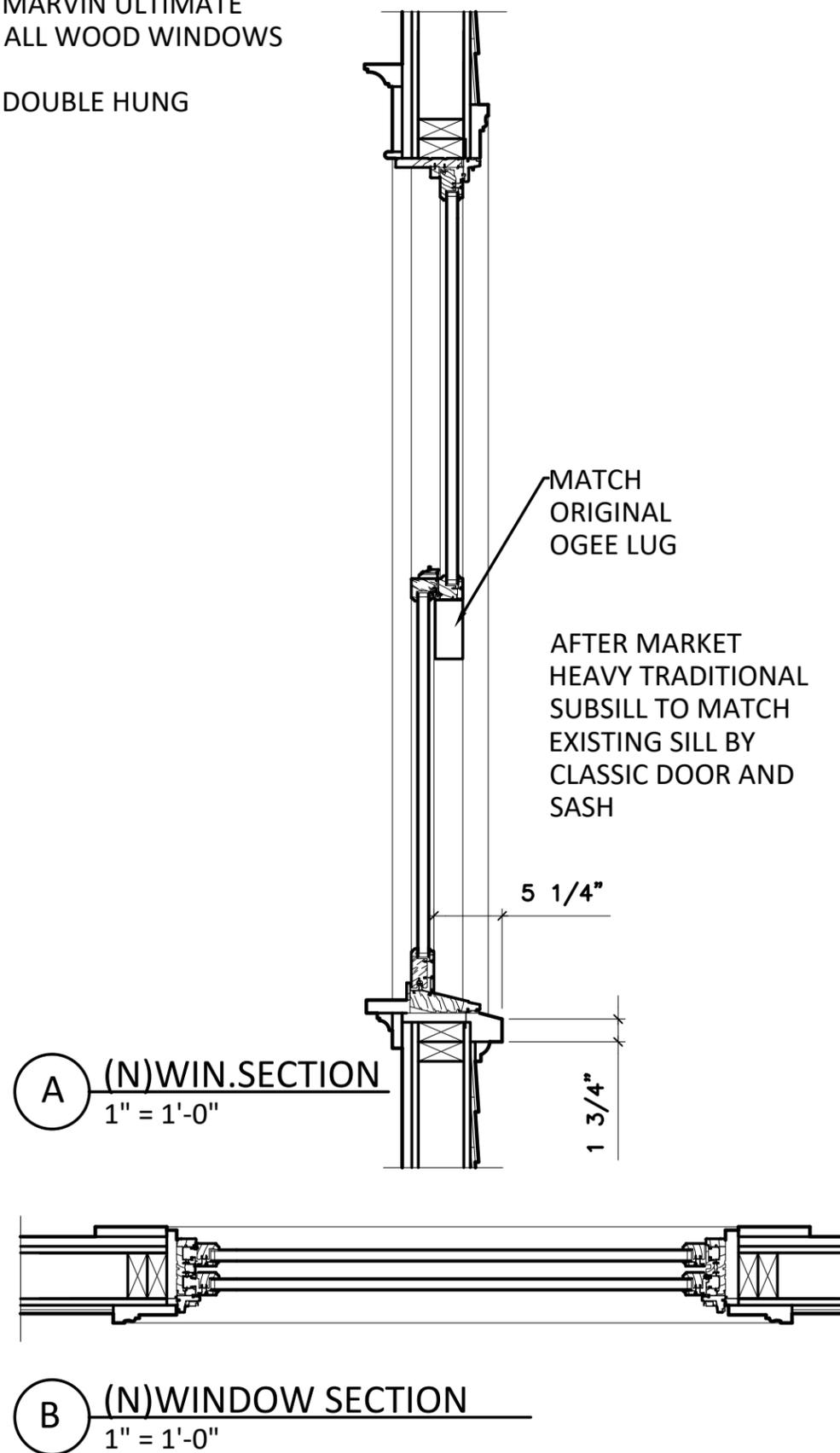
SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

1.12.22
7.30.2021

A21



MARVIN ULTIMATE
ALL WOOD WINDOWS
DOUBLE HUNG



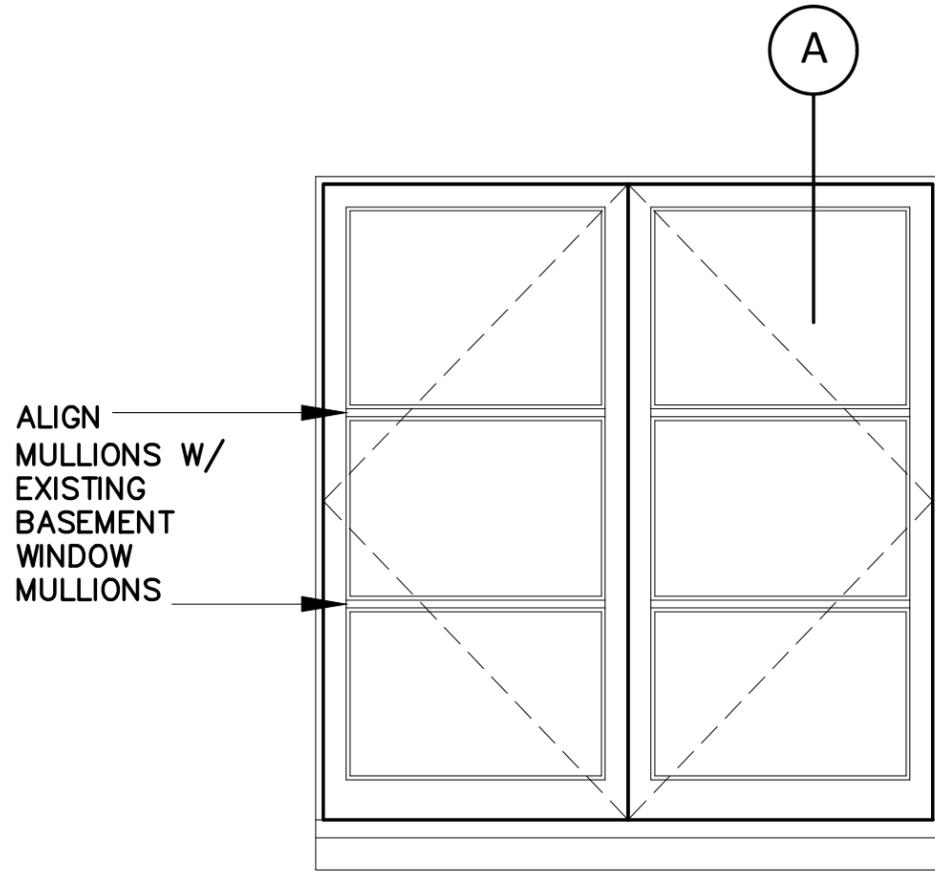
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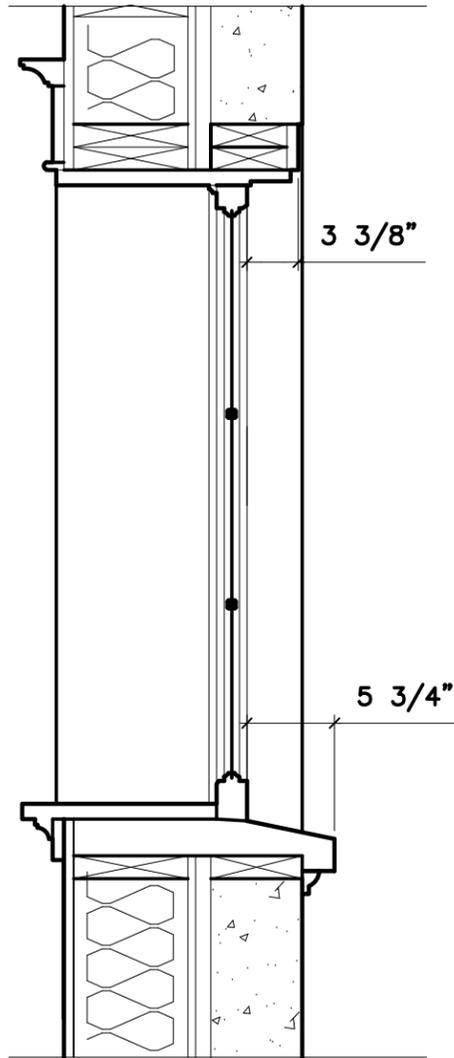
SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

1.12.22
7.30.21

A22

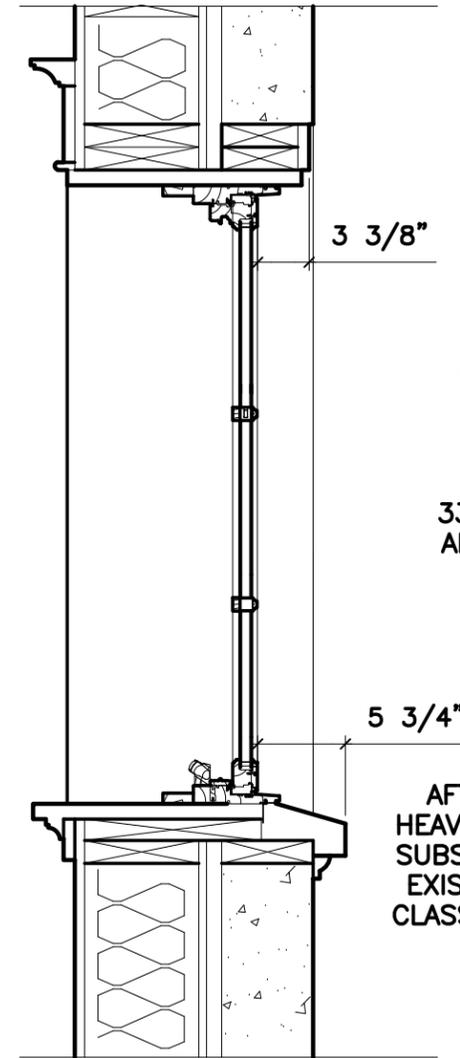


○ NEW BASEMENT WINDOW
1" = 1'-0"



○ A WINDOW SECTION
1" = 1'-0"

MARVIN ULTIMATE
ALL WOOD WINDOWS
CASEMENT



○ A WINDOW SECTION
1" = 1'-0"

MATCH
DEPTH OF
(E)WINDOWS

PER PZC
33.445.320.B.4
AND FIG 445.1

AFTER MARKET
HEAVY TRADITIONAL
SUBSILL TO MATCH
EXISTING SILL BY
CLASSIC DOOR AND
SASH

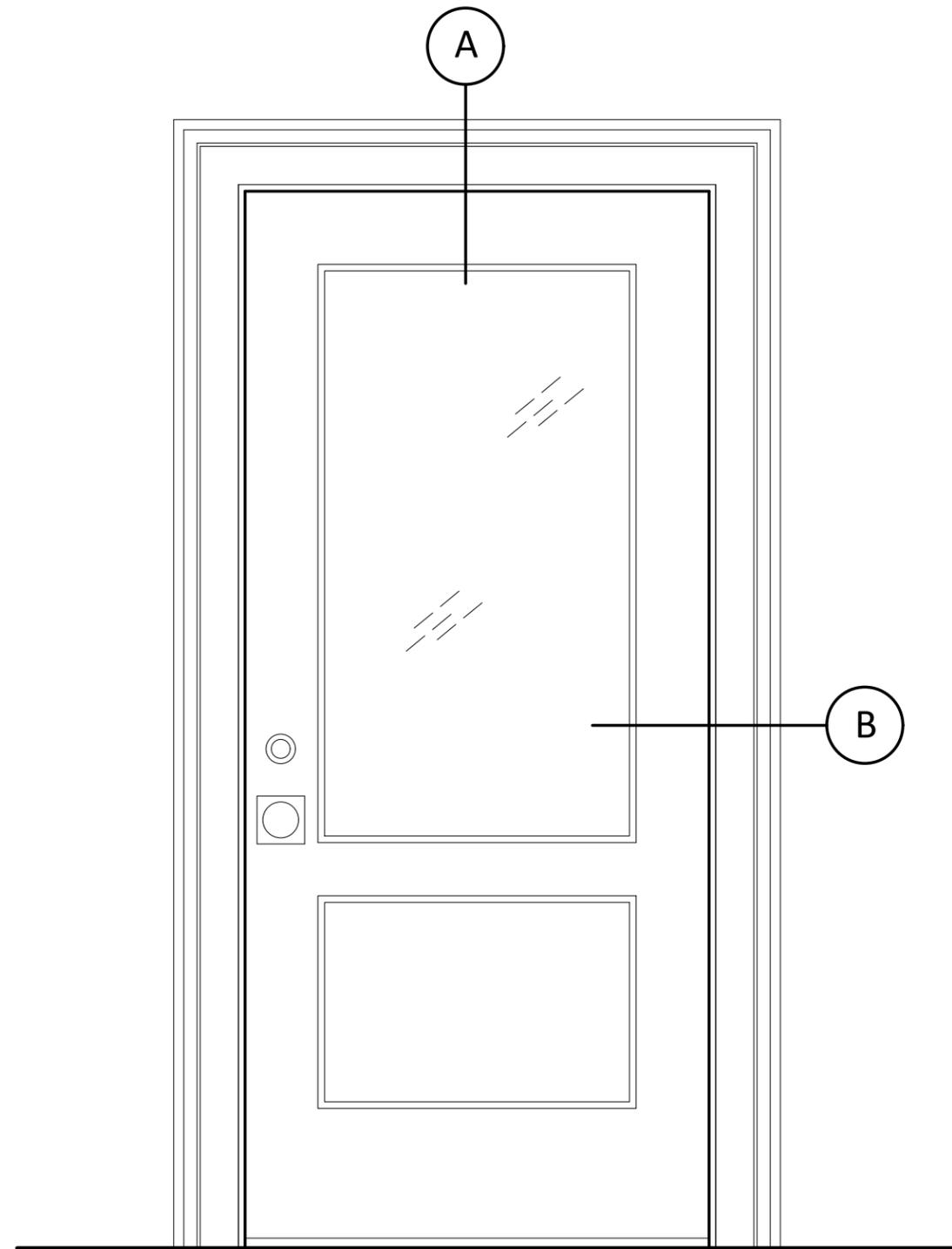
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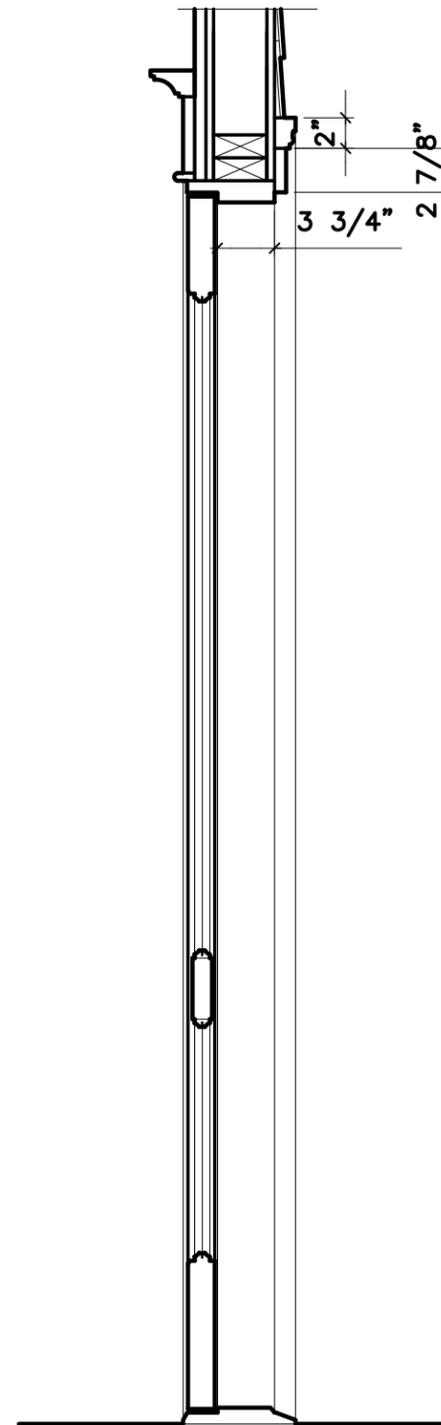
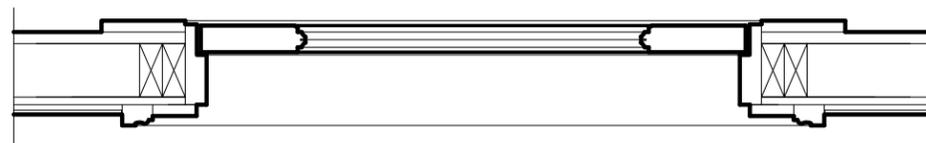
SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A23



(N) EXTERIOR DOOR ELEVATION
1" = 1'-0"



(A) EXTERIOR DOOR SECTION
1" = 1'-0"

(B) EXTERIOR DOOR PLAN/SECTION
1" = 1'-0"

SIMPSON ALL WOOD
EXTERIOR DOOR - #7501
MODIFIED TO MATCH
EXISTING HISTORIC DOORS

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR

PAINT GRADE (OUT)
FINISH GRADE (IN)

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7.30.21

A24

COMPOSITE SHINGLE ROOFING

SPRAY FOAM INSULATION
(UNVENTED ROOF ASSEMBLY)

DOUBLE 2x FIRE BLOCKING

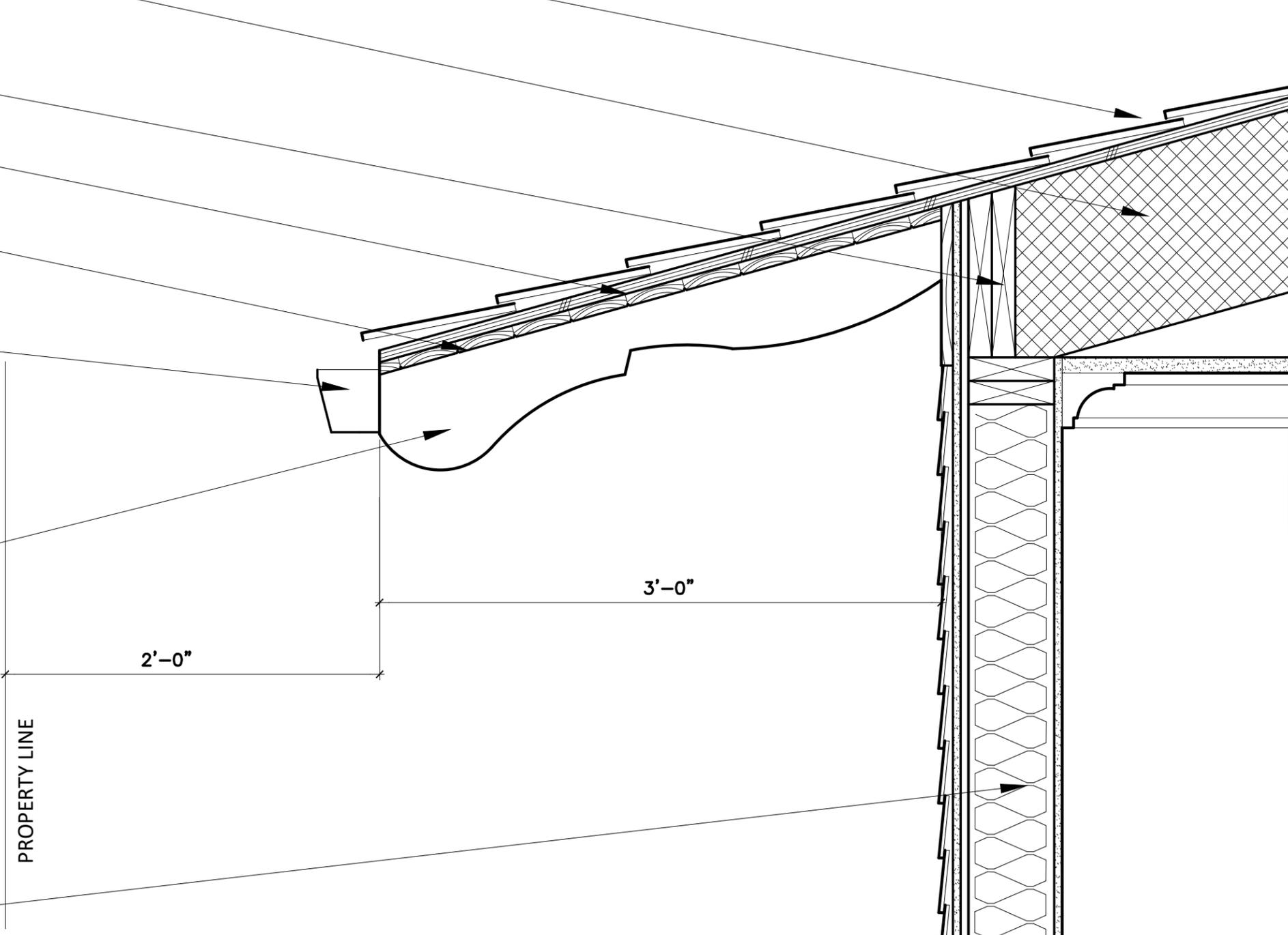
FIRE RETARDANT TREATED PLYWOOD
SHEATHING WITHIN 3' OF PROPERTY LINE

FIRE RETARDANT TREATED
1x DECKING UNDER PLYWOOD

METAL GUTTER
(MATCH EXISTING)

FIRE RETARDANT TREATED
DECORATIVE RAFTER TAIL CUT FROM 3x

TYPICAL EXTERIOR WALL ASSEMBLY WITH
R-21 BATT INSULATION



① NEW EAVE DETAIL
1 - 1/2" = 1'-0"

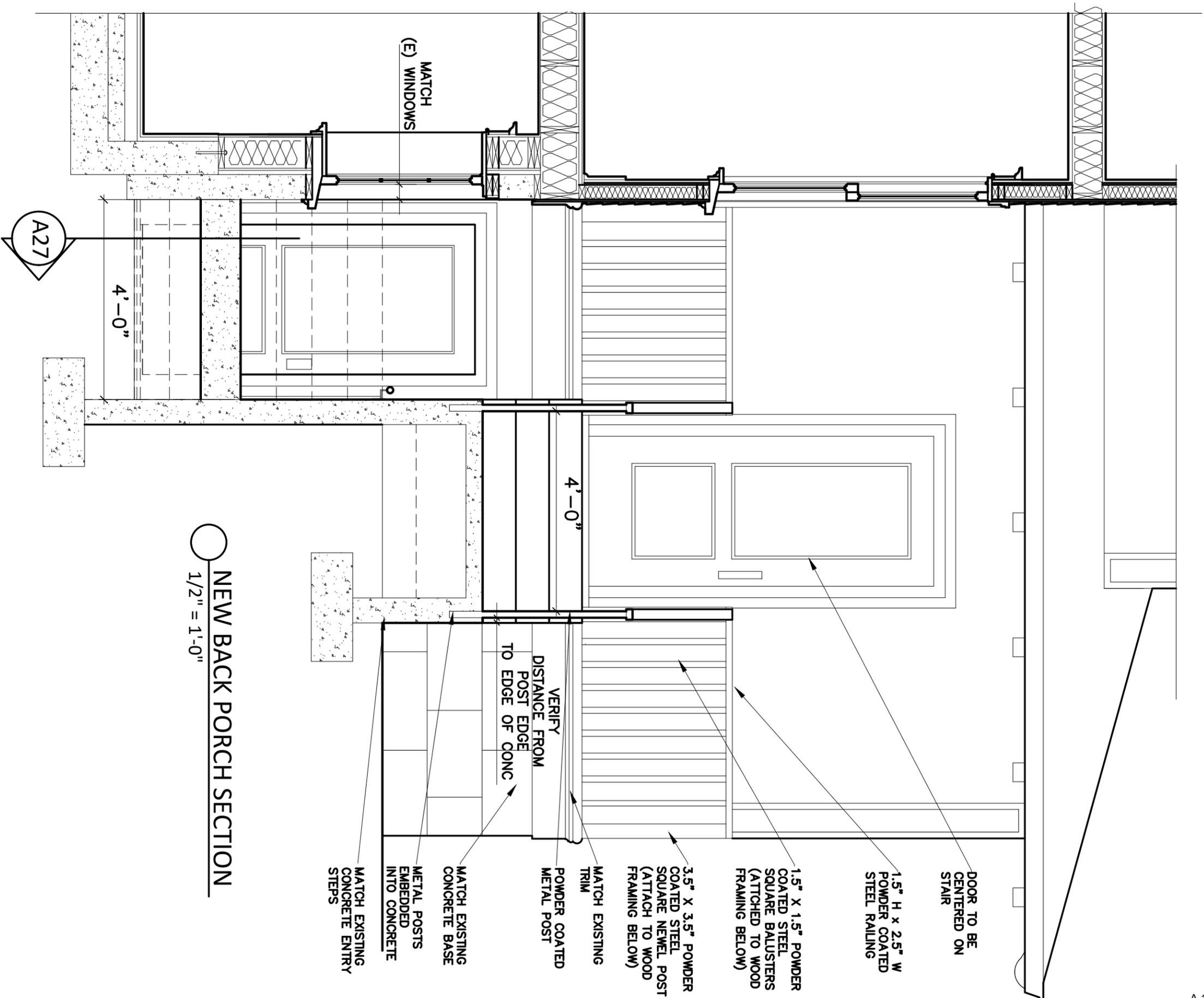
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2239 NE 19TH AVENUE PORTLAND OREGON 97212

7.30.21

A25



○ NEW BACK PORCH SECTION
 1/2" = 1'-0"

- DOOR TO BE CENTERED ON STAIR
- 1.5" H x 2.5" W POWDER COATED STEEL RAILING
- 1.5" X 1.5" POWDER COATED STEEL SQUARE BALUSTERS (ATTACHED TO WOOD FRAMING BELOW)
- 3.5" X 3.5" POWDER COATED STEEL SQUARE NEWEL POST (ATTACH TO WOOD FRAMING BELOW)
- MATCH EXISTING TRIM
- POWDER COATED METAL POST
- VERIFY DISTANCE FROM POST EDGE TO EDGE OF CONC
- MATCH EXISTING CONCRETE BASE
- METAL POSTS EMBEDDED INTO CONCRETE
- MATCH EXISTING CONCRETE ENTRY STEPS

MATCH (E) WINDOWS

4'-0"

4'-0"

A27

A26

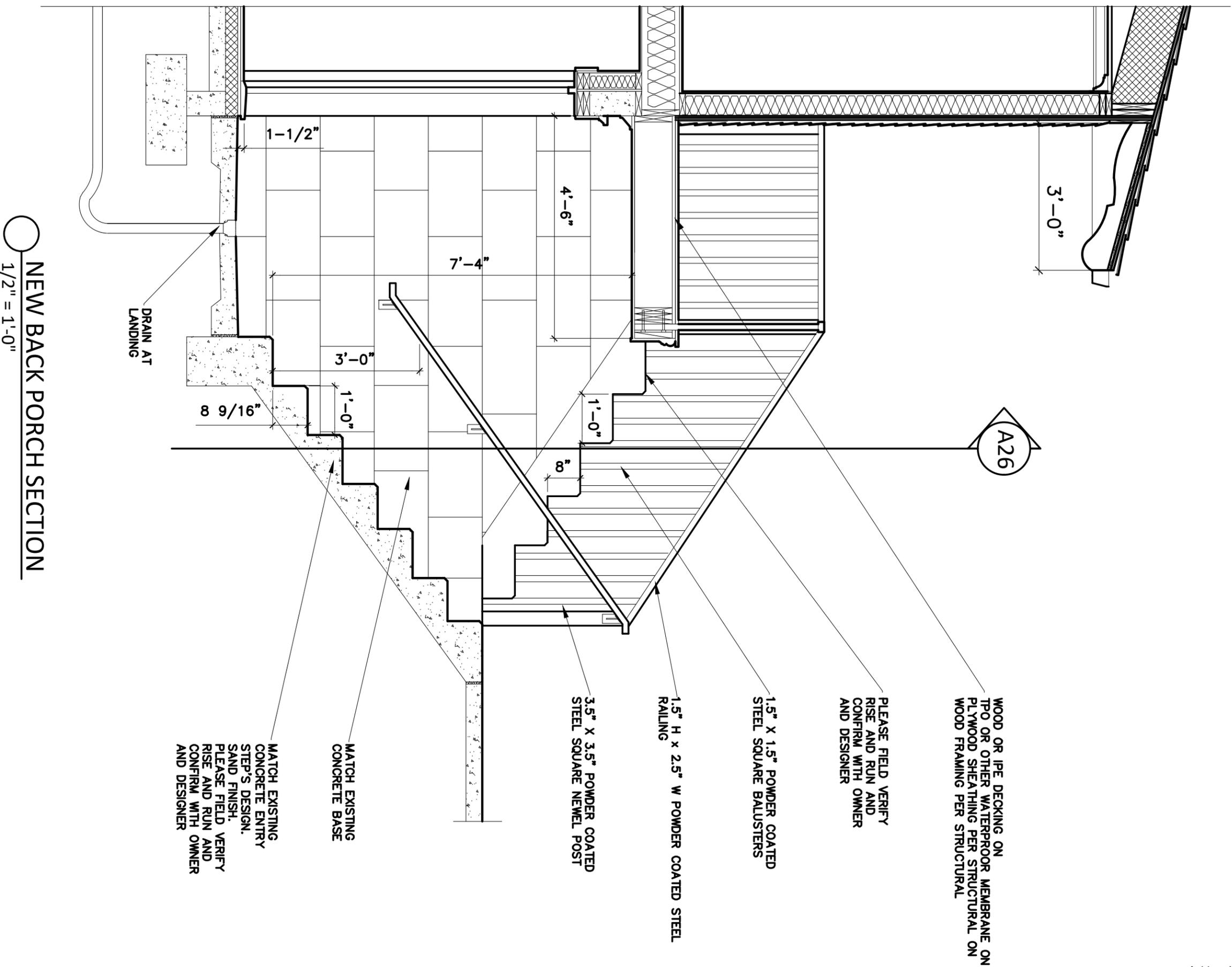
7.30.21

SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

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33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM



WOOD OR IPE DECKING ON
TPO OR OTHER WATERPROOF MEMBRANE ON
PLYWOOD SHEATHING PER STRUCTURAL ON
WOOD FRAMING PER STRUCTURAL

PLEASE FIELD VERIFY
RISE AND RUN AND
CONFIRM WITH OWNER
AND DESIGNER

1.5" X 1.5" POWDER COATED
STEEL SQUARE BALUSTERS

1.5" H x 2.5" W POWDER COATED STEEL
RAILING

3.5" X 3.5" POWDER COATED
STEEL SQUARE NEWEL POST

MATCH EXISTING
CONCRETE BASE

MATCH EXISTING
CONCRETE ENTRY
STEP'S DESIGN.
SAND FINISH.
PLEASE FIELD VERIFY
RISE AND RUN AND
CONFIRM WITH OWNER
AND DESIGNER

NEW BACK PORCH SECTION
1/2" = 1'-0"

A26

A27

7.30.21

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

MARIA COHEN DESIGN

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CELL: 503.381.0366 MANDM1@TELEPORT.COM

Development Services

From Concept to Construction

Phone: 503-823-7300 Email: bds@portlandoregon.gov 1900 SW 4th Ave, Portland, OR 97201
 More Contact Info (<http://www.portlandoregon.gov/bds/article/519984>)



APPEAL SUMMARY

Status: Decision Rendered

Appeal ID: 24455	Project Address: 2239 NE 19th Ave
Hearing Date: 12/16/20	Appellant Name: Maria Cohen
Case No.: B-007	Appellant Phone: 5033810366
Appeal Type: Building	Plans Examiner/Inspector: Preliminary
Project Type: residential	Stories: 2+ Occupancy: R-3 Construction Type: V
Building/Business Name: Severson Residence	Fire Sprinklers: No
Appeal Involves: Addition to an existing structure	LUR or Permit Application No.:
Plan Submitted Option: pdf [File 1]	Proposed use: Mudroom/Powder Room

APPEAL INFORMATION SHEET

Appeal item 1

Code Section

Requires

Exterior Wall Elements: Projections (in this case, eaves) shall have a two feet minimum fire separation distance if fire rating is one hour on the underside. Footnote A: The fire resistance rating shall be permitted to be reduced to zero hours on the underside of the eave if fireblocking is provided from the top wall plate to the underside of the roof sheathing. Footnote B: Roof eave fire-resistance rating shall be permitted to be reduced to zero hours on the underside of the eave provided that gable vent openings are not installed.

Code Modification or Alternate Requested

We are asking that the eave on a proposed new addition is allowed to be located 2'-0" from the property line (with adequate fire protection).

Proposed Design

The appellant is proposing to create a mudroom on the west side of the existing house. The west elevation wall of the addition will be set back from the west property line 5'-0". The proposed design is to locate the roof eave 2'-0" from the west property line. The roof eave will project 3'-0" from the west elevation wall, matching the existing roof eave overhangs of the house.

The overhang will be constructed of fire-retardant 3x material, cut to a decorative shape on the west overhang to match the existing house. The sheathing of the overhang will be fire-treated plywood with decking constructed of fire retardant 1x material. The sheathing will continue along the roof so that all of the roof sheathing within 3'-0" from the property line is fire-retardant treated. Double 2X blocking will be provided between the wall top plate and the roof sheathing. The roof is proposed to be insulated with spray foam in an unvented assembly. No eave or gable vents are proposed. There will be no unprotected openings along the west elevation of the proposed addition.

Reason for alternative A mudroom addition is proposed for a home in the Irvington Historic District.

To address considerations required as part of the historic design review process, the addition is situated in a location that is less noticeable from the street, and is designed to complement the original architecture of the home.

Specific detailing of the overhang, including the use of decorative rafter tails, must be designed to be similar to that of the existing house in neighborhoods designated as historic.

The proposed addition will provide substantially better fire protection than the current west wall and overhangs. The west eave of the addition will be constructed to be a one hour assembly. The west eave is designed to proportionally match the existing house, while maintaining 2'-0" of separation from the west property line. No part of the proposed overhang or gutter will encroach over the neighbor's property line. Due to the additional fire rating measures being taken, the appellant believes that the proposed design provides an equivalent level of fire protection to that described in the ORSC.

The neighboring house to the west has an L-shaped plan that already takes up a significant portion of the lot and is substantially set back from the property line referenced. It is highly unlikely that this neighbor will increase its lot coverage and build closer to the property line.

BDS has approved similar appeals in the past. See appeals #12416 and #12553.

APPEAL DECISION

Eave location 2 feet from property line: Granted as proposed.

The Administrative Appeal Board finds that the information submitted by the appellant demonstrates that the approved modifications or alternate methods are consistent with the intent of the code; do not lessen health, safety, accessibility, life, fire safety or structural requirements; and that special conditions unique to this project make strict application of those code sections impractical.

Pursuant to City Code Chapter 24.10, you may appeal this decision to the Building Code Board of Appeal within 90 calendar days of the date this decision is published. For information on the appeals process, go to www.portlandoregon.gov/bds/appealsinfo, call (503) 823-7300 or come in to the Development Services Center.

© 2005



A.11 LU 21-072667 HRM



ZONING



For Zoning Code in effect
August 1, 2020 - July 31, 2021

THIS SITE LIES WITHIN THE:
IRVINGTON HISTORIC DISTRICT

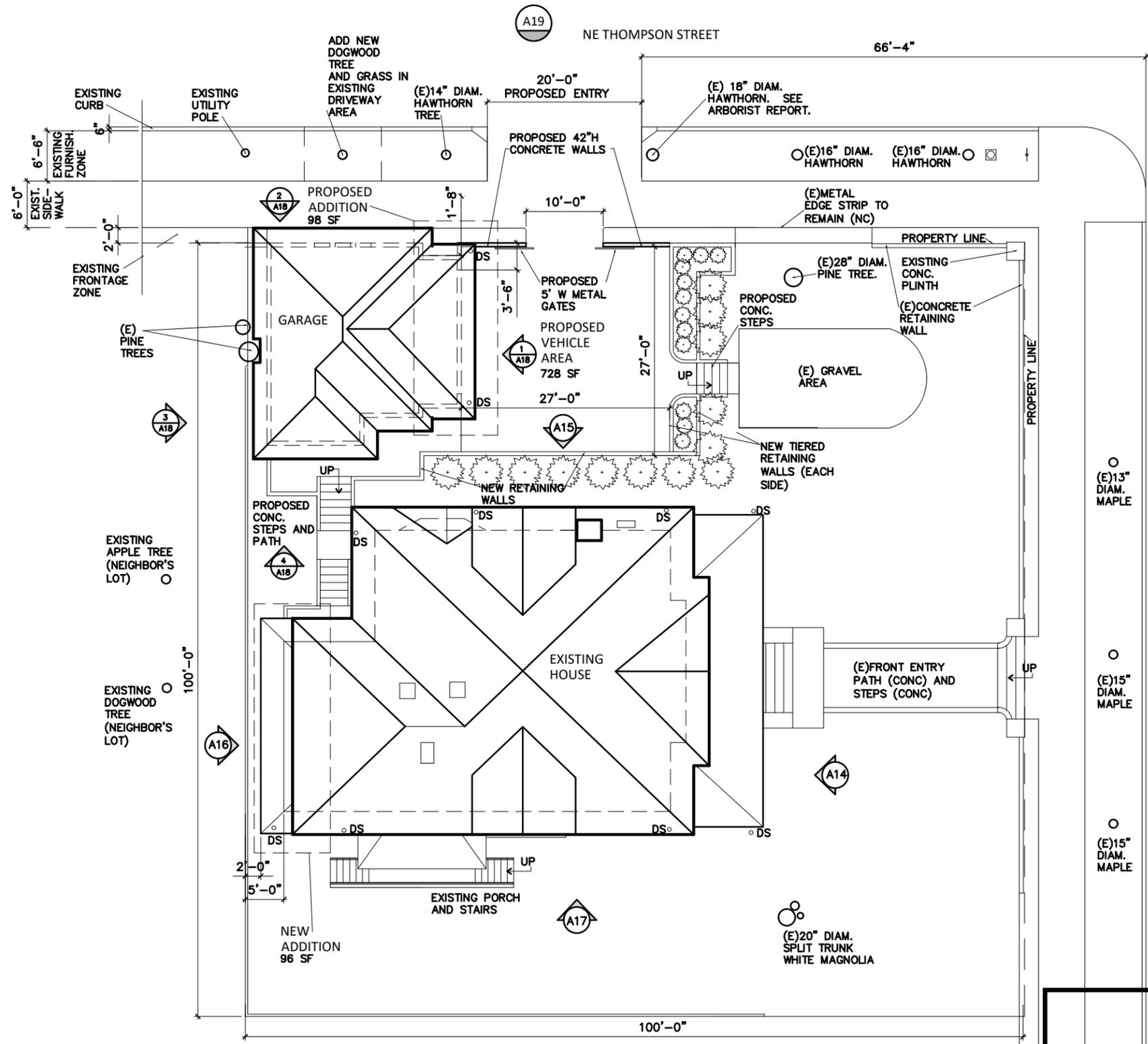


Site



Historic Landmark

File No.	LU 21 - 072667 HRM
1/4 Section	2832
Scale	1 inch = 200 feet
State ID	1N1E26DB 10900
Exhibit	B Jul 31, 2021



PROPOSED SITE PLAN-OPTION 2
 1/16" = 1'-0"

Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*
 Date 05-18-2022

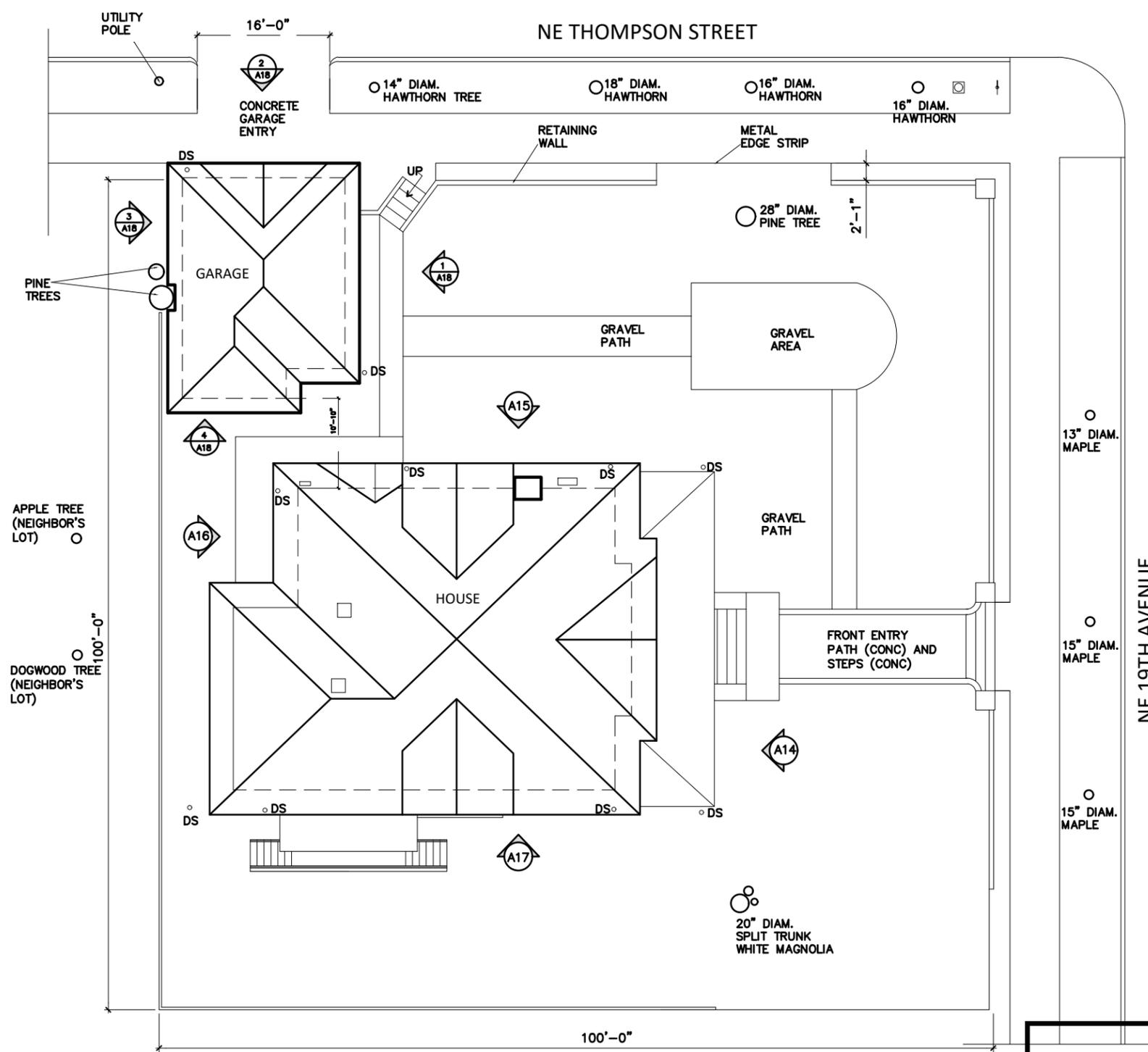
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET, PORTLAND, OR 97217
 CELL: 503-381-0366 MANDY@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C27




 EXISTING SITE PLAN
 1/16" = 1'-0"

Approved
 City of Portland
 Bureau of Development Services

Planner *Hanselma Prigent*
 Date 05-18-2022

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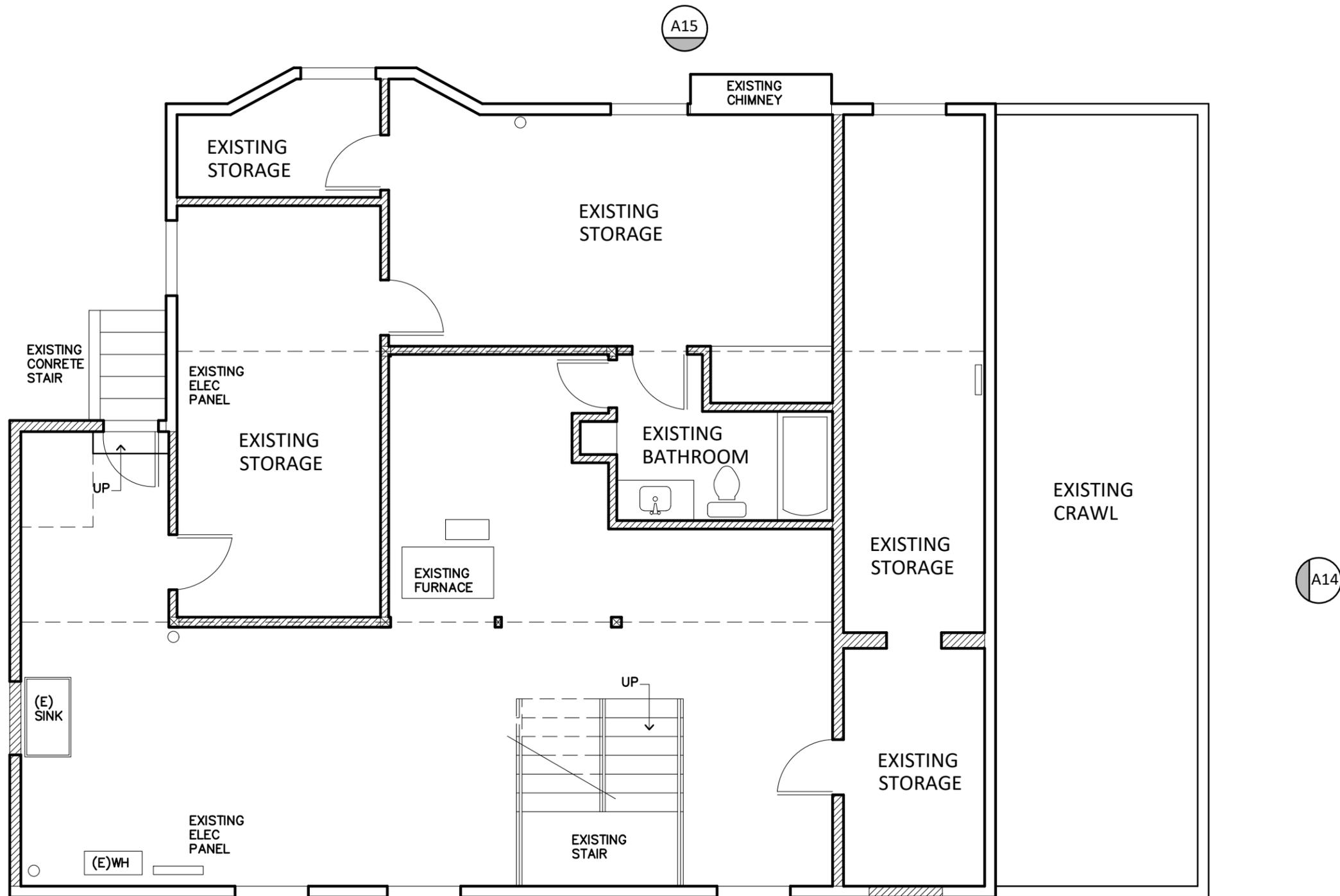
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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C1



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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

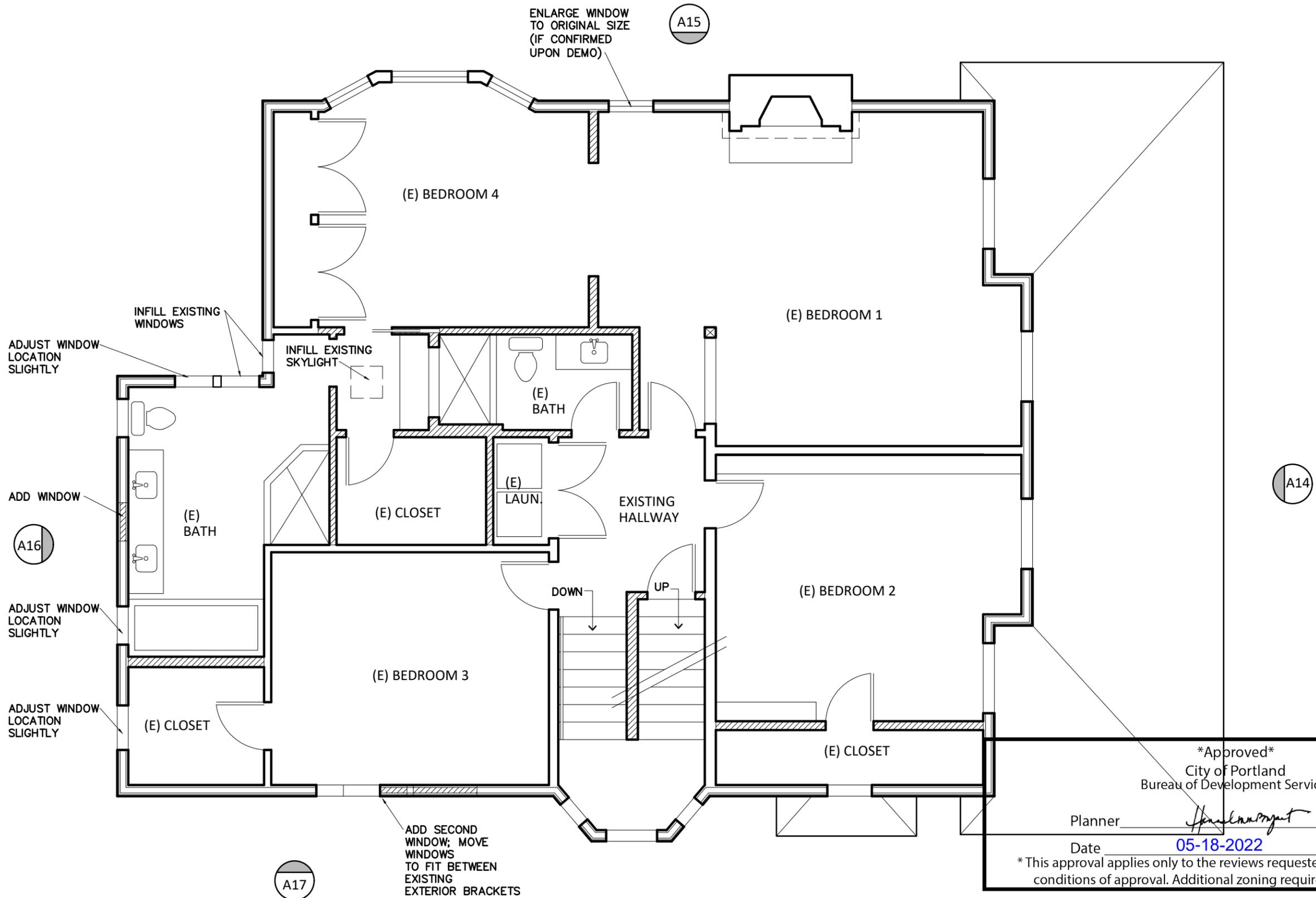
EXISTING BASEMENT PLAN
 3/16" = 1'-0"
 N

WALLS TO BE DEMO'D

Approved
 City of Portland
 Bureau of Development Services
 Planner *Hannah*
 Date 05-18-2022
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

5.2.22

C2



Approved
 City of Portland
 Bureau of Development Services
 Planner *[Signature]*
 Date 05-18-2022
 *This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

EXISTING SECOND FLOOR PLAN
 3/16" = 1'-0"
 [North Arrow] [Circle] [Hatched Box] WALLS TO BE DEMO'D

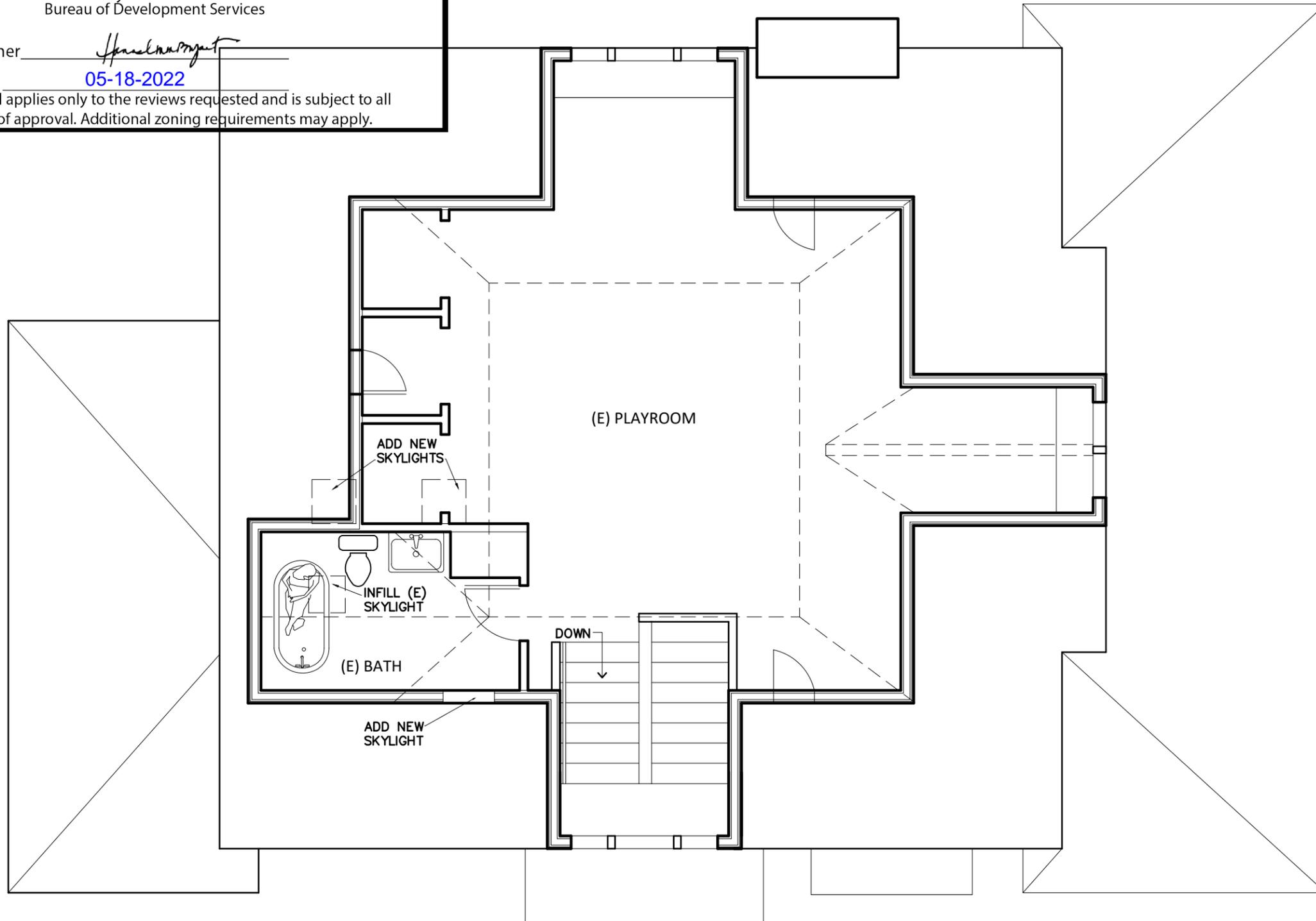
Approved
 City of Portland
 Bureau of Development Services

Planner *Handwritten Signature*

Date 05-18-2022

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

A15



A14

A16

A17

N

EXISTING ATTIC FLOOR PLAN

3/16" = 1'-0"

WALLS TO BE DEMO'D

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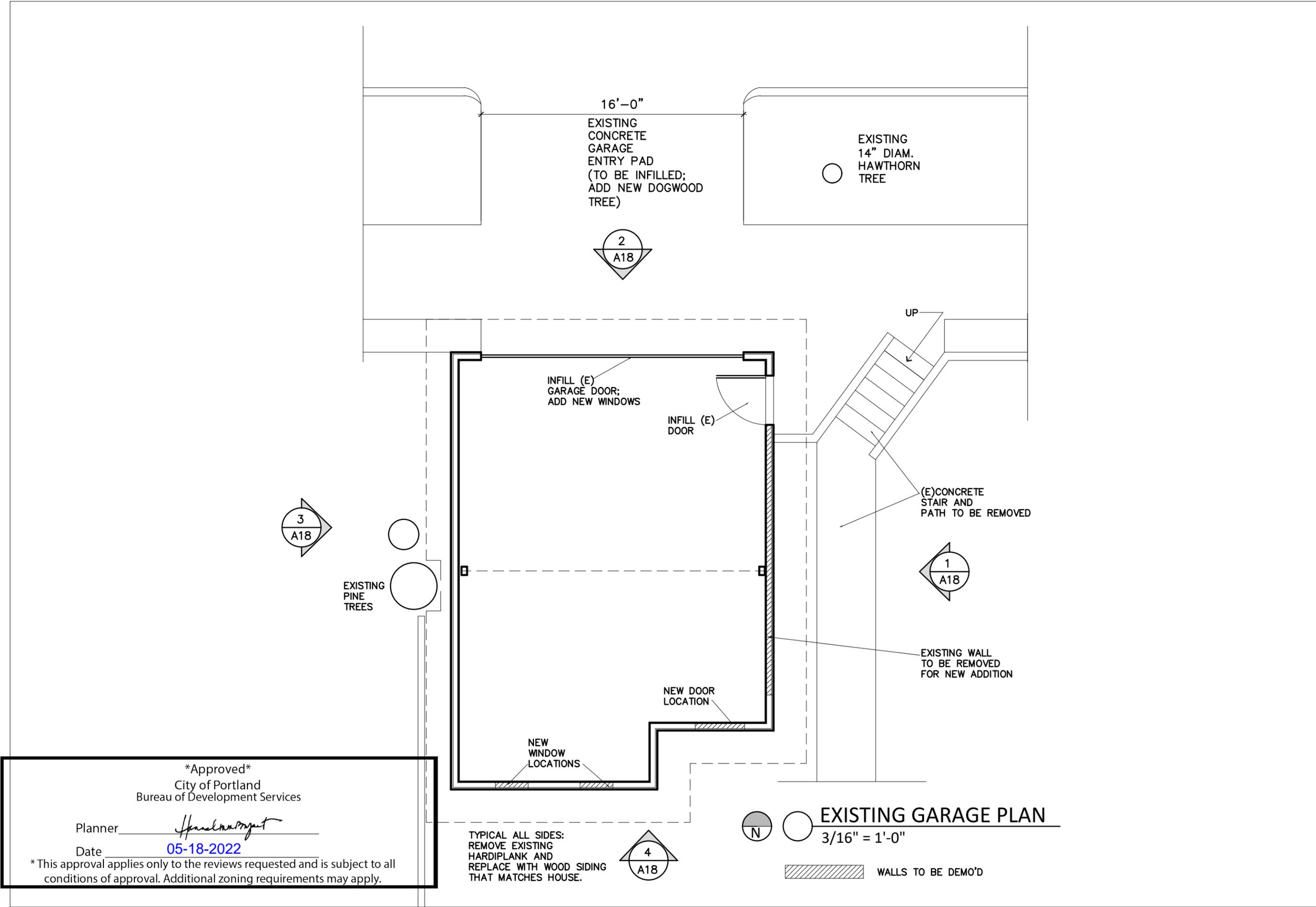
5.2.22

C5

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C6



Approved
 City of Portland
 Bureau of Development Services
 Planner *Hanselmyer*
 Date 05-18-2022
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

TYPICAL ALL SIDES:
 REMOVE EXISTING
 HARDIPLANK AND
 REPLACE WITH WOOD SIDING
 THAT MATCHES HOUSE.

EXISTING GARAGE PLAN
 3/16" = 1'-0"

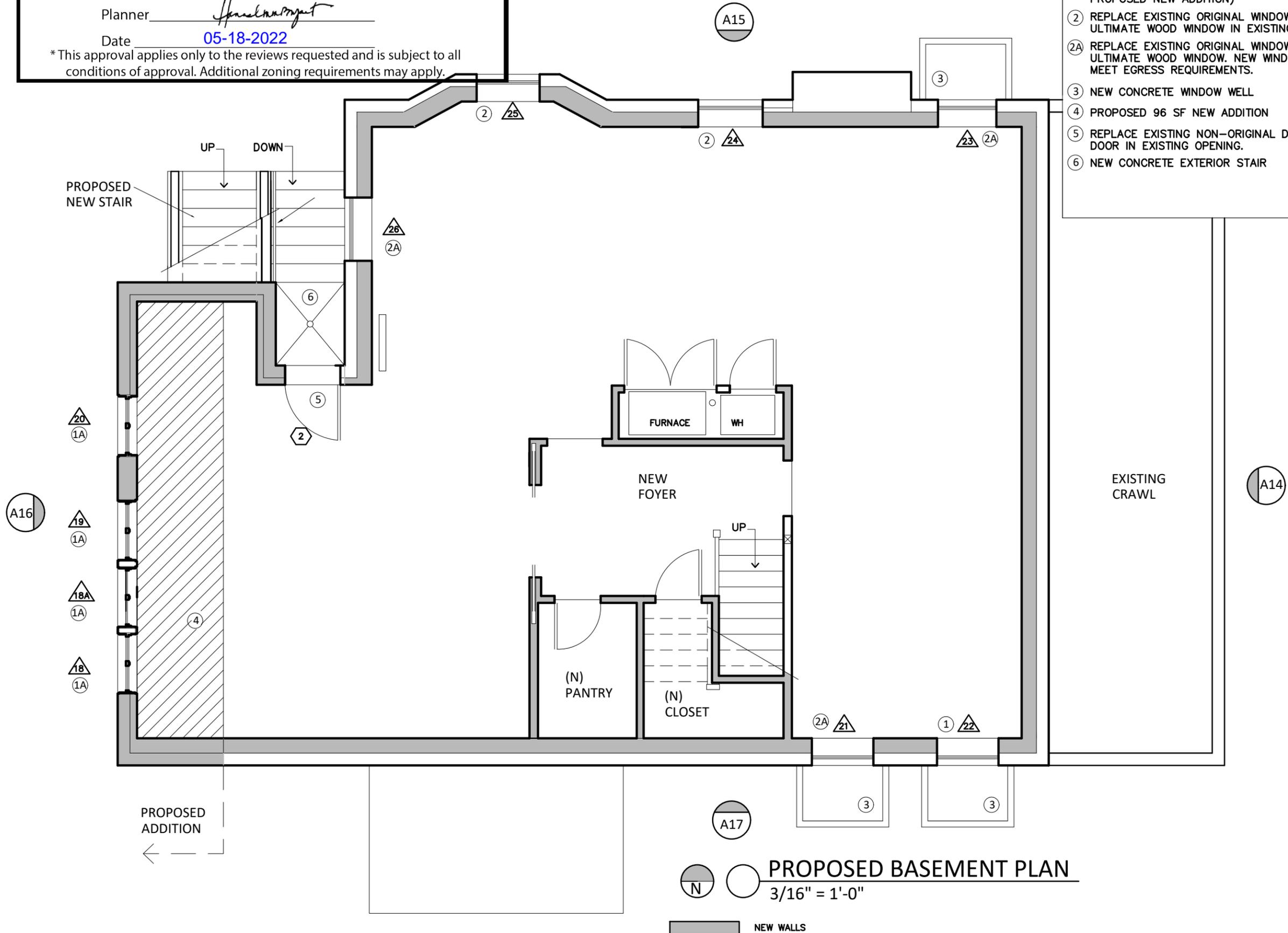
WALLS TO BE DEMO'D

Approved
 City of Portland
 Bureau of Development Services

Planner *H. S. [Signature]*
 Date 05-18-2022

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

- KEY
- ① NEW MARVIN ULTIMATE WOOD WINDOW IN NEW OPENING
 - ①A NEW MARVIN ULTIMATE WOOD WINDOW IN NEW OPENING (IN PROPOSED NEW ADDITION)
 - ② REPLACE EXISTING ORIGINAL WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW IN EXISTING OPENING
 - ②A REPLACE EXISTING ORIGINAL WINDOW WITH NEW MARVIN ULTIMATE WOOD WINDOW. NEW WINDOW WILL BE TALLER TO MEET EGRESS REQUIREMENTS.
 - ③ NEW CONCRETE WINDOW WELL
 - ④ PROPOSED 96 SF NEW ADDITION
 - ⑤ REPLACE EXISTING NON-ORIGINAL DOOR WITH NEW SIMPSON DOOR IN EXISTING OPENING.
 - ⑥ NEW CONCRETE EXTERIOR STAIR



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SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

C7

Approved
 City of Portland
 Bureau of Development Services

Planner *Handwritten Signature*

Date **05-18-2022**

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

KEY	
①	(N)MARVIN ULTIMATE WOOD WINDOW IN (N)OPENING (TEMPERED GLASS IN STAIRWELL WINDOW)
①A	(N)MARVIN ULTIMATE WOOD WINDOW IN PROPOSED NEW ADDITION
③	NEW PORCH: DECK: STAINED WOOD RAILING: POWDER COATED STL STEPS: CONCRETE
④	PROPOSED 96 SF NEW ADDITION
⑤	(N)SIMPSON DOOR IN NEW PROPOSED ADDITION.
⑥	NEW CONCRETE BASEMENT STAIR TO REPLACE EXISTING CONCRETE BASEMENT STAIR

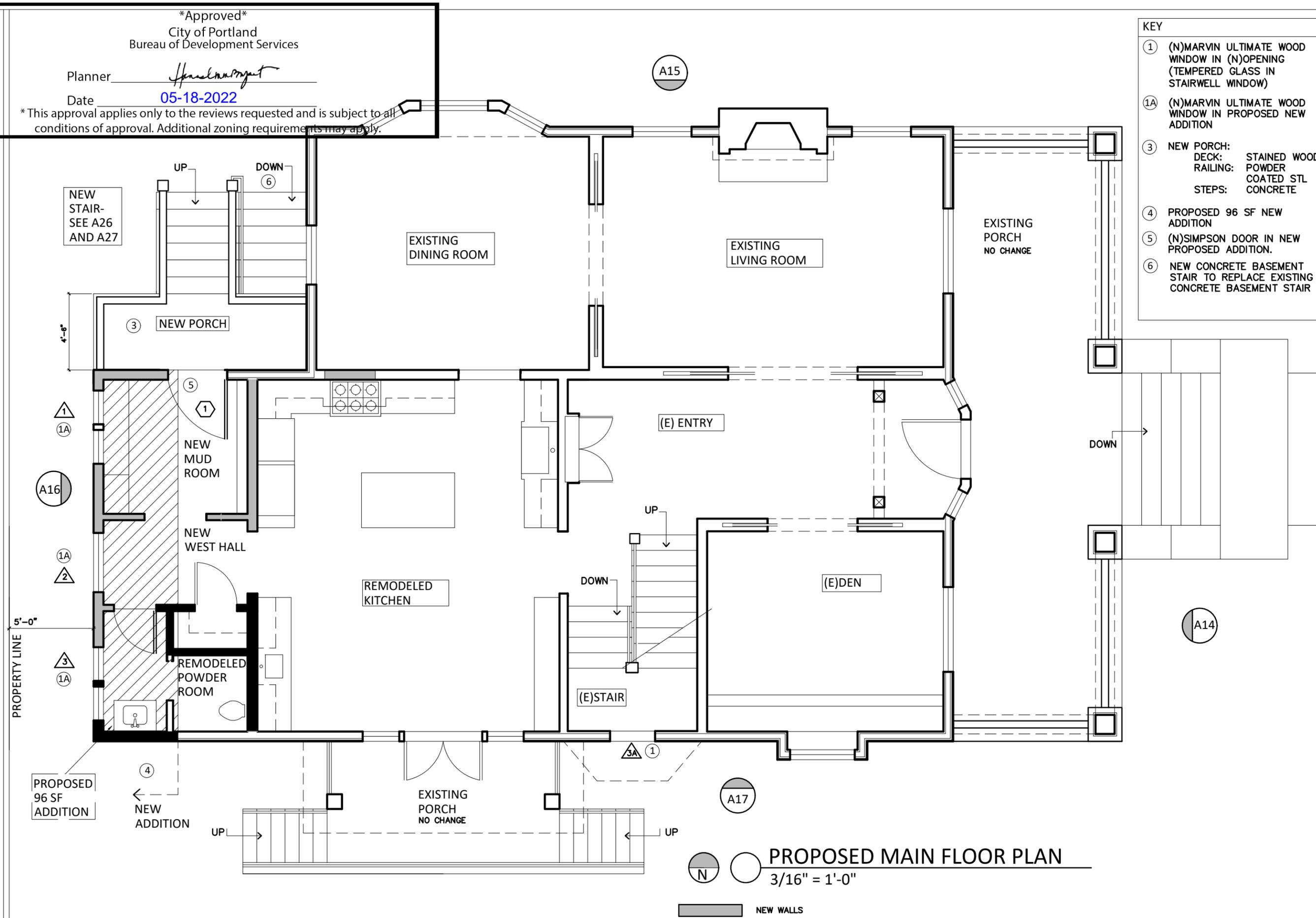
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

C8



PROPOSED MAIN FLOOR PLAN
 3/16" = 1'-0"
 NEW WALLS

Approved
 City of Portland
 Bureau of Development Services

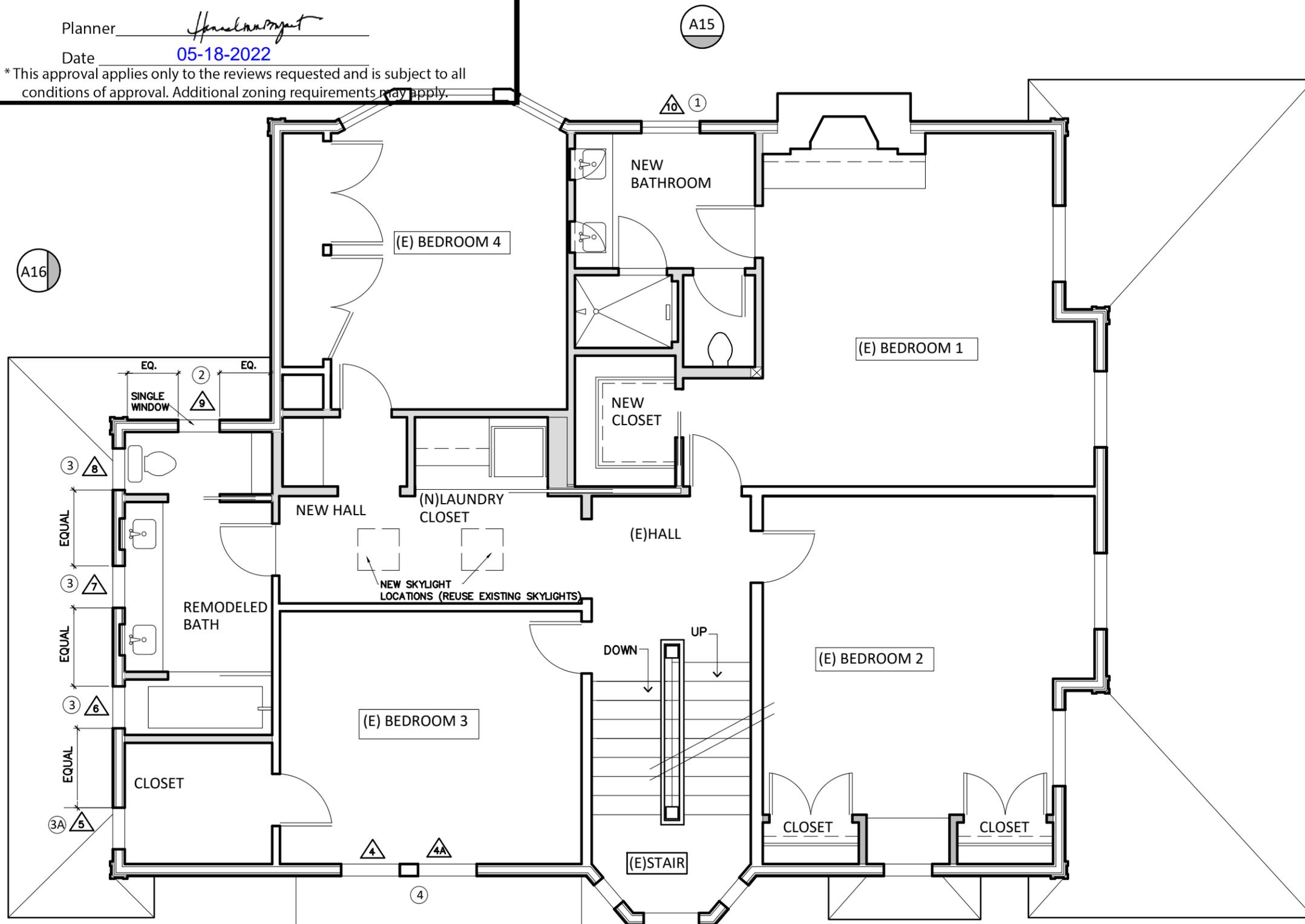
Planner *H. [Signature]*

Date 05-18-2022

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

KEY

- ① PHOTOGRAPHIC EVIDENCE SUGGESTS EXISTING NON ORIGINAL WINDOW WAS LARGER; WE PROPOSE TO REPLACE CURRENT WINDOW WITH LARGER WINDOW TO FIT WITHIN ORIGINAL, FRAMED OPENING
- ② RELOCATE ONE OF THE EXISTING NON-ORIGINAL MARVIN WINDOWS TO CENTER BETWEEN EXISTING EXTERIOR TRIM (SEE ELEVATION)
- ③ NEW WINDOWS ARE IN SLIGHTLY MOVED LOCATION SO WINDOWS ARE EVENLY SPACED ACROSS FACADE. EXISTING WINDOW IS A NON-ORIGINAL MARVIN.
- ③A NEW WINDOW IN SLIGHTLY MOVED LOCATION SO WINDOWS ARE EVENLY SPACED ACROSS FACADE. EXISTING WINDOW IS AN ORIGINAL WINDOW. PROPOSED NEW WINDOW WILL MATCH SIZE AND CONSTRUCTION OF ③
- ④ REPLACE EXISTING SINGLE ORIGINAL WINDOW WITH TWO NEW MARVIN WOOD WINDOWS WITH OGEE LUGS. CENTER WINDOWS BETWEEN EXISTING BRACKETS.



A17 **PROPOSED SECOND FLOOR PLAN**
 3/16" = 1'-0"
 N
 NEW WALLS

MARIA COHEN DESIGN
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 CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

C9

A16

A15

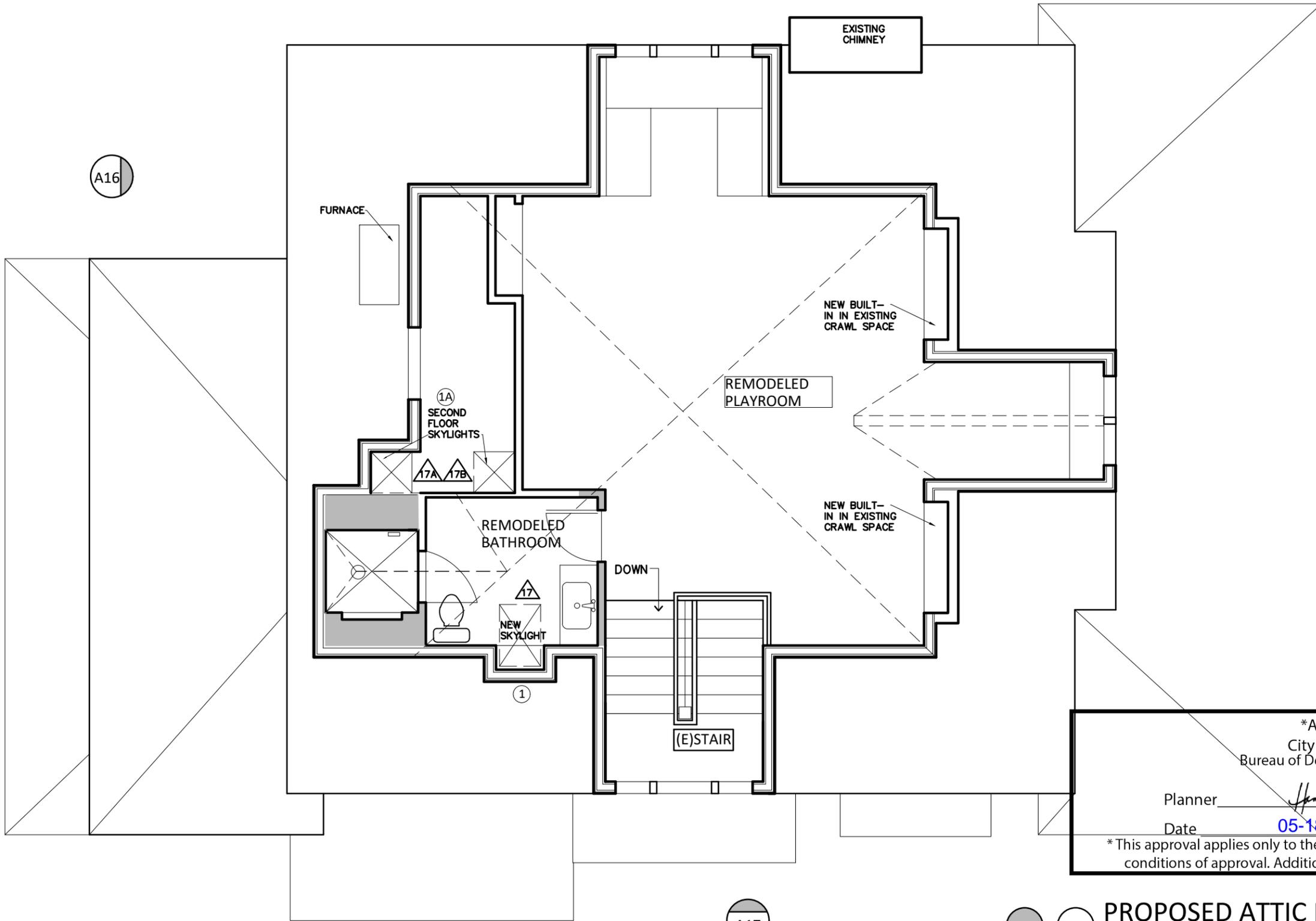
KEY	
①	NEW SKYLIGHT IN NEW OPENING
①A	REPLACING TWO EXISTING SKYLIGHTS IN SLIGHTLY NEW LOCATIONS.

MARIA COHEN DESIGN

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

A14



Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*
 Date 05-18-2022

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PROPOSED ATTIC PLAN
 3/16" = 1'-0"

NEW WALLS

5.2.2022

C10

EXISTING UTILITY POLE

PROPOSED NEW DOGWOOD TREE

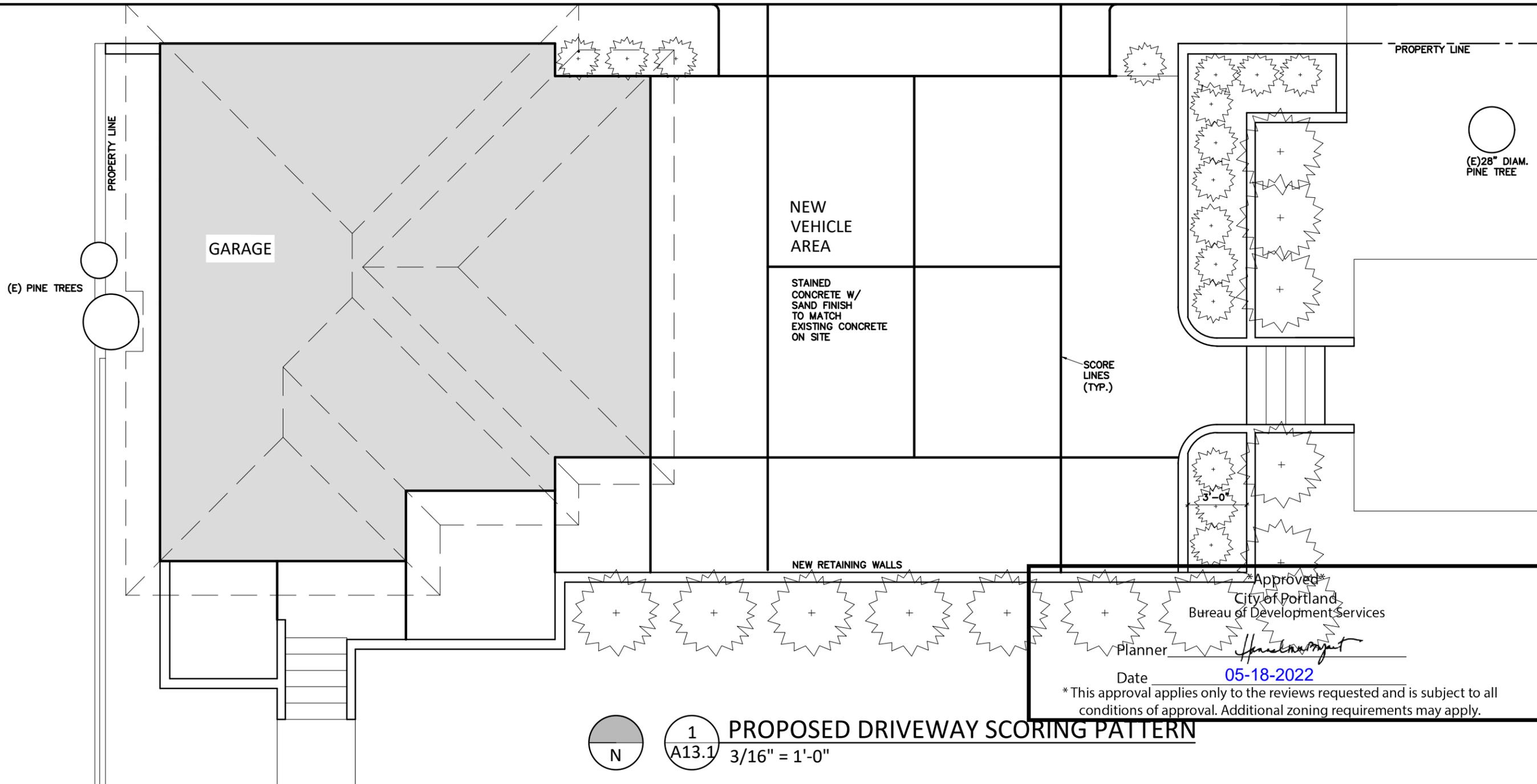
14" DIAM. HAWTHORN TREE

(E) 18" DIAM. HAWTHORN TO REMAIN (PENDING ARBORIST DETERMINATION)

16" DIAM. HAWTHORN

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C11

EXISTING EAST ELEVATION
1/8" = 1'-0"

NO CHANGES TO THIS FACADE



Approved
City of Portland
Bureau of Development Services
Planner *Hanselma [Signature]*
Date 05-18-2022
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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C12

EXISTING NORTH ELEVATION
1/8" = 1'-0"



PROPOSED NORTH ELEVATION
1/8" = 1'-0"



- ① NEW 96 SQUARE FOOT ONE STORY ADDITION; MATCH EXISTING PAINTED WOOD LAP SIDING
- ② REMOVE ONE OF TWO NON-ORIGINAL MARVIN WINDOWS; PATCH AND REPAIR SIDING AS NEEDED.
- ③ REUSE ONE NON-ORIGINAL MARVIN WOOD WINDOWS. POSITION AS SHOWN.
- ④ NEW PORCH:
DECKING: STAINED WOOD
RAILING: POWDER COATED STEEL
STEPS: CONCRETE
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ NEW WOOD DOOR (PAINTED EXTERIOR; STAINED INTERIOR) WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑦ PHOTOGRAPHIC EVIDENCE SHOWS THAT THE EXISTING NON-ORIGINAL WINDOW WAS LARGER THAN WHAT CURRENTLY IS THERE. DEPENDING ON WHAT WE FIND WHEN WE DEMO THE INTERIOR, WE WOULD LIKE TO REPLACE THE EXISTING WINDOW WITH A NEW WINDOW THAT IS THE SAME SIZE/LOCATION AS THE EXISTING. THE NEW WINDOW WOULD BE A PAINTED MARVIN WOOD WINDOW WITH AN OGEE LUG.
- ⑧ NEW EXTERIOR SCONCES ON EACH SIDE OF DOOR- SCHOOLHOUSE REED EXTERIOR SCONCE - BLACK. OR SIMILAR PERIOD APPROPRIATE LAMP.
- ⑨ EXISTING SKYLIGHT TO BE REMOVED AND PATCHED
- ⑩ REPLACE EXISTING ORIGINAL BASEMENT WINDOW WITH NEW PAINTED MARVIN ULTIMATE WOOD WINDOW
- ⑪ REPLACE NON-ORIGINAL WINDOW WITH MARVIN WOOD WINDOW IN TALLER OPENING (TO MEET EGRESS REQUIREMENTS).

Approved
City of Portland
Bureau of Development Services

Planner *Spencer M. [Signature]*
Date 05-18-2022

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

C13

EXISTING WEST ELEVATION
1/8" = 1'-0"



PROPOSED WEST ELEVATION
1/8" = 1'-0"



- ① NEW 96 SQUARE FOOT ONE STORY ADDITION
- ② REUSE EXISTING NON-ORIGINAL MARVIN PAINTED WOOD WINDOW. REPOSITION WINDOWS TO BE EQUALLY SPACED ACROSS FACADE (ALONG WITH WINDOW 2.1.)
- ②.1 REPLACE ORIGINAL WINDOW WITH NEW MARVIN WOOD WINDOW TO MATCH ②
- ③ REMOVE EXISTING NON-ORIGINAL WINDOW; PATCH AND REPAIR SIDING
- ④ NEW PORCH:
DECK: STAINED WOOD
RAILING: POWDER COATED STEEL
STAIR: CONCRETE
- ⑤ NEW STAMPED CONCRETE FOUNDATION WALL TO MATCH EXISTING FOUNDATION.
- ⑥ MOVE EXISTING BRACKETS TO NEW LOCATIONS TO ACCOMMODATE NEW WINDOW LOCATIONS.
- ⑦ REUSE EXISTING SKYLIGHT IN NEW OPENING. MOVED FROM NORTH SIDE STREET ROOF EXPOSURE TO NEW LOCATION ON WEST EXPOSURE.
- ⑧ EXISTING SKYLIGHT TO BE MOVED TO NEW OPENING IN NEW LOCATION ON WEST EXPOSURE. EXISTING OPENING TO BE PATCHED AND REPAIRED.
- ⑨ NEW PAINTED WOOD WINDOWS (MARVIN ULTIMATE) . PROPOSED NEW ADDITION SO ALL WINDOWS ARE NEW.
- ⑩ NEW PAINTED WOOD WINDOWS (MARVIN ULTIMATE) WITH OGEE LUG. PROPOSED NEW ADDITION SO ALL WINDOWS ARE NEW.

Approved
City of Portland
Bureau of Development Services

Planner *Hannelma Ruyter*

Date 05-18-2022

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.2022

C14

EXISTING SOUTH ELEVATION
1/8" = 1'-0"



- ① NEW 96 SQUARE FOOT ONE STORY ADDITION
- ② REPLACE EXISTING ORIGINAL WOOD WINDOW WITH TWO NEW MARVIN PAINTED WOOD WINDOWS (WITH OGEE LUGS). NEW WINDOWS WILL MATCH THE SIZE OF THE EXISTING SECOND FLOOR STAIRWELL WINDOW (INDICATED AS ②A) ON THE DRAWING).
- ③ NEW SKYLIGHT IN NEW OPENING
- ④ NEW MARVIN ULTIMATE WOOD WINDOW WITH OGEE LUG
- ⑤ REPLACE ORIGINAL WINDOW WITH MARVIN WOOD WINDOW IN TALLER OPENING (TO MEET EGRESS REQUIREMENTS).
- ⑥ NEW MARVIN WOOD WINDOW WITH OGEE LUG IN NEW OPENING.

MARIA COHEN DESIGN

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

PROPOSED SOUTH ELEVATION
1/8" = 1'-0"



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City of Portland
Bureau of Development Services

Planner *Heidi M. Mays*

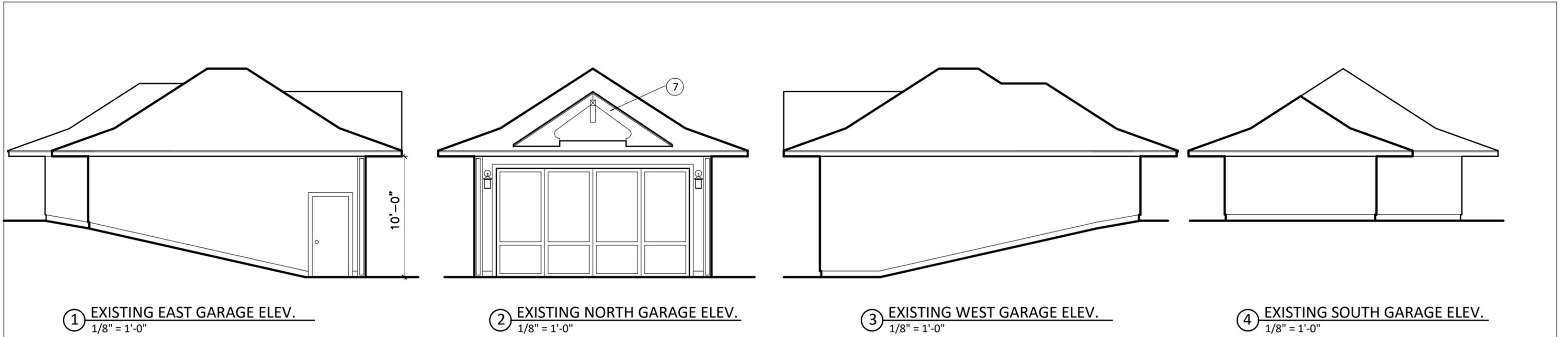
Date 05-18-2022

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NEW ADDITION ←

5.2.22

C15

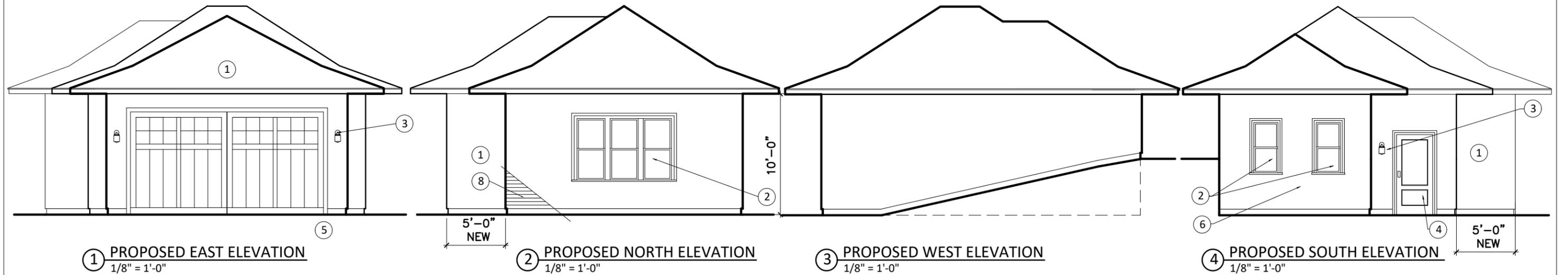


① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"

② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"

③ EXISTING WEST GARAGE ELEV.
1/8" = 1'-0"

④ EXISTING SOUTH GARAGE ELEV.
1/8" = 1'-0"



① PROPOSED EAST ELEVATION
1/8" = 1'-0"

② PROPOSED NORTH ELEVATION
1/8" = 1'-0"

③ PROPOSED WEST ELEVATION
1/8" = 1'-0"

④ PROPOSED SOUTH ELEVATION
1/8" = 1'-0"

- ① NEW 98 SQUARE FOOT PROPOSED ADDITION
- ② REUSE EXISTING HOUSE'S MARVIN WOOD WEST HALL WINDOWS (2) AND ADD ONE NEW MARVIN PAINTED WOOD WINDOW TO MATCH
- ③ NEW SCONCES - SCHOOLHOUSE ELECTRIC REED OUTDOOR SCNCE (BLACK) OR OTHER HISTORICALLY APPROPRIATE SCONCES.
- ④ NEW PAINTED WOOD DOOR WITH BEVELED GLASS UPPER PANEL. SIMILAR TO EXISTING FRONT DOOR. SEE ATTACHED CUT SHEETS.
- ⑤ NEW 16' WIDE x 8'-6" HIGH GARAGE DOOR BY NORTHWEST DOOR (SEE ATTACHED CUT SHEETS)
- ⑥ MATCH EXISTING PAINTED WOOD LAP SIDING (WHERE WALL IS EXPOSED BY EXCAVATION)
- ⑦ REMOVE EXISTING NON-ORIGINAL ROOF DORMER

- ⑧ REPLACE EXISTING HARDBLANK WITH NEW PAINTED WOOD SIDING TO MATCH HOUSE (ALL SIDES OF EXISTING GARAGE AND NEW ADDITION)

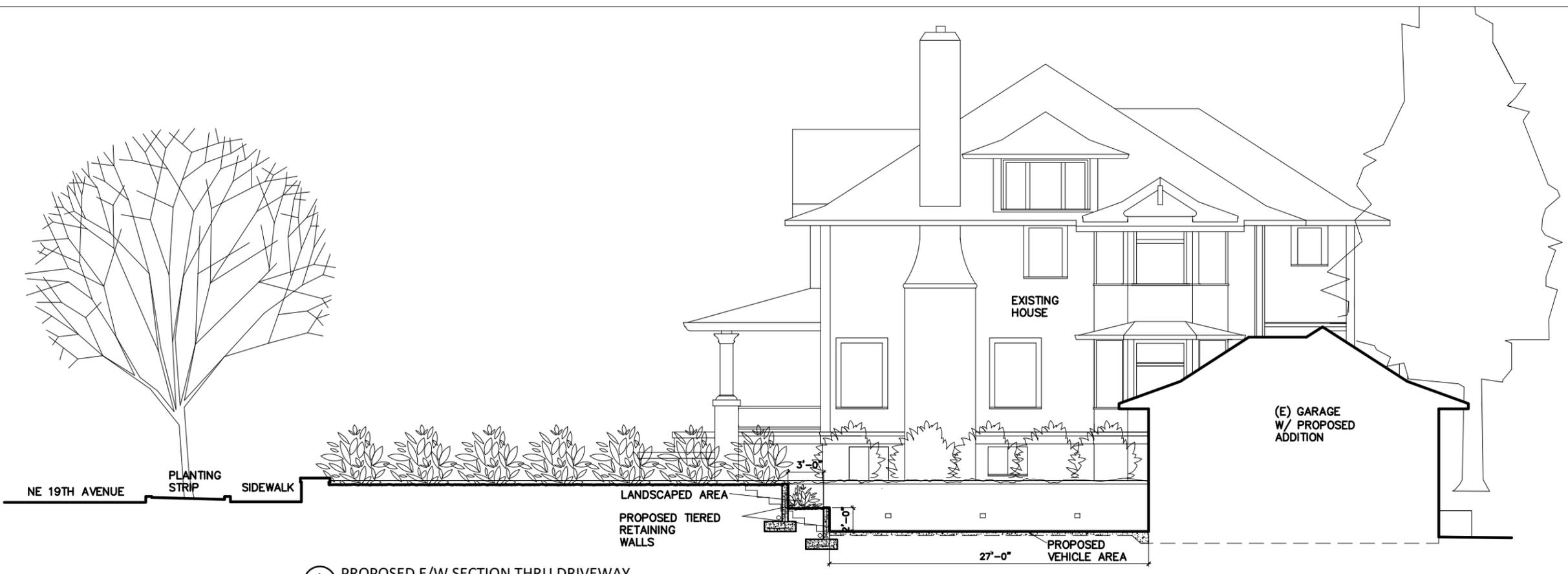
Approved
City of Portland
Bureau of Development Services

Planner *Handwritten Signature*
Date 05-18-2022

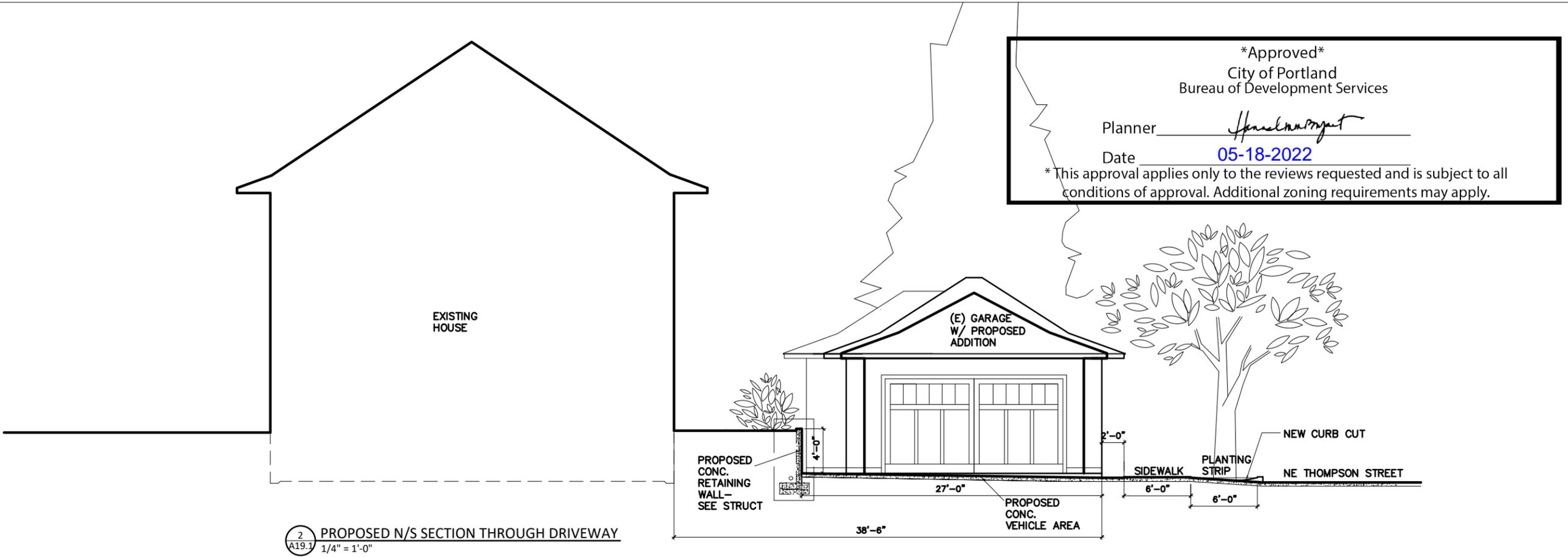
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5.2.2022

C16

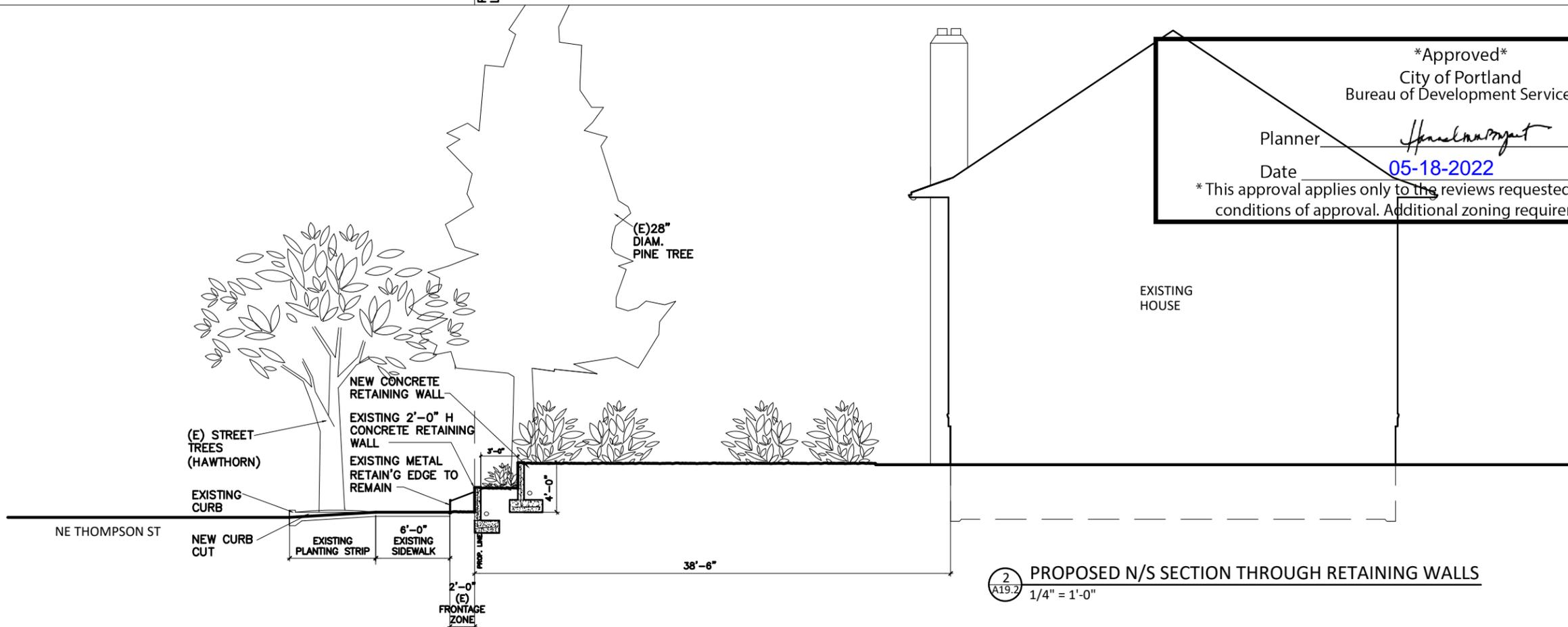
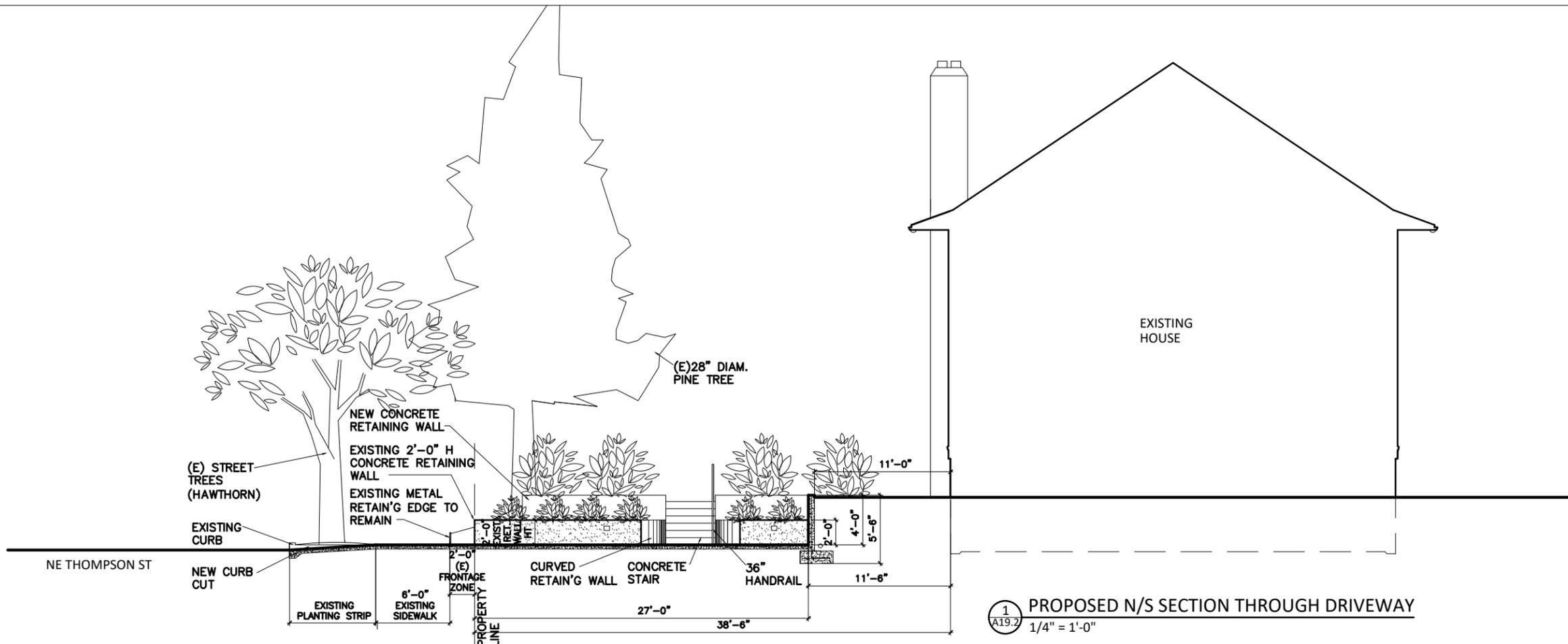


1 A19.1 PROPOSED E/W SECTION THRU DRIVEWAY
 1/4" = 1'-0"



Approved
 City of Portland
 Bureau of Development Services
 Planner Hanselmyer
 Date 05-18-2022
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2 A19.1 PROPOSED N/S SECTION THROUGH DRIVEWAY
 1/4" = 1'-0"



Approved
City of Portland
Bureau of Development Services

Planner *Handwritten Signature*

Date 05-18-2022

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MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503-381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

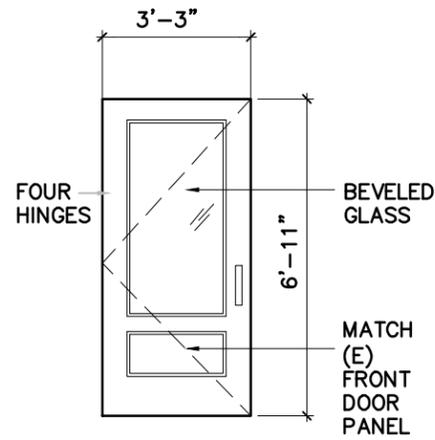
5.2.22

C18

PROPOSED DOOR SCHEDULE

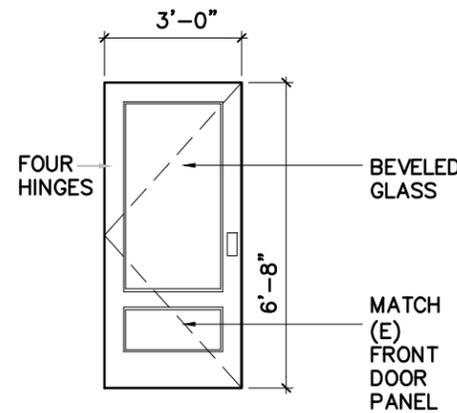
EXTERIOR DOORS -- SIMILAR STYLE TO FRONT DOOR -- PAINT GRADE, MORTISE LATCHES, FOUR HINGES

MAIN FLOOR



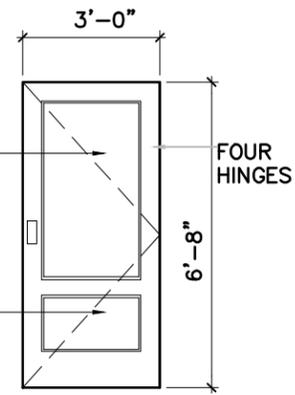
1 MUDROOM EXTERIOR
MATCH (E) FRONT
DOOR STYLE
PAINT GRADE (OUT)
FINISH GRADE (IN)

BASEMENT



2 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

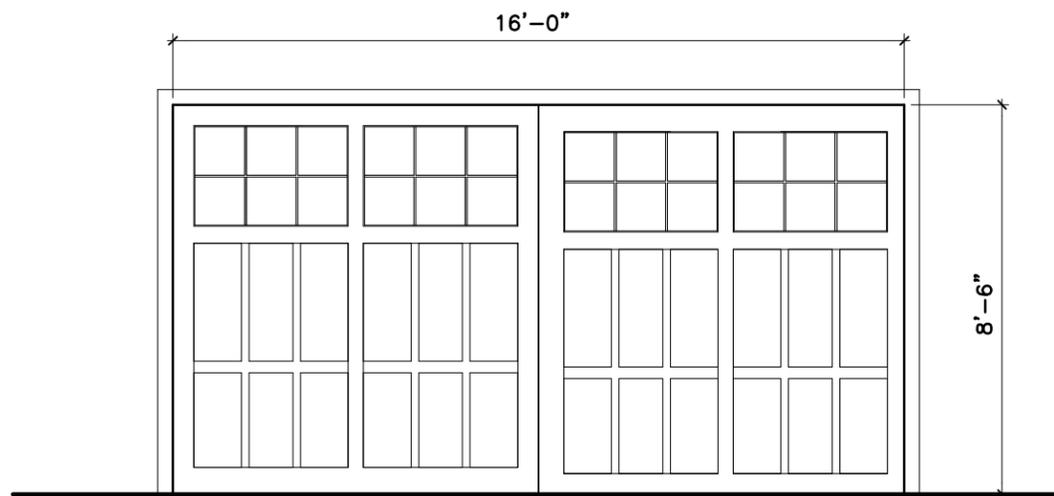
GARAGE



3 ENTRY
PAINT GRADE (OUT)
FINISH GRADE (IN)

SIMPSON ALL WOOD
EXTERIOR DOOR

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR



4 GARAGE DOOR
HORMON INFINITY CLASS - 1206S
GREYLITE #31 GLASS
ALUMINUM

MARIA COHEN DESIGN

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SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

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City of Portland
Bureau of Development Services
Planner *Handwritten Signature*
Date 05-18-2022
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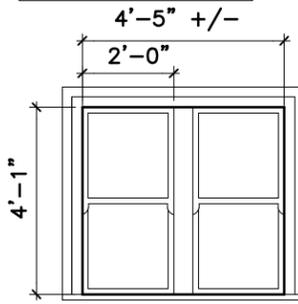
4.22.22

C19

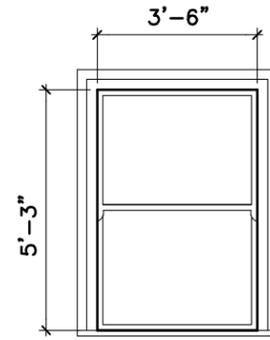
PROPOSED WINDOW SCHEDULE

ALL WINDOWS: MARVIN ULTIMATE WOOD

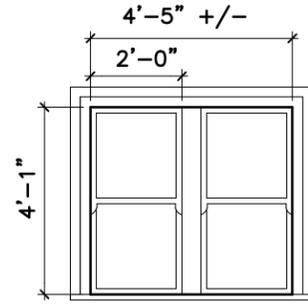
MAIN FLOOR



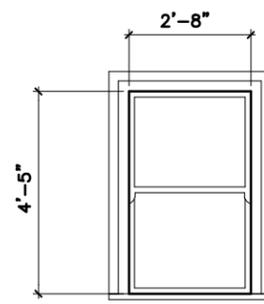
1 MUDROOM (NEW ADDITION)



2 BACK HALL (NEW ADDITION)

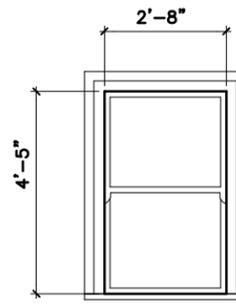


3 POWDER ROOM (NEW ADDITION) PRIVACY GLASS

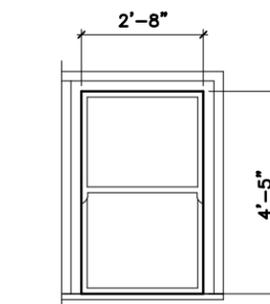


3A STAIRWELL TEMPERED GLASS

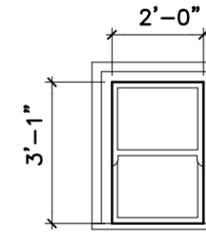
SECOND FLOOR



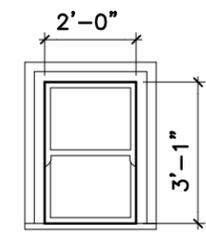
4 BEDROOM 3 NEW WINDOW



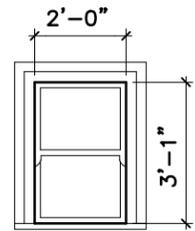
4A BEDROOM 3 NEW WINDOW



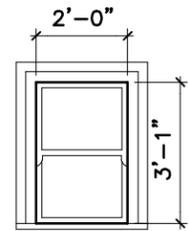
5 BEDROOM 3 CLOSET



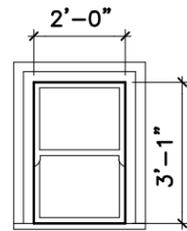
6 KID'S BATH TUB TEMPERED - PRIVACY



7 KID'S BATH VANITY TEMPERED-PRIVACY

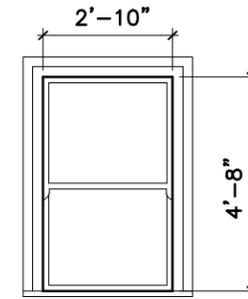


8 KID'S BATH TOILET PRIVACY



9 KID'S BATH TOILET PRIVACY

9A NOT USED



10 MASTER BATH (LARGER) PRIVACY

11 NOT USED

12 NOT USED

13 NOT USED

Approved

City of Portland
Bureau of Development Services

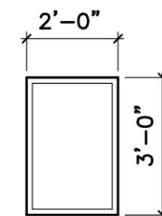
Planner *Hannah Project*

Date 05-18-2022

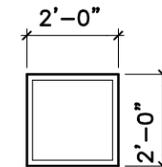
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14 NOT USED 15 NOT USED 16 NOT USED

ATTIC

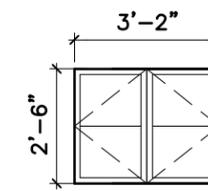


17 SKYLIGHT VELUX NEW OPENING SITE VERIFY SIZE

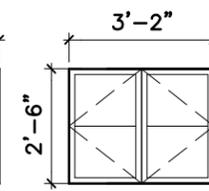


17A 17B SKYLIGHTS VELUX NEW OPENING SITE VERIFY SIZE

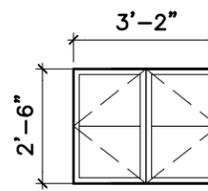
BASEMENT



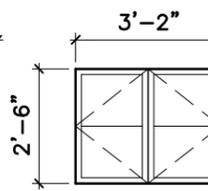
18 WEST NEW WINDOW IN NEW WALL



18A WEST NEW WINDOW IN NEW WALL

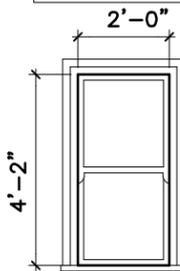


19 WEST NEW WINDOW IN NEW WALL

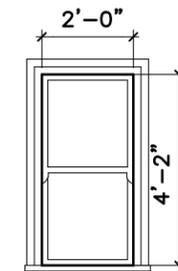


20 WEST NEW WINDOW IN NEW WALL

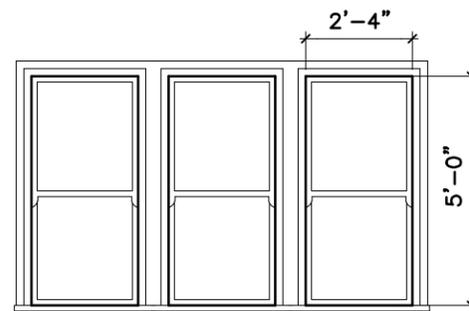
GARAGE



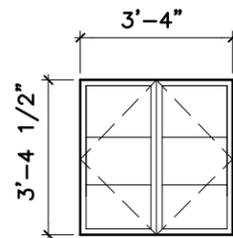
22 SOUTH NEW OPENING IN (E) WALL



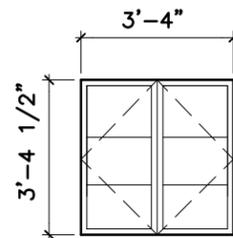
23 SOUTH NEW OPENING IN (E) WALL



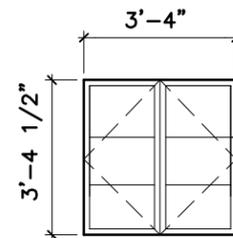
24 NORTH NEW OPENING IN (E) WALL. REUSE TWO EXISTING HOUSE'S WEST BACKHALL WINDOWS; ADD ONE NEW TO MATCH



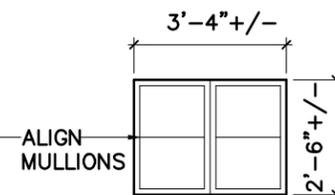
21 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING



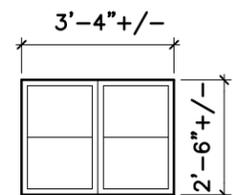
22 SOUTH - EGRESS LARGER WINDOW IN LARGER OPENING



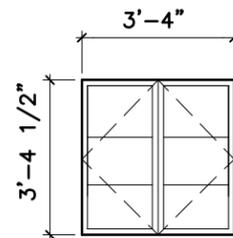
23 NORTH - EGRESS LARGER WINDOW IN LARGER OPENING



24 NORTH REPLACEMENT SAME SIZE; SAME LOCATION. PRIVACY.



25 NORTH REPLACEMENT SAME SIZE; SAME LOCATION



26 WEST EGRESS

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C20

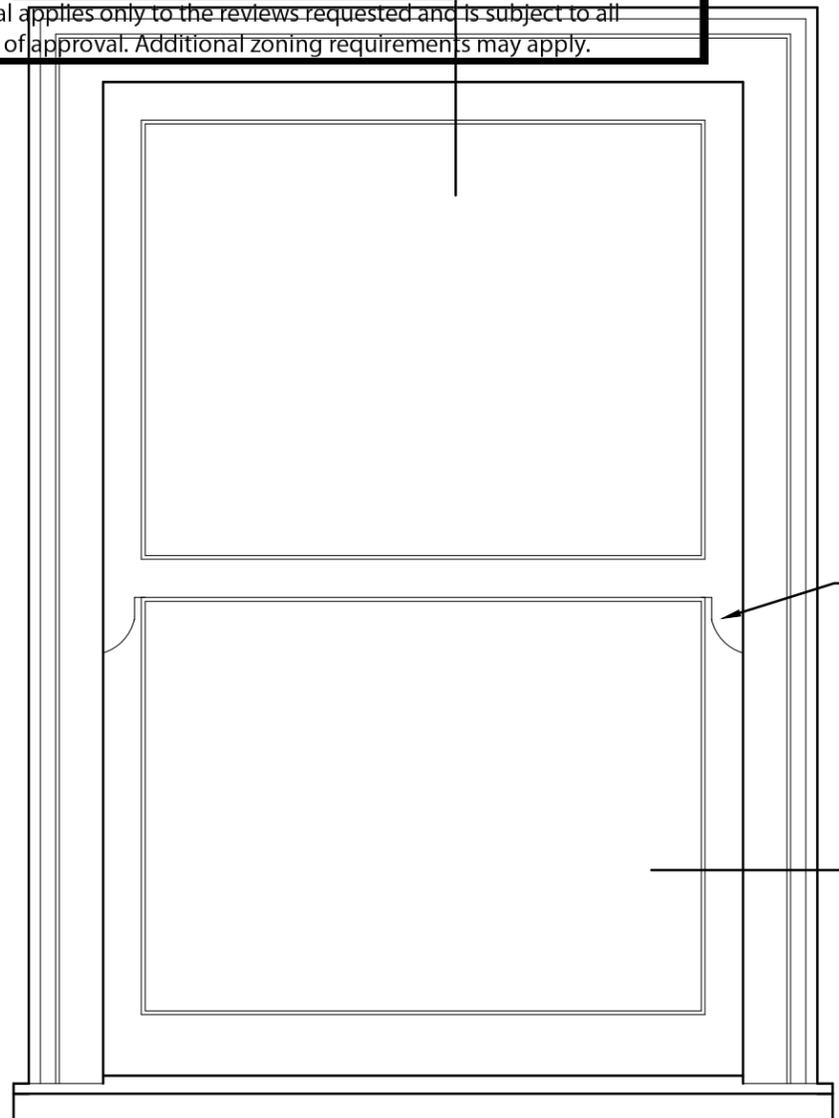
Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*

Date **05-18-2022**

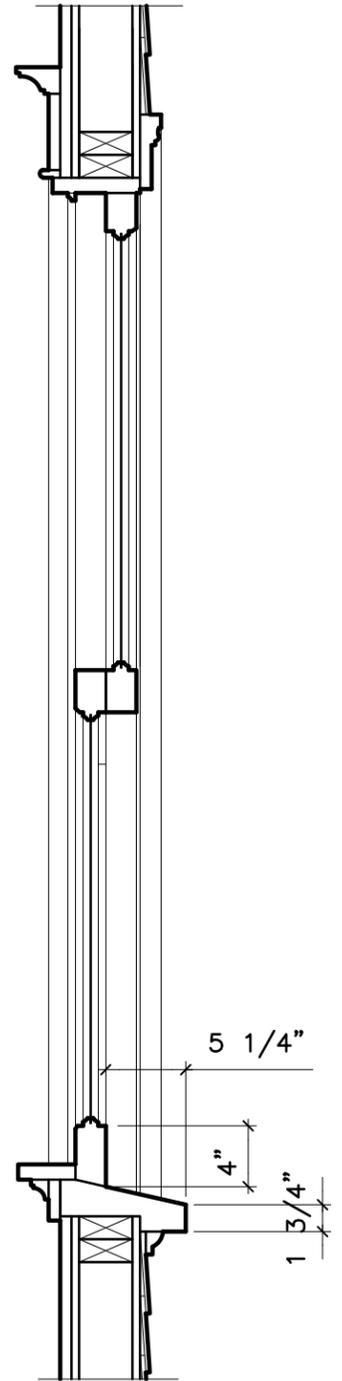
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

A



MATCH ORIGINAL OGEE LUG

B



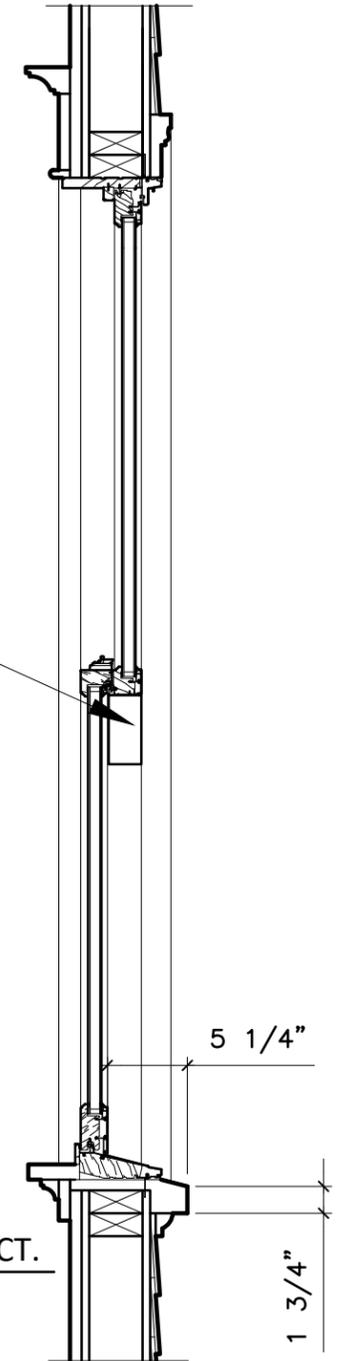
A (E)WIN.SECTION
 1" = 1'-0"

MARVIN ULTIMATE
 ALL WOOD WINDOWS

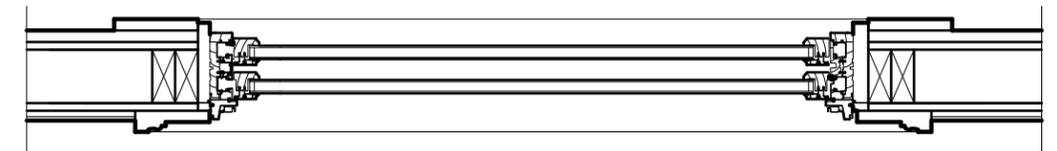
DOUBLE HUNG

MATCH ORIGINAL OGEE LUG

AFTER MARKET HEAVY TRADITIONAL SUBSILL TO MATCH EXISTING SILL BY CLASSIC DOOR AND SASH

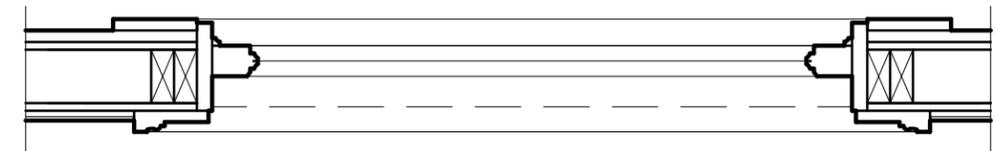


A PROPOSED WIN.SECT.
 1" = 1'-0"



B PROPOSED WINDOW SECTION
 1" = 1'-0"

○ WINDOW ELEVATION (FROM EXTERIOR)
 1" = 1'-0"



B (E)WINDOW SECTION
 1" = 1'-0"

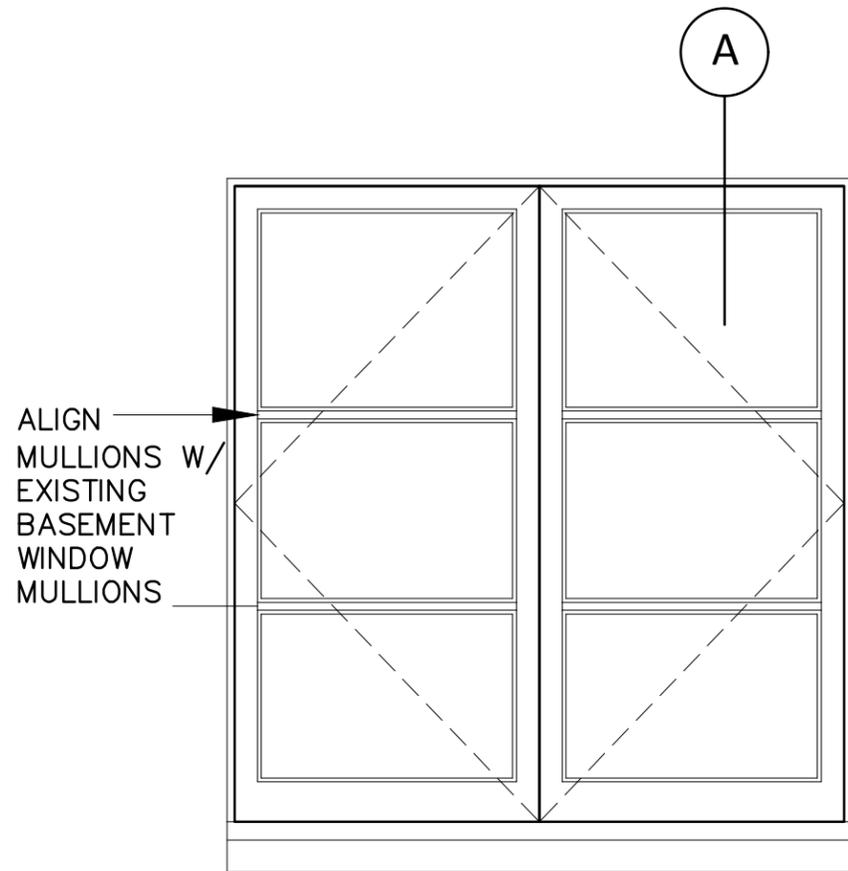
MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM

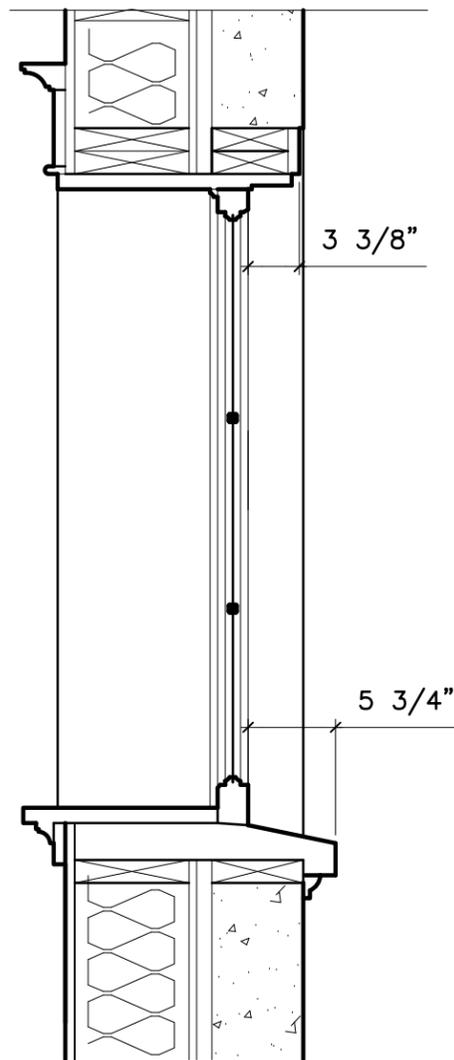
SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C21



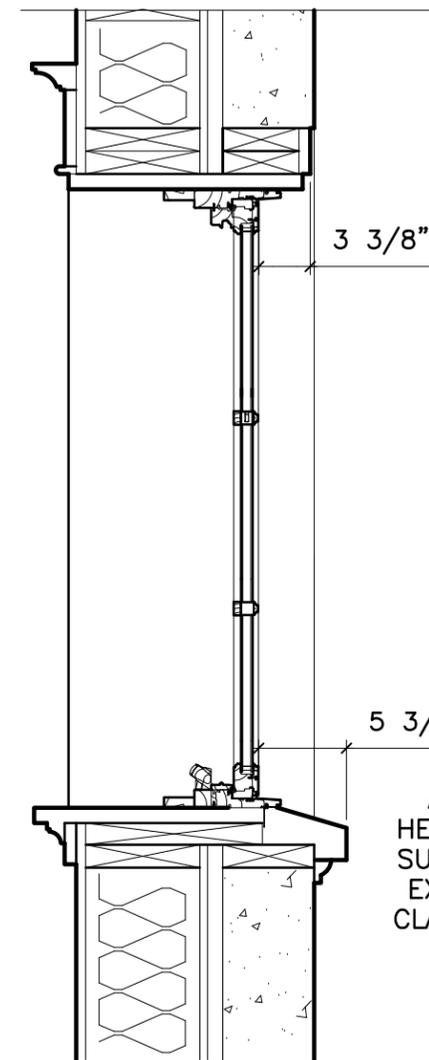
NEW BASEMENT WINDOW
1" = 1'-0"



(E)WINDOW SECTION
1" = 1'-0"

MARVIN ULTIMATE
ALL WOOD WINDOWS

CASEMENT



PROPOSED WINDOW SECTION
1" = 1'-0"

MATCH
DEPTH OF
(E)WINDOWS

PER PZC
33.445.320.B.4
AND FIG 445.1

AFTER MARKET
HEAVY TRADITIONAL
SUBSILL TO MATCH
EXISTING SILL BY
CLASSIC DOOR AND
SASH

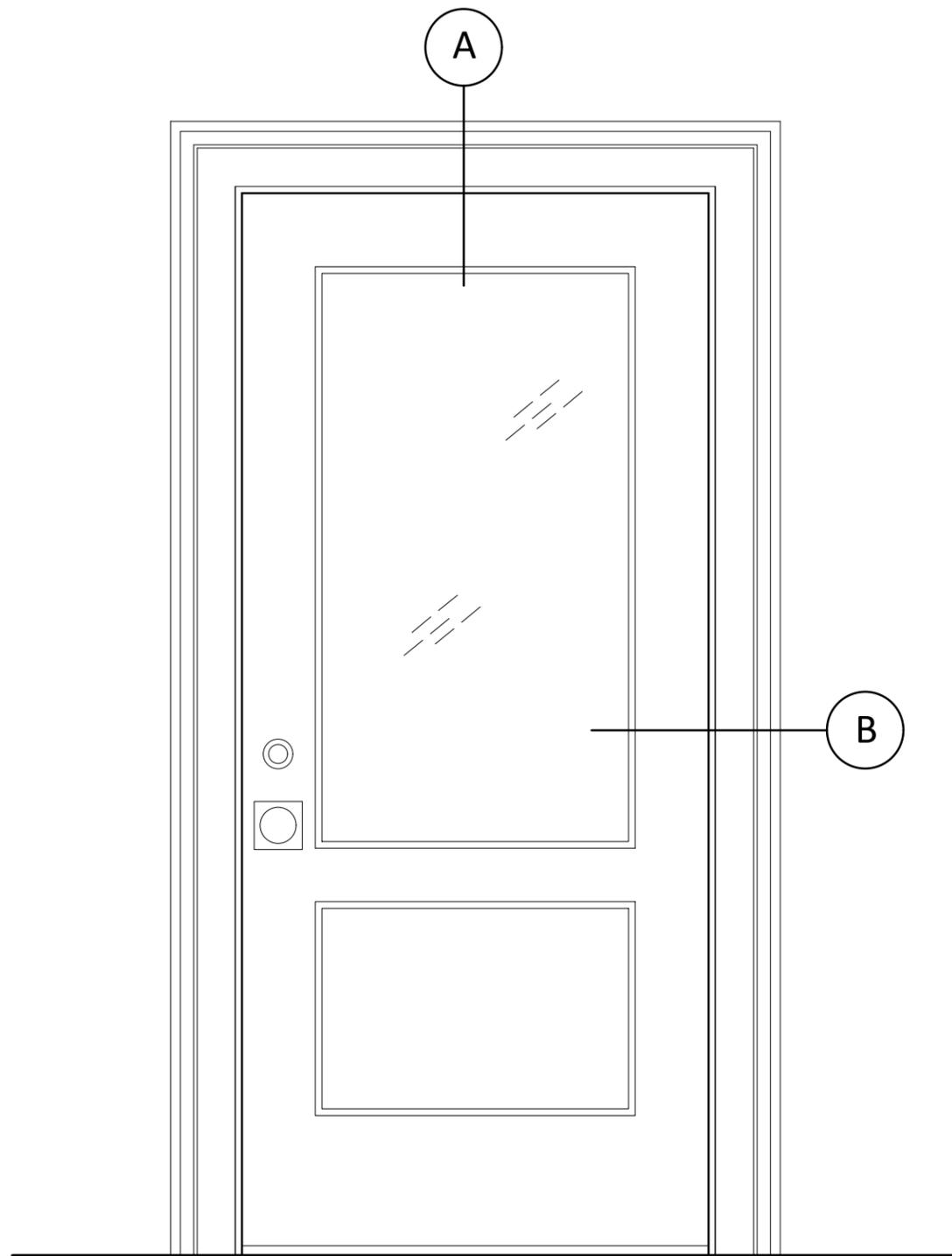
MARIA COHEN DESIGN
33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

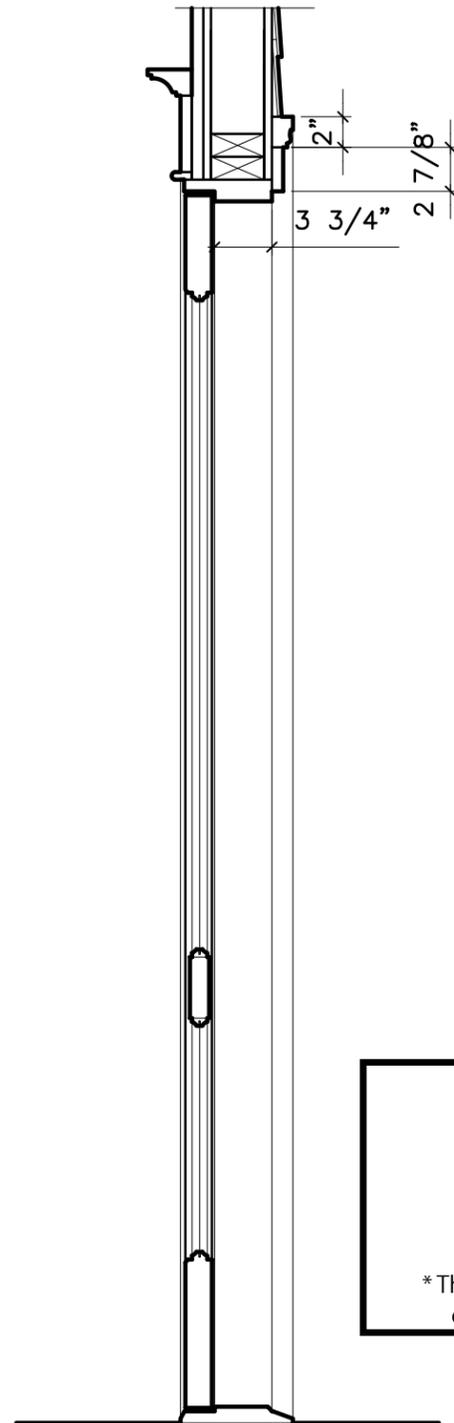
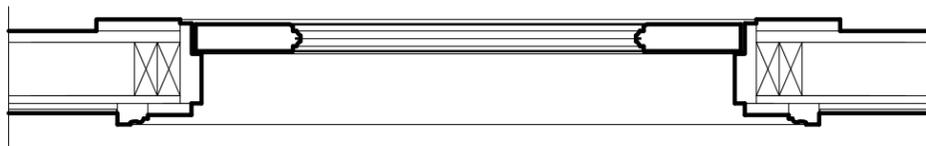
5.2.22

C22

Approved
City of Portland
Bureau of Development Services
Planner *Handwritten Signature*
Date 05-18-2022
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



PROPOSED EXTERIOR DOOR ELEVATION
1" = 1'-0"



PROPOSED EXTERIOR DOOR SECTION
1" = 1'-0"

PROPOSED EXTERIOR DOOR PLAN/SECTION
1" = 1'-0"

SIMPSON ALL WOOD
EXTERIOR DOOR - #7501
MODIFIED TO MATCH
EXISTING HISTORIC DOORS

BEVELED GLASS AND
RECESSED PANEL TO
MATCH EXISTING,
ORIGINAL FRONT DOOR

PAINT GRADE (OUT)
FINISH GRADE (IN)

Approved
City of Portland
Bureau of Development Services

Planner *[Signature]*
Date 05-18-2022

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COMPOSITE SHINGLE ROOFING

SPRAY FOAM INSULATION
(UNVENTED ROOF ASSEMBLY)

DOUBLE 2x FIRE BLOCKING

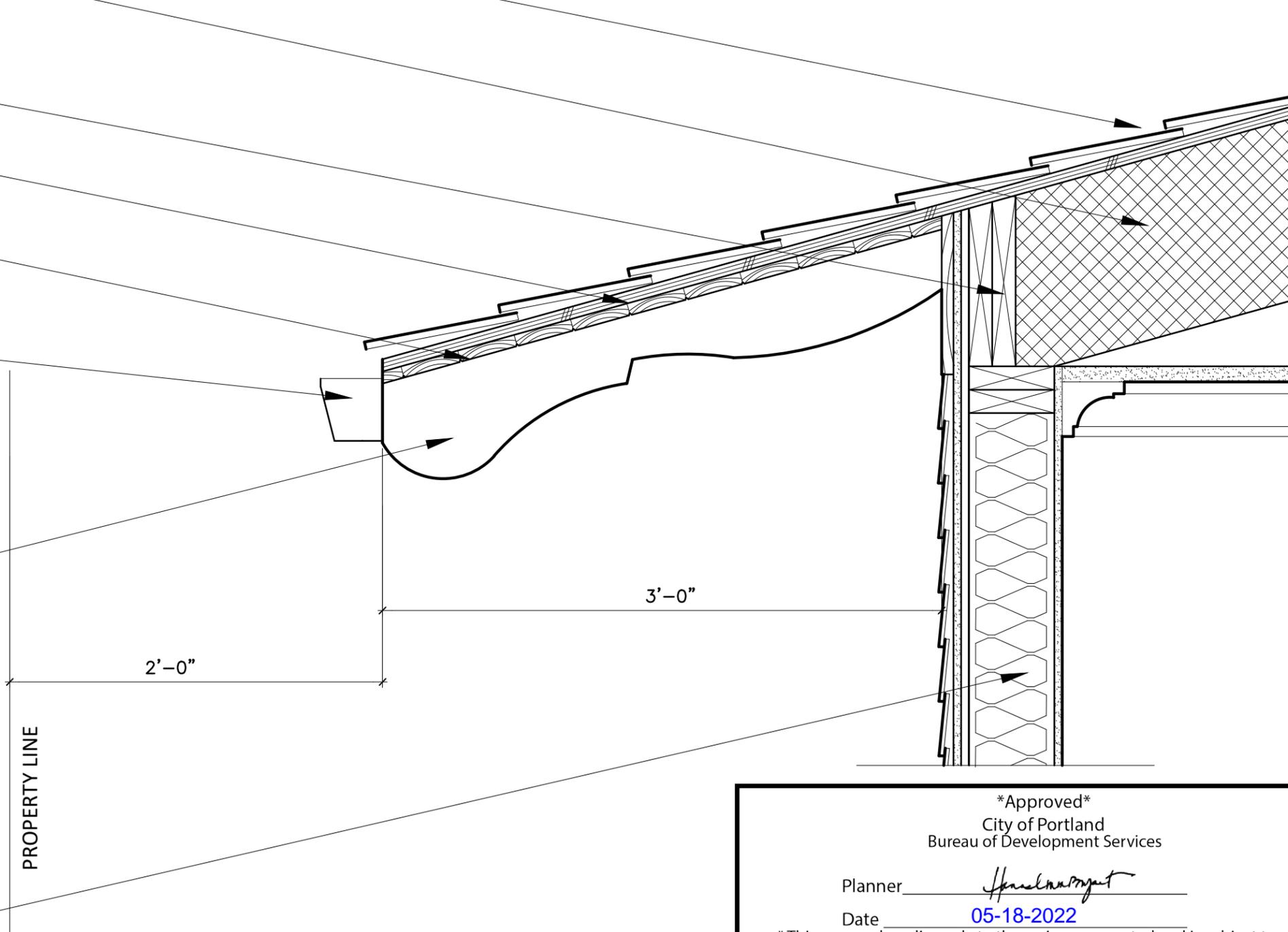
FIRE RETARDENT TREATED PLYWOOD
SHEATHING WITHIN 3' OF PROPERTY LINE

FIRE RETARDENT TREATED
1x DECKING UNDER PLYWOOD

METAL GUTTER
(MATCH EXISTING)

FIRE RETARDENT TREATED
DECORATIVE RAFTER TAIL CUT FROM 3x

TYPICAL EXTERIOR WALL ASSEMBLY WITH
R-21 BATT INSULATION



PROPERTY LINE

2'-0"

3'-0"

1 PROPOSED EAVE DETAIL
1 - 1/2" = 1'-0"

Approved
 City of Portland
 Bureau of Development Services

Planner *Handwritten Signature*

Date 05-18-2022

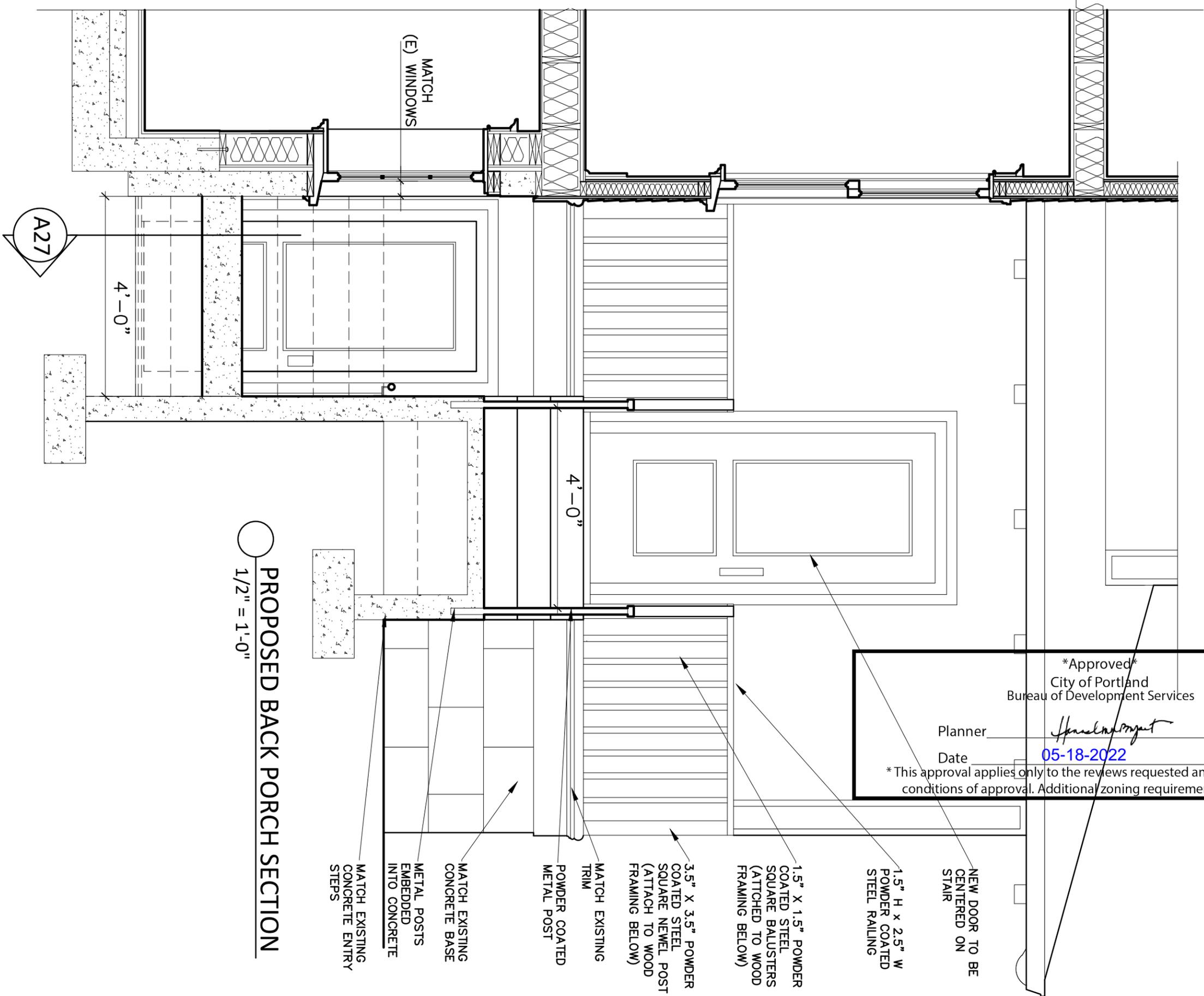
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MARIA COHEN DESIGN
33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDM1@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C24



○ PROPOSED BACK PORCH SECTION
 1/2" = 1'-0"

- MATCH EXISTING CONCRETE ENTRY STEPS
- MATCH EXISTING CONCRETE BASE
- MATCH EXISTING CONCRETE ENTRY STEPS
- MATCH EXISTING TRIM
- POWDER COATED METAL POST
- MATCH EXISTING TRIM
- 3.5" X 3.5" POWDER COATED STEEL SQUARE NEWEL POST (ATTACH TO WOOD FRAMING BELOW)
- 1.5" X 1.5" POWDER COATED STEEL SQUARE BALUSTERS (ATTACHED TO WOOD FRAMING BELOW)
- 1.5" H X 2.5" W POWDER COATED STEEL RAILING
- NEW DOOR TO BE CENTERED ON STAIR

Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*
 Date **05-18-2022**

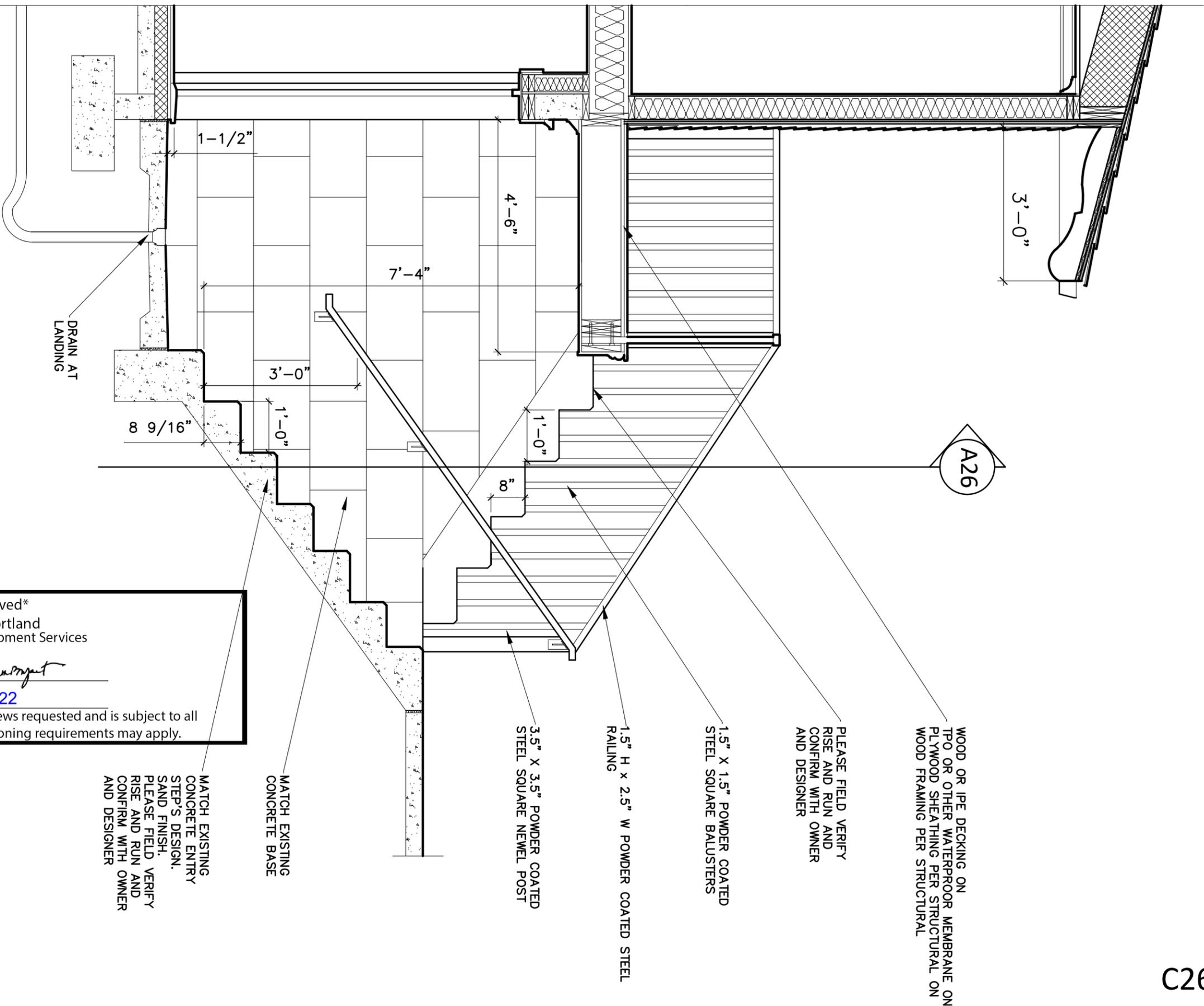
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

C25

5.2.22

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM



PROPOSED BACK PORCH SECTION
 1/2" = 1'-0"

DRAIN AT LANDING

A26

WOOD OR IPE DECKING ON TPO OR OTHER WATERPROOF MEMBRANE ON PLYWOOD SHEATHING PER STRUCTURAL ON WOOD FRAMING PER STRUCTURAL

PLEASE FIELD VERIFY RISE AND RUN AND CONFIRM WITH OWNER AND DESIGNER

1.5" X 1.5" POWDER COATED STEEL SQUARE BALUSTERS

1.5" H X 2.5" W POWDER COATED STEEL RAILING

3.5" X 3.5" POWDER COATED STEEL SQUARE NEWEL POST

MATCH EXISTING CONCRETE BASE

MATCH EXISTING CONCRETE ENTRY SAND FINISH. PLEASE FIELD VERIFY RISE AND RUN AND CONFIRM WITH OWNER AND DESIGNER

Approved
 City of Portland
 Bureau of Development Services

Planner *Heather M. [Signature]*

Date 05-18-2022

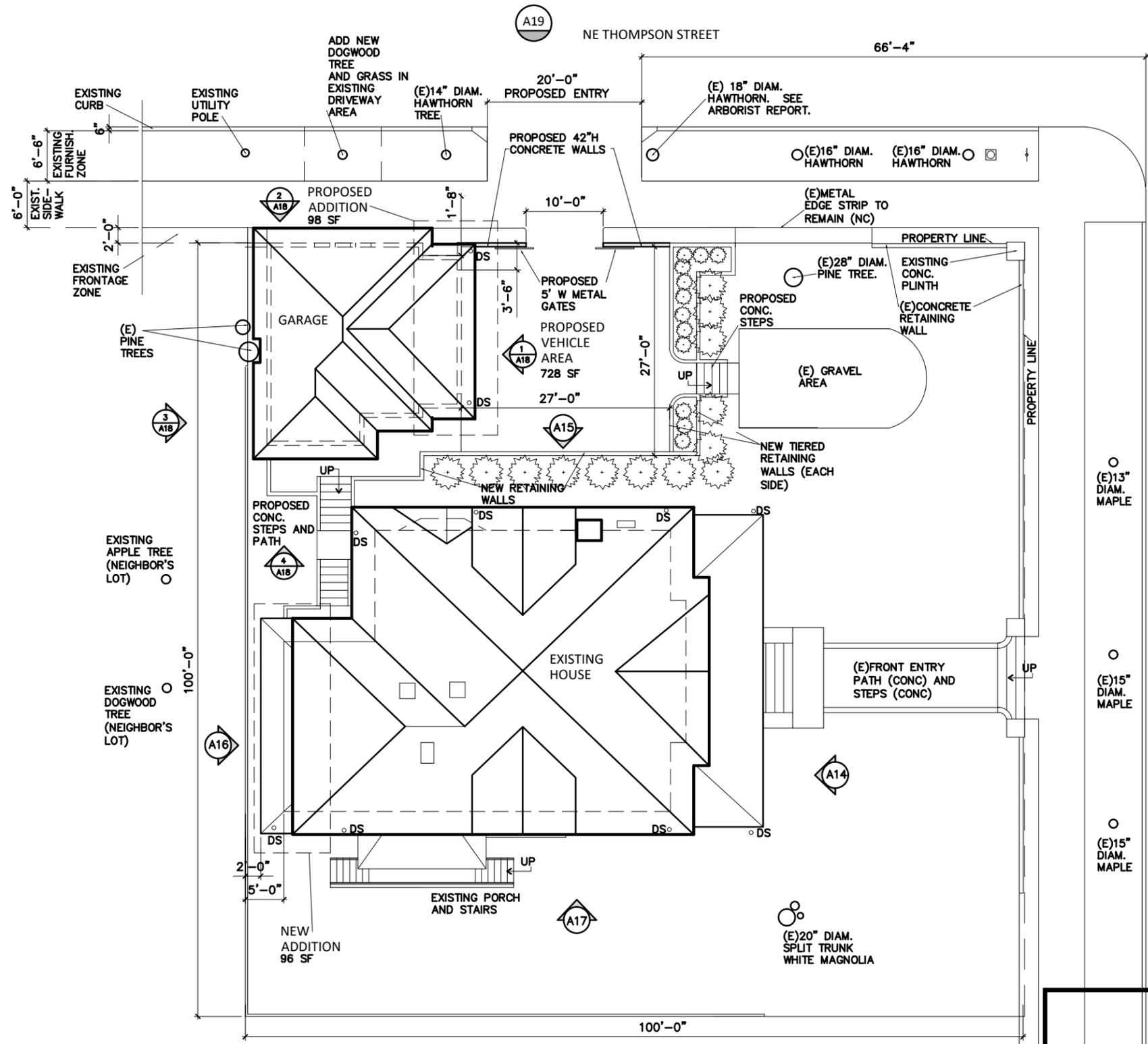
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SEVERSON RESIDENCE REMODEL

2239 NE 19TH AVENUE PORTLAND OREGON 97212

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM



PROPOSED SITE PLAN-OPTION 2
 1/16" = 1'-0"

NOT APPROVED

Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*
 Date 05-18-2022

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MARIA COHEN DESIGN
 33 NORTH HOLMAN STREET, PORTLAND, OR 97217
 CELL: 503-381-0366 MANDY@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

5.2.22

C27

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212



NOT APPROVED

Approved
 City of Portland
 Bureau of Development Services

Planner *[Signature]*

Date 05-18-2022

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

PROPOSED NORTH ELEVATION FROM STREET - OPTION 2
1/10" = 1'-0"

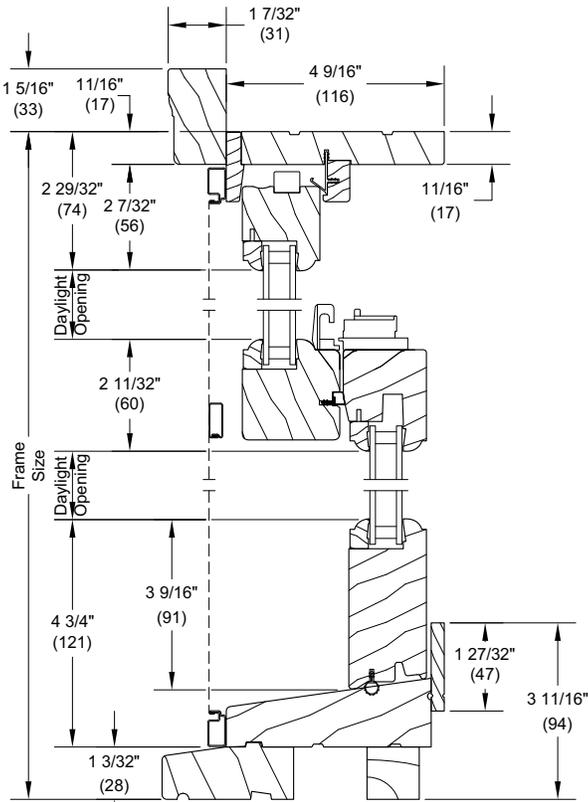
5.2.22

C28

Section Details: Operating

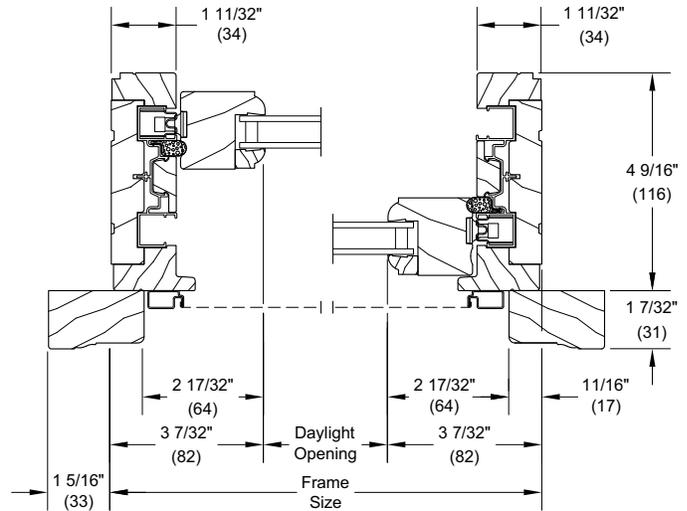
Scale: 3" = 1' 0"

Double Hung



Lower Sash

Upper Sash



Jambs

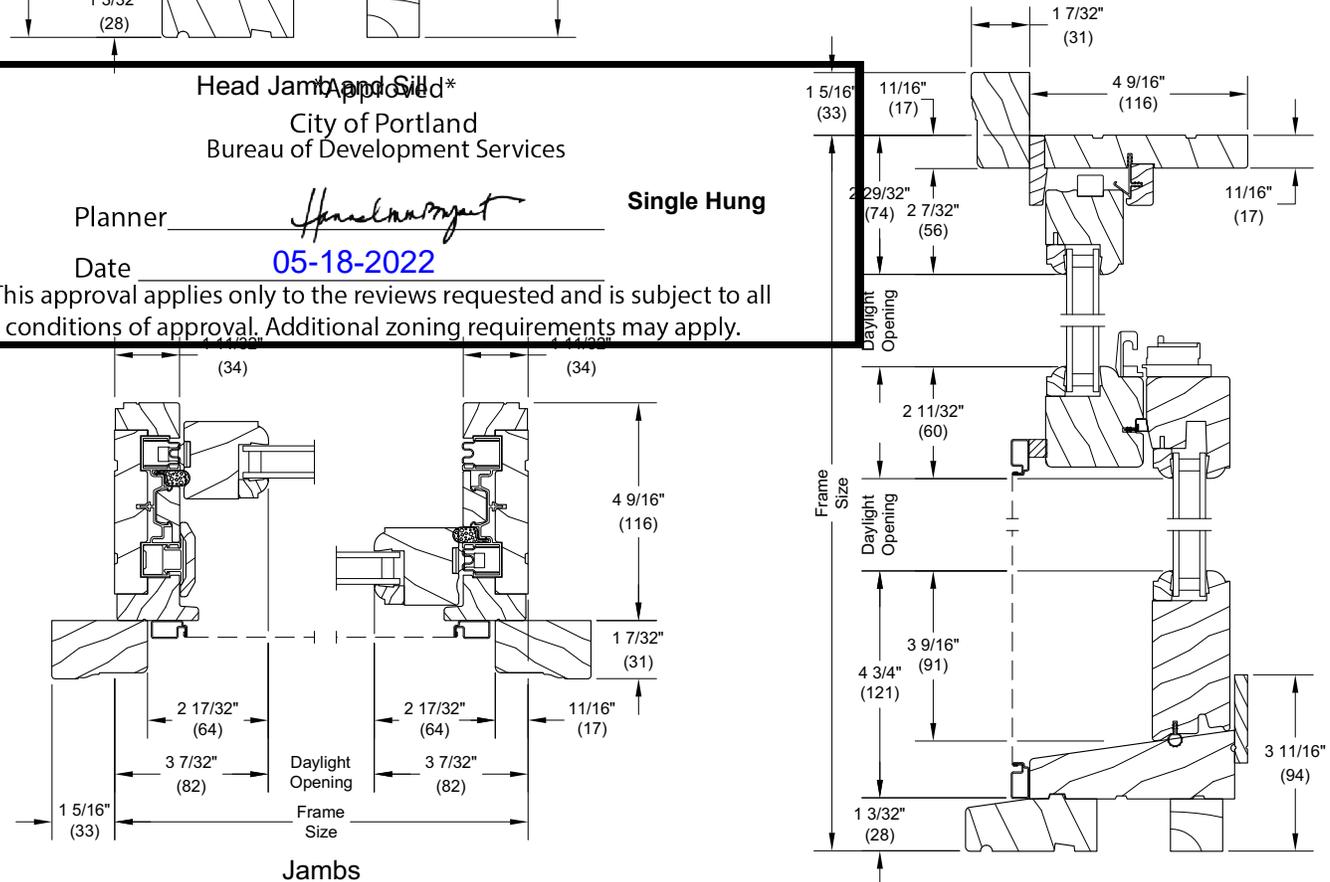
Approved*
City of Portland
Bureau of Development Services

Planner *Hanselma*

Date 05-18-2022

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Single Hung



Jambs

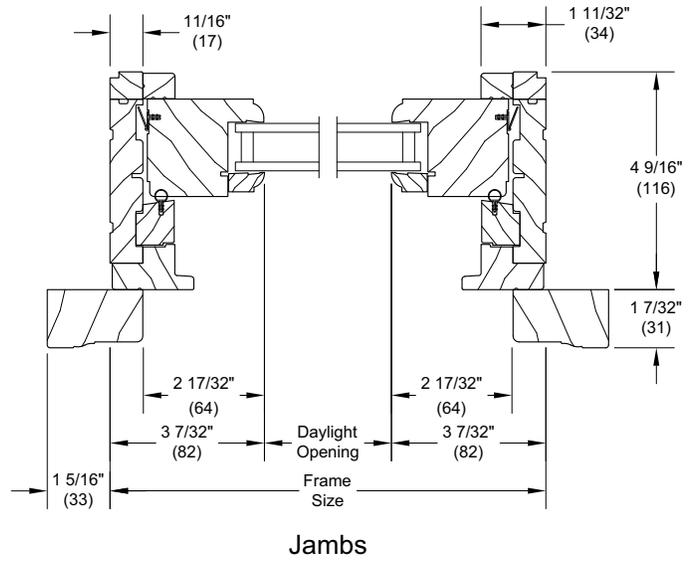
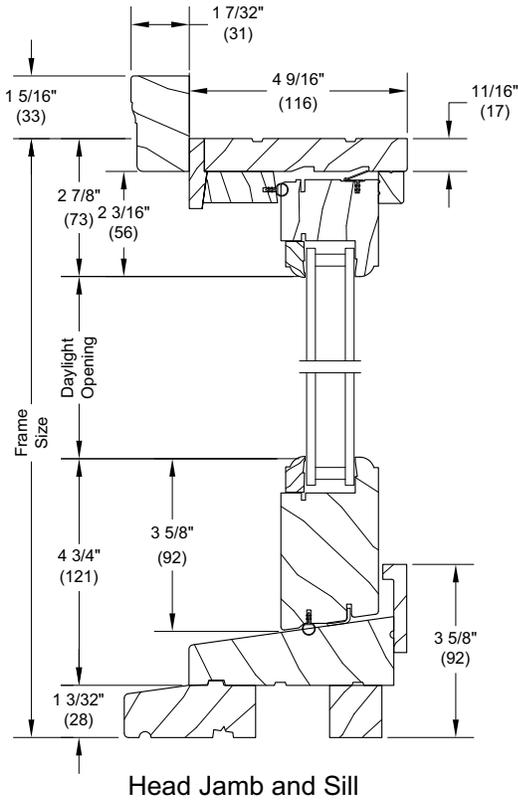
Head Jamb and Sill

C29 LU 21-072667 HRM

Section Details: 2" Picture

Scale: 3" = 1' 0"

2" Picture



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 City of Portland
 Bureau of Development Services

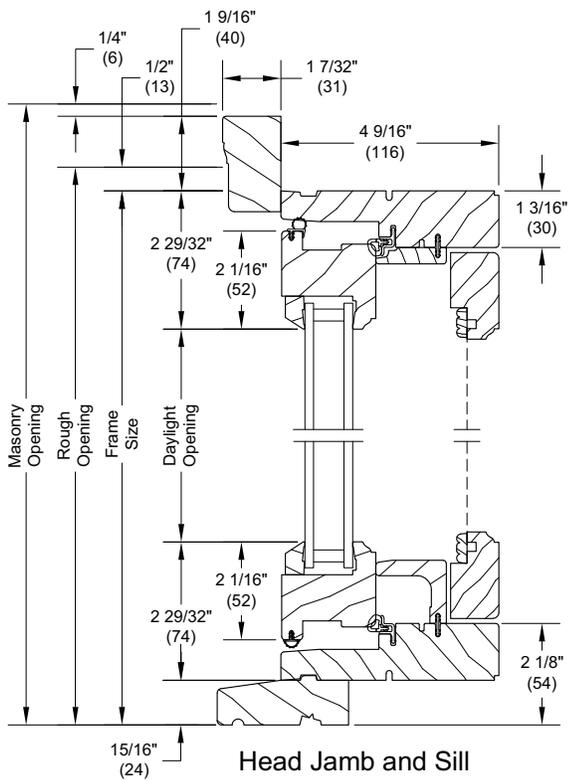
Planner 

Date 05-18-2022

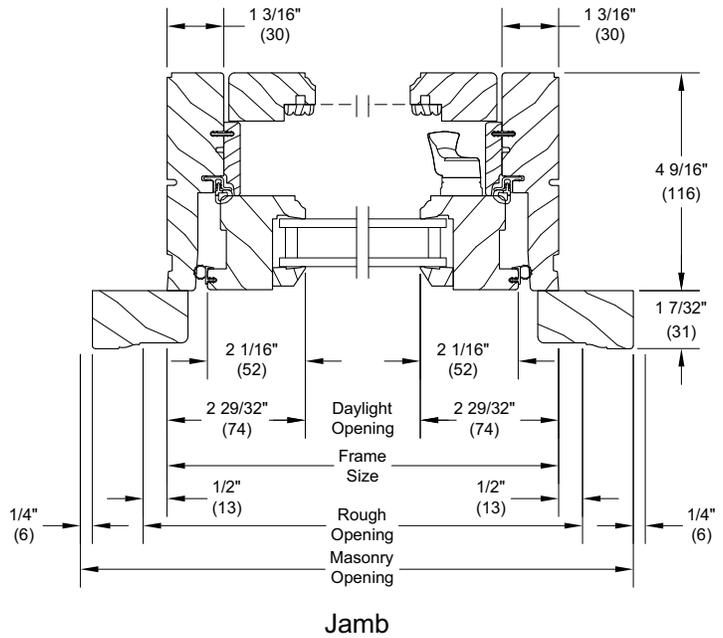
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Section Details: Operating/Picture - Casement/Awning Push Out - 1" (25) IG

Scale: 3" = 1' 0"



UWCAPO



1 9/16"

UWAWNPO

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 City of Portland
 Bureau of Development Services

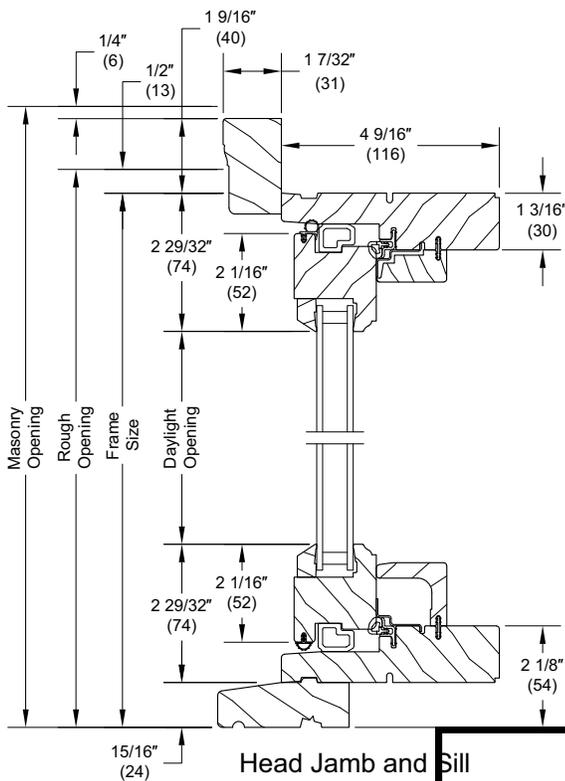
Planner 

Date 05-18-2022

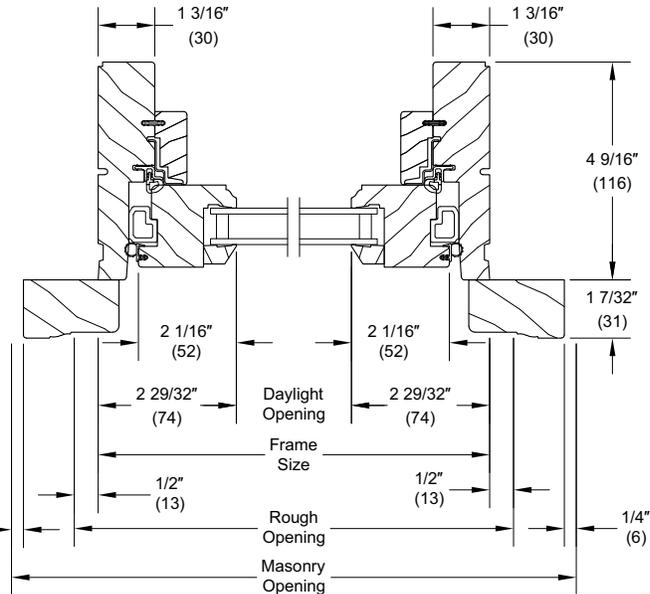
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

Section Details: Push Out Picture - 3/4" (19) and 1" (25) IG

Scale: 3" = 1' 0"



3/4" IG



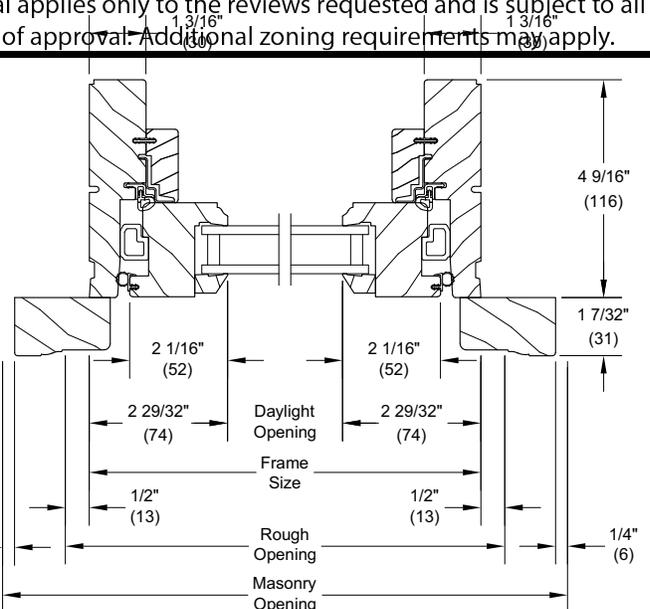
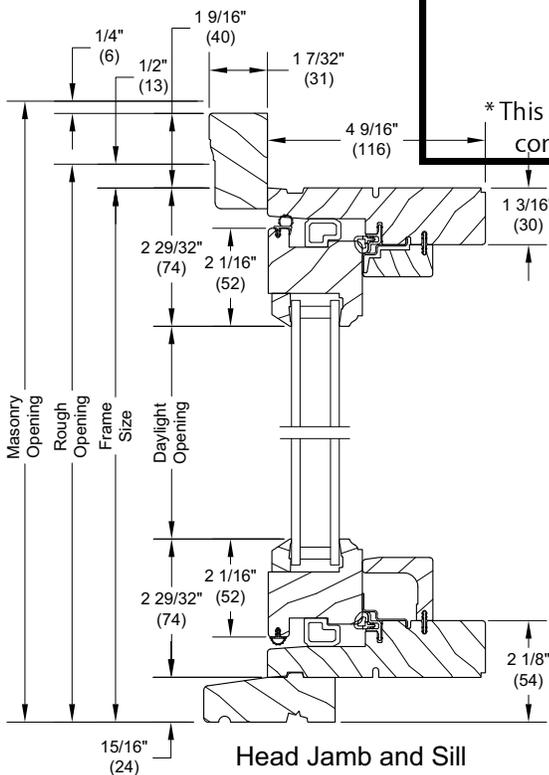
Approved
Jambs
 City of Portland
 Bureau of Development Services

1" IG

Planner *Hannah Project*

Date **05-18-2022**

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



Jamb

Section Details: Full Frame Casement Push Out Mullion Options

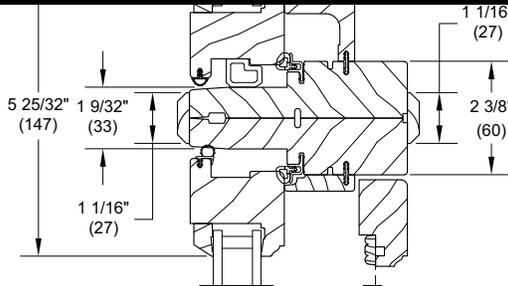
Scale: 3" - 1' 0"

City of Portland
Bureau of Development Services

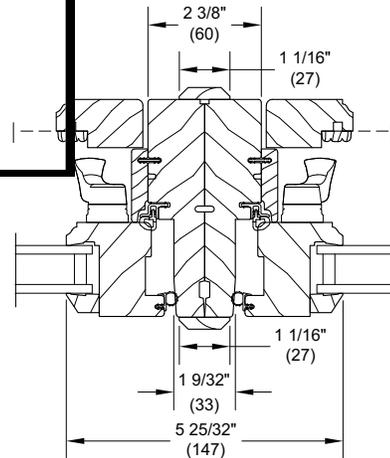
Planner *Hansmann*

Date 05-18-2022

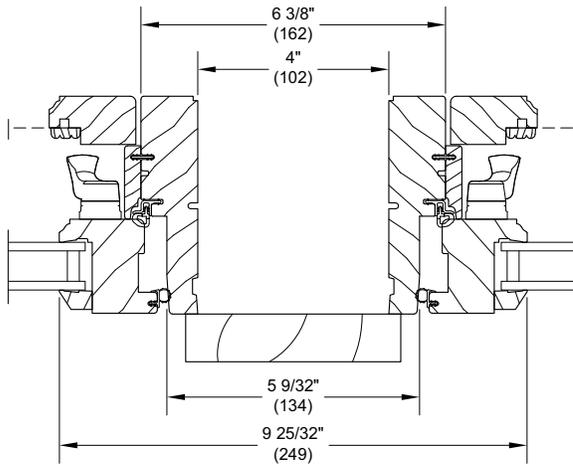
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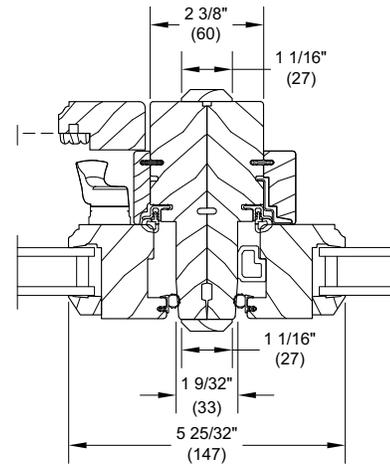
**Horizontal Mullion
Picture/Operator**



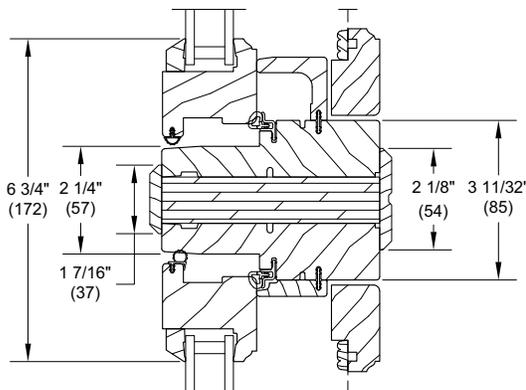
**Vertical Mullion
Operator/Operator/Direct Mull**



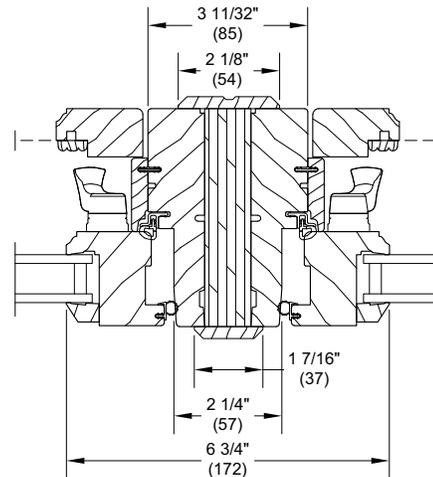
**Vertical Mullion w/ 4" Space Mull
Operator/Operator**



**Vertical Mullion
Operator/Picture/Direct Mull**



**Horizontal Mullion
LVL Operator/Operator**



**Vertical Mullion
LVL Operator/Operator**

REJUVENATION



Alsea Craftsman 3-1/4" Fitter Wall Sconce

Item #A7107

<http://www.rejuvenation.com/s/1af0n>

Specification	Detail
Item #	A7107
Finish	Black Enamel
Socket Type	E26
Shade	B5105-OP
Shade SKU	B5105-OP
Maximum fixture wattage per socket	60 W
UL Listing	UL Listed Wet
Canopy	4-5/8"
Overall fixture width	6"
Overall fixture depth	7-3/4"
Length	11-5/8"
Shade height	6"
Canopy Height	6-3/8"

Approved

City of Portland
Bureau of Development ServicesPlanner *Handwritten Signature*Date 05-18-2022

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

C31

HÖRMANN NORTHWEST DOOR



INFINITY CLASSIC – I206S (WHITE POLYCRON III, GREYLITE #31 GLASS)

Northwest Door has combined the elegance of a wooden carriage house style door with the latest manufacturing technology to create the new all-aluminum Infinity Classic™. Infinity Classic's weather resistant durability is unsurpassed and with proper maintenance will virtually last the life of your home with "Everlasting Elegance". Infinity Classic's wood grain powder coated finishes look so lifelike you can't believe they're not real wood.

MATERIAL: Aluminum

GLASS TYPE: Greylite #31

DOOR FINISH: White Polycron III

Approved
City of Portland
Bureau of Development Services

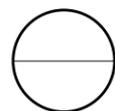
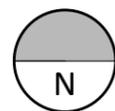
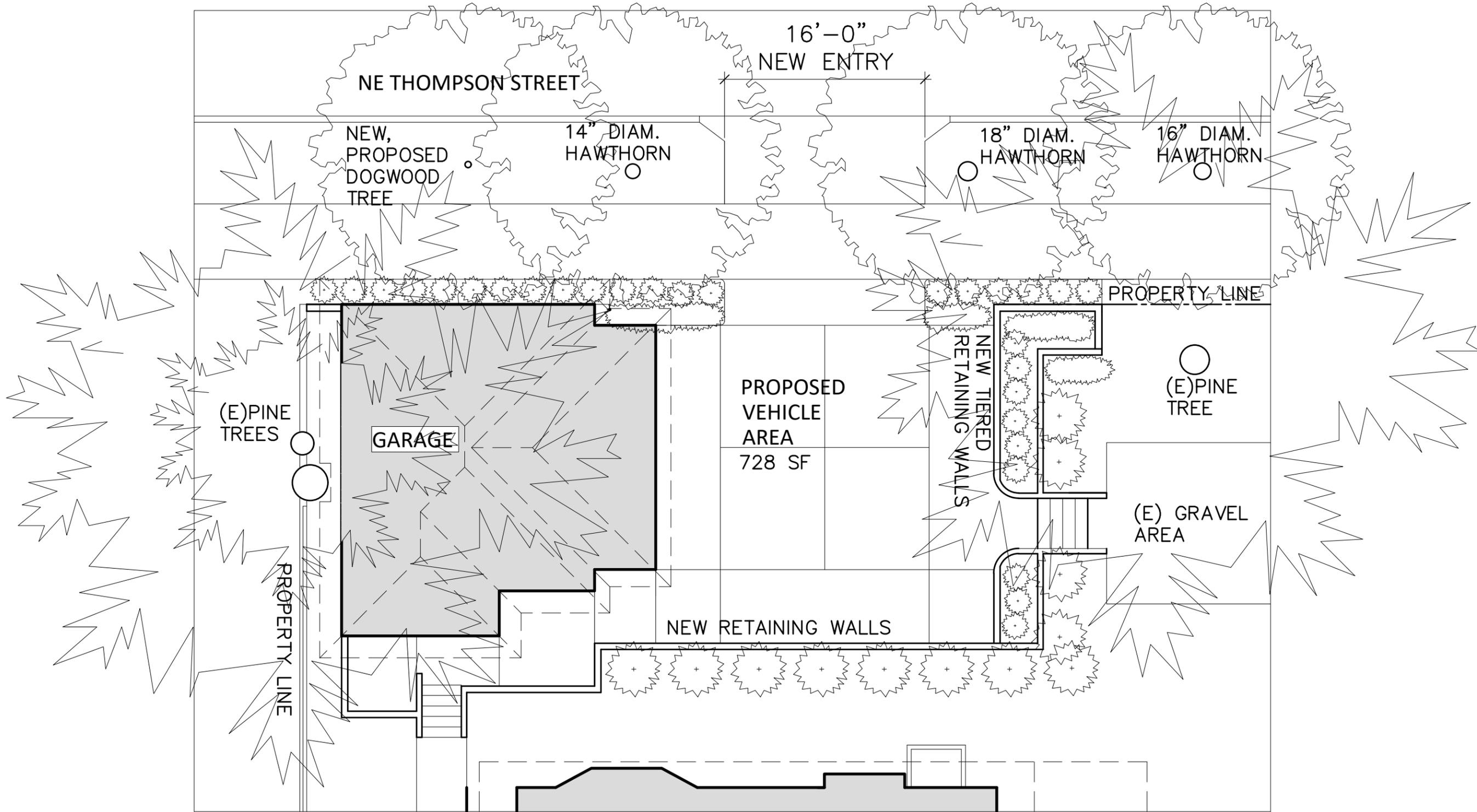
Planner *Hanselma*

Date 05-18-2022

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C32

LU 21-072667 HRM



NEW GARAGE AND VEHICLE AREA PLAN

1/8" = 1'-0"

LU 21-072667 HRM C.33

Approved
City of Portland
Bureau of Development Services

Planner *Handwritten Signature*

Date 08-8-2022

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

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E26DA 16200	JACOBSON PAMELA K & BUISMAN MICHAEL	1508 SW 19TH AVE	PORTLAND OR 97201
3	RETURN SERVICE REQUESTED		1N1E26DA 16300	OLIVER MARCUS V & OLIVER KATIE B	2214 NE 19TH AVE	PORTLAND OR 97212
4	RETURN SERVICE REQUESTED		1N1E26DA 16400	ZICKRICK WILLIE D	2228 NE 19TH AVE	PORTLAND OR 97212-4615
5	RETURN SERVICE REQUESTED		1N1E26DA 16500	KOO JOHN & MANCKE JENNIFER	2232 NE 19TH AVE	PORTLAND OR 97212
6	RETURN SERVICE REQUESTED		1N1E26DA 16600	ROWAN DANIEL L & ROWAN LAURA M	1912 NE THOMPSON ST	PORTLAND OR 97212
7	RETURN SERVICE REQUESTED		1N1E26DA 3100	SIEGEL-WILSON TRUST	1911 NE THOMPSON ST	PORTLAND OR 97212
8	RETURN SERVICE REQUESTED		1N1E26DB 10000	ALLEN COLBY D	1817 NE THOMPSON ST	PORTLAND OR 97212-4211
9	RETURN SERVICE REQUESTED		1N1E26DB 10100	INTELLECTUAL ASSETS INC	1831 NE THOMPSON ST	PORTLAND OR 97212
10	RETURN SERVICE REQUESTED		1N1E26DB 10100	MC FEETERS-KRONE DAVID & AMY	1831 NE THOMPSON ST	PORTLAND OR 97212
11	RETURN SERVICE REQUESTED		1N1E26DB 11000	ANDERSON DIANNE C & KATZ MELVIN	2227 NE 19TH AVE	PORTLAND OR 97212-4616
12	RETURN SERVICE REQUESTED		1N1E26DB 11100	GILLETTE BAXTER & MALONE JANINA	2215 NE 19TH AVE	PORTLAND OR 97212
13	RETURN SERVICE REQUESTED		1N1E26DB 11200	MCCLELLAN GARY L ETAL	2205 NE 19TH AVE	PORTLAND OR 97212
14	RETURN SERVICE REQUESTED		1N1E26DB 12200	KEHM DAVID R TR	2206 NE 18TH AVE	PORTLAND OR 97212-4611
15	RETURN SERVICE REQUESTED		1N1E26DB 12300	CROFT FAMILY 2020 TRUST	2318 NE 18TH AVE	PORTLAND OR 97212
16	RETURN SERVICE REQUESTED		1N1E26DB 12400	ROSS TRACY TR & BERNARDINI LORI TR	2226 NE 18TH AVE	PORTLAND OR 97212-4611
17	RETURN SERVICE REQUESTED		1N1E26DB 12500	HAZEN BRUCE B & SHIRLEY BRIDGET J	2242 NE 18TH AVE	PORTLAND OR 97212-4611
18	RETURN SERVICE REQUESTED		1N1E26DB 9900	ENGELHARDT JOHN J & MARY LOUISE	1803 NE THOMPSON ST	PORTLAND OR 97212-4211
19				CURRENT RESIDENT	1816 NE THOMPSON ST	PORTLAND OR 97212
20				CURRENT RESIDENT	2206 NE 19TH AVE	PORTLAND OR 97212
21				CURRENT RESIDENT	2208 NE 19TH AVE	PORTLAND OR 97212
22				CURRENT RESIDENT	2218 NE 18TH AVE	PORTLAND OR 97212
23				CURRENT RESIDENT	2226 NE 18TH AVE	PORTLAND OR 97212
24				CURRENT RESIDENT	2227 NE 19TH AVE #A	PORTLAND OR 97212
25				CURRENT RESIDENT	2227 NE 19TH AVE #B	PORTLAND OR 97212
26	RETURN SERVICE REQUESTED	OWNERS	1N1E26DB 10900	SEVERSON COURTNEY & SEVERSON TRACY	3253 NE HOYT ST	PORTLAND OR 97232
27	RETURN SERVICE REQUESTED	APPLICANT	MARIA COHEN DESIGN	COHEN MARIA	33 N HOLMAN ST	PORTLAND OR 97217
28	RETURN SERVICE REQUESTED		LAND USE CONTACT	NECN	4815 NE 7TH AVE	PORTLAND OR 97211
29	RETURN SERVICE REQUESTED		LAND USE CONTACT	SOUL DISTRICT BUSINESS ASSOCIATION	PO BOX 11565	PORTLAND OR 97211
30	RETURN SERVICE REQUESTED		IRVINGTON COMMUNITY ASSOCIATION	DEAN GISVOLD	2225 NE 15TH AVE	PORTLAND OR 97212
31	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
32	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
33	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
34	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
35					DAWN KRANTZ	B299/R5000
36					PROSPER PORTLAND	129/PROSPER
37	RETURN SERVICE REQUESTED		21-072667 PROP 2-2-22	CASE FILE BRYANT	1900 SW 4TH AVE #5000	PORTLAND OR 97201



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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

Date: February 2, 2022
To: Interested Person
From: Hannah Bryant, Land Use Services
503-865-6520/Hannah.Bryant@portlandoregon.gov

NOTICE OF A TYPE II PROPOSAL IN YOUR NEIGHBORHOOD

Development has been proposed in your neighborhood. The proposed development requires a land use review. The proposal, review process, and information on how to respond to this notice are described below. A copy of the site plan and zoning map is attached. I am the staff person handling the case. Please call me if you have questions regarding this proposal. Please contact the applicant if you have questions regarding any future development on the site.

Because we must publish our decision within 28 days, **we need to receive your written comments by 5 p.m. on February 23, 2022. Your comments must be e-mailed to the assigned planner listed above;** please include the Case File Number, LU 21-072667 HRM, in your e-mail. If you do not have access to e-mail, please telephone the planner listed above about submitting comments. Please note that all correspondence received will become part of the public record.

CASE FILE NUMBER: LU 21-072667 HRM – GARAGE AND HOUSE ADDITIONS IN IRVINGTON

Applicant: Maria Cohen | Maria Cohen Design
33 N Holman Street
Portland Oregon 97217

Owners: Tracy Severson & Courtney Severson
3253 NE Hoyt St
Portland, OR 97232

Site Address: 2239 NE 19TH AVE

Legal Description: BLOCK 36 LOT 1&2, IRVINGTON
Tax Account No.: R420407630
State ID No.: 1N1E26DB 10900
Quarter Section: 2832
Neighborhood: Irvington, contact Dean Gisvold at deang@mcewengisvold.com
Business District: Soul District Business Association, contact at Info@nnebaportland.org
District Coalition: Northeast Coalition of Neighborhoods, contact at info@necoalition.org
Plan District: None
Other Designations: *Contributing Resource in the Irvington Historic District*
Zoning: R5 – Residential 5,000 dwelling zone
Case Type: HRM – *Historic Resource with Modification Review*
Procedure: Type II, *an administrative decision with appeal to the Landmarks Commission.*

Proposal:

The applicant seeks Historic Resource Review approval for:

- A one-story, 96-square foot addition to the primary home.
- A 98-square foot addition to the garage.
- Replacing existing street-facing garage door with windows and adding a new garage door to the garage addition.
- A new driveway and unenclosed vehicle area.
- New four-foot retaining walls (five-foot to the bottom of the footer).
- North façade: removal and limited replacement of three with two new windows, removal of existing skylight; one-story addition to include new door, lighting, porch, roof, and foundation.
- South façade: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight.
- West façade: remove and patch existing window and skylight; add two new skylights; add new window, remove, and replace one window, move existing brackets to accommodate new window locations, one-story addition to include removal of three windows and five new windows, new foundation and four new pairs of windows at basement level.

Modification requests [PZC 33.846.070]:

1. Five-foot addition to the existing garage, within the side setback (33.110.220 and Table 110-4).
2. New garage door located within 18’ of the street lot line (33.110.220 and Table 110-4).
3. New vehicle area proposed between the primary building and the side street lot line. Proposed area is greater than 20% of the land area between the building and the street (33.266.120.C.1.b); and
4. Eaves of new one-story addition to extend three-feet into the five-foot rear setback, while code only allows eaves to extend two-feet into this rear setback (33.110.220.C.2).

Historic Resource Review is required for non-exempt exterior alterations in Irvington.

Relevant Approval Criteria:

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

- *33.846.060.G – Other Approval Criterion*

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. This application was submitted on July 30, 2021 and determined to be complete on January 21, 2022.

DECISION MAKING PROCESS

The Bureau of Development Services will make a decision on this proposal. After we consider your comments we will do one of the following:

- Approve the proposal;
- Approve the proposal with conditions; or
- Deny the proposal.

The neighborhood association listed on the first page of this notice may take a position on this application. They may also schedule an open meeting prior to making their recommendation to the Bureau of Development Services. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting.

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 extended at the request of the applicant.

If you are interested in viewing information in this file, please contact the planner listed on the front of this notice. The planner can email you documents from the file. A fee would be required for all requests for paper copies of file documents. Additional information about the City of Portland, and city bureaus is available online at <https://www.portland.gov>. A digital copy of the Portland Zoning Code is available online at <https://www.portlandoregon.gov/zoningcode>.

APPEAL PROCESS

If you disagree with the Bureau of Development Services administrative decision, you can appeal the decision to the Landmarks Commission. This review body will hold a public hearing for the appeal. When the decision is mailed, the criteria used to make the decision and information on how to file an appeal will be included. If you do not send any comments, you can still appeal the decision. There is a 14-day deadline to file an appeal beginning on the day the decision is mailed. The reason for the appeal must be specifically defined in order for the review body to respond to the appeal. If an appeal is filed, you will be notified of the time and location of the appeal hearing.

There is a fee charged for appeals. Recognized neighborhood associations may qualify for an appeal fee waiver.

APPEAL OF THE FINAL CITY DECISION

After an appeal hearing, the review body decision may be appealed to the Oregon Land Use Board of Appeals (LUBA) at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283. The phone number for LUBA is 1-503-373-1265. Issues that may provide the basis for an appeal to LUBA must be raised prior to the comment deadline or prior to the conclusion of the hearing if a local appeal is requested. If you do not raise an issue with enough specificity to give the Bureau of Development Services an opportunity to respond to it, that may also preclude an appeal to LUBA on that issue.

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).

Enclosures:

Zoning Map
Site Plan



ZONING



For Zoning Code in effect
August 1, 2020 - July 31, 2021

THIS SITE LIES WITHIN THE:
IRVINGTON HISTORIC DISTRICT

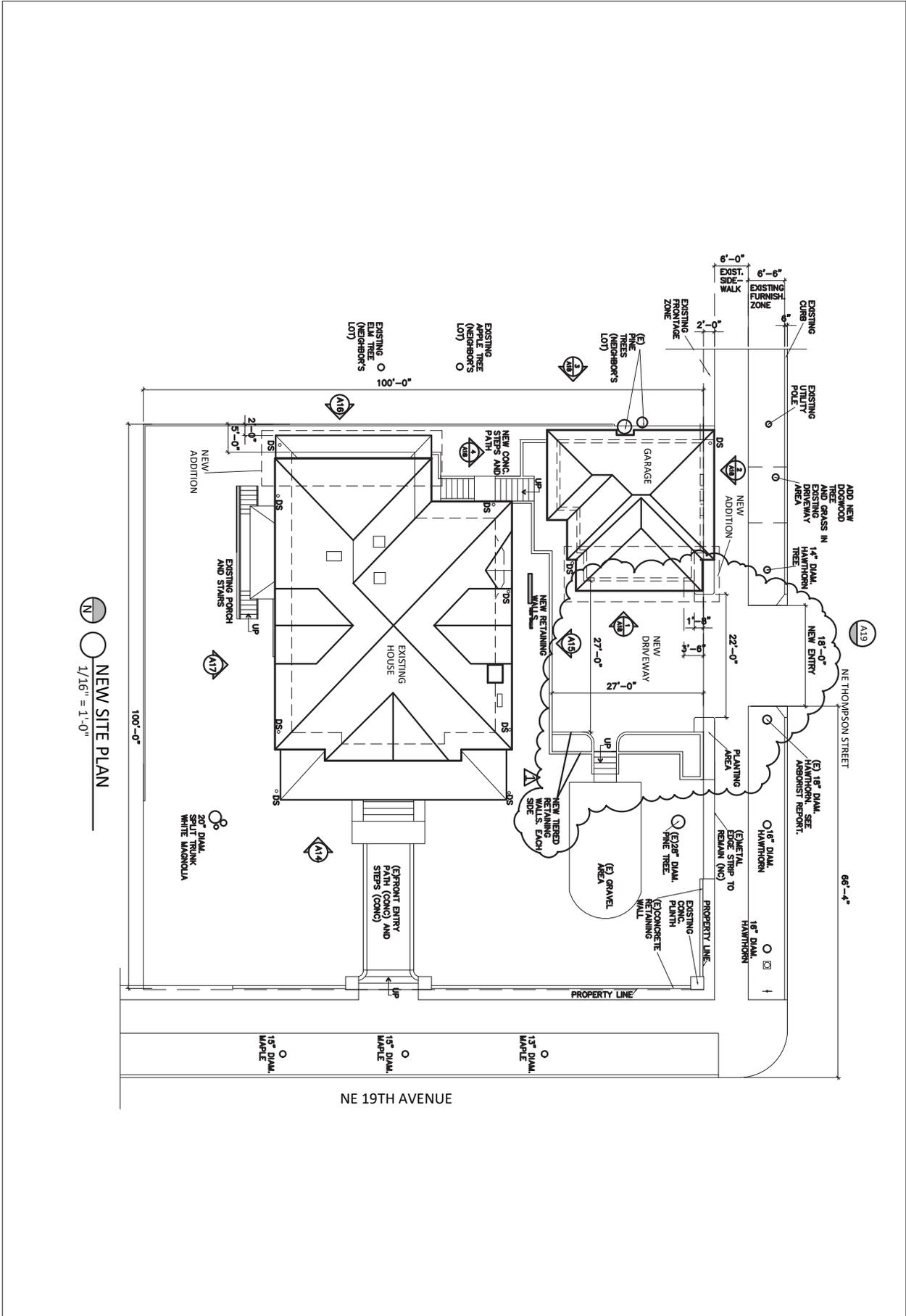


Site



Historic Landmark

File No.	LU 21 - 072667 HRM
1/4 Section	2832
Scale	1 inch = 200 feet
State ID	1N1E26DB 10900
Exhibit	B Jul 31, 2021



NEW SITE PLAN
 1/16" = 1'-0"

A3

A11.12.22
 7.30.21

SEVERSON RESIDENCE REMODEL
 2239 NE 19TH AVENUE PORTLAND OREGON 97212

MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
 CELL: 503.381.0366 MANDM1@TELEPORT.COM

**RESPONSE TO THE BUREAU OF DEVELOPMENT SERVICES
LAND USE REVIEW REQUEST**

**Portland Transportation
Development Review
Bureau of Transportation Engineering & Development**

LU: 21-072667-000-00-LU Date: March 16, 2022
To: Hannah Bryant, Bureau of Development Services, B299/R5000
From: Fabio de Freitas, B106/800, (503) 823-4227
Applicant: Maria Cohen
MARIA COHEN DESIGN
33 N HOLMAN ST
PORTLAND OREGON 97217
Location: 2239 NE 19th Avenue
TYPE OF REQUEST: Type 2 procedure HRM - Historic Resource Review w/Modifications

DESCRIPTION OF PROJECT

The applicant seeks Historic Resource Review approval for: a one-story, 96-sf addition to the primary home; a 98-sf addition to the garage; replacing existing street-facing garage door with windows and adding a new garage door to the garage addition; a new driveway and unenclosed vehicle area; new 4-ft retaining walls (5-ft to the bottom of the footer); north façade: removal and limited replacement of three with two new windows, removal of existing skylight; one-story addition to include new door, lighting, porch, roof, and foundation; south façade: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight. west façade: remove and patch existing window and skylight; add two new skylights; add new window, remove, and replace one window, move existing brackets to accommodate new window locations, one-story addition to include removal of three windows and five new windows, new foundation and four new pairs of windows at basement level.

Modification requests [PZC 33.846.070]: 1. Five-foot addition to the existing garage, within the side setback (33.110.220 and Table 110-4). 2. New garage door located within 18-ft of the street lot line (33.110.220 and Table 110-4). 3. New vehicle area proposed between the primary building and the side street lot line. Proposed area is greater than 20% of the land area between the building and the street (33.266.120.C.1.b); and, 4. Eaves of new one-story addition to extend 3-ft into the 5-ft rear setback, while code only allows eaves to extend 2-ft into this rear setback (33.110.220.C.2). Historic Resource Review is required for non-exempt exterior alterations in Irvington.

RESPONSE

Portland Bureau of Transportation/Development Review (PBOT) has reviewed the application for its potential impacts regarding the public right-of-way (ROW), traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

There are no applicable transportation-related approval criteria associated with the proposed Historic Resources Review – PBOT has no objections. However, the applicant has requested a Modification to allow a new garage door to be located within 18-ft of the street lot line. There is a transportation-related purpose for this standard, hence, PBOT offers the following assessment (there are no other transportation-related purposes for the other requested modifications).

MODIFICATION APPROVAL CRITERIA

Pursuant to PCC Section 33.846.070, there are two approval criteria that must be satisfied. Of the two, PBOT must assess only the following:

B. Purpose of the standard. “the resulting development will meet the purpose of the standard being modified”.

The purpose of the setback standard in question is found in Code Section 33.110.220.A and reads (in part) as follows:

“The setback regulations for buildings and garage entrances serve several purposes including that: **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**”.

Findings: The **highlighted** portion of the purpose statement above will be the focus PBOT’s assessment.

Although technically, a portion of the proposed garage door will be located within 18-ft of the street lot line, the orientation of the garage door will be shifting. As it exists, the current garage on the subject site is accessed directly via NE Thomson – the current garage door faces the street. The proposal will relocate the garage door such that it will face east and therefore, will be considered an indirect access garage. Whereas with the existing direct access garage, a vehicle could be temporarily (or longer) stored across the sidewalk corridor and into the street, this will no longer be likely with the indirect access arrangement and adequate on-site driveway/parking/pavement area. Furthermore, with adequate maneuvering area on-site, a vehicle will be able to exit the altered garage and maneuver on-site such that it may exit the site in a forward motion, thereby enhancing driver visibility and safety. To ensure proper functionality of the proposed site access point, the curb-cut/driveway should be at least 12-ft wide.

The proposed indirect access garage ***better meets the purpose of the standard being modified*** – PBOT is supportive of this modification request.

Additional Information

ROW Improvements: The existing sidewalk corridor conditions along both site frontages exceed current City standards – the proposed project will not trigger any additional ROW improvements or property dedication.

Encroachment Permit: It has been brought to PBOT’s attention that the eaves of the existing garage extend over the NE Thomson ROW. If this is not altered as part of the improvements that will be made to the garage, the applicant will need to seek approval of an Encroachment Permit from PBOT. This may or may not have implications to the subject Historic Resource Review – the applicant should consult with BDS’ project manager. Additional information on the Encroachment Permit process can be found here: [TRN-8.08 - Encroachments in the Public Right-of-Way | Portland.gov](#).

Transportation System Development Charges (Chapter 17.15)

System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of Building Permits by contacting PBOT’s SDC Section at (503) 823-7002 (option 2).

Driveways and Curb Cuts (Section 17.28)

Curb cuts and driveway construction must meet the requirements consistent with the standards found in (City) Title 17. Title 17 driveway requirements will be enforced by PBOT during the review of the expected Building Permit.

RECOMMENDATION

PBOT has no objections to the requested Historic Resources Review or Modifications.

Land Use Response

Date: February 22, 2022

To: Hannah Bryant, BDS Land Use Services
503-865-6520, Hannah.Bryant@portlandoregon.gov

From: Emma Kohlsmith, BES Systems Development
503-823-7195, Emma.Kohlsmith@portlandoregon.gov

Case File: LU 21-072667

Location: 2239 NE 19TH AVE

R#: R188094

The following comments are based on the land use review plans and documents provided to the Bureau of Environmental Services (BES). Some references to Portland City Code (PCC) are included below; the applicant may also refer to the Auditor's Office [Online Charter and Code page](#).

A. RESPONSE SUMMARY

Staff has not received a stormwater management plan to review for this project. The applicant should be aware that the placement of stormwater facilities could impact the design and layout of the site. Therefore, it may be in the applicant's best interest to submit information about proposed stormwater management, so that any impacts to the site can be considered by BES and BDS Land Use Services through this review.

B. SANITARY SERVICE

1. *Existing Sanitary Infrastructure:* According to available GIS data, the following sewer infrastructure is located in the vicinity of the project site:
 - a. Public 8-inch VSP combined sewer in NE 19th Avenue (BES as-built # 20868).
 - b. There is no sewer within the site's frontage on NE Thompson Street.
2. *Connection Requirements:* If proposed, new connections to the City sewer system must meet the standards of the City of Portland's [Sewer and Drainage Facilities Design Manual](#), [PCC 17.32.090](#), administrative rules [ENB-4.07](#) and [ENB-4.17](#), and all other relevant City codes and rules. Sanitary sewage from private property must be separately conveyed to the property line and connected through individual laterals for discharge to the City separate sanitary or combined sewer. Per [ENB-4.07](#), sewer connection permits are required to make new connections to City mains and laterals, relocate or upsize existing laterals, and repair sewers in City right-of-way. The permittee is responsible for verifying the location, depth and size of an existing sewer lateral and for ensuring the lateral is clear of obstructions prior to connection.

Staff finds the applicant's proposed sanitary sewer service acceptable for the purpose of reviewing the historic resource review application.

C. STORMWATER MANAGEMENT

For BES to recommend approval of the historic resource review application, the applicant must demonstrate that the proposed project will accommodate stormwater management facilities that are approvable under PCC 17.38. The comments below relate to this requirement.

1. *Existing Stormwater Infrastructure:* According to available GIS data, the following stormwater infrastructure is located in the vicinity of the project site:
 - a. There are no public storm-only sewers available to this property.
2. *General Stormwater Management Requirements:* Development and redevelopment sites that include any of the triggers listed in PCC 17.38.040 are subject to the policies and standards of PCC 17.38.035, Portland's [Stormwater Management Manual](#) (SWMM) and [Source Control Manual](#) (SCM). Projects must comply with the current adopted version of the SWMM as of the permit application date. A fundamental evaluation factor in the SWMM is the Stormwater Infiltration and Discharge Hierarchy (Section 1.3.3), which sets the framework that will be used to determine when a project's stormwater runoff must be infiltrated onsite and when offsite discharge will be permitted, and the parameters that must be met for either scenario. If tested infiltration rates on a property are greater than or equal to 2 inches per hour, onsite infiltration will be required unless the site qualifies for the ecoroof exception per Section 3.2.1 or infiltration is determined infeasible based on site conditions described in Chapter 2 of the SWMM. Note that maximum building coverage allowed by the zoning code, including below grade development, does not exempt the applicant from stormwater requirements. Pollution reduction and flow control requirements must be met using vegetated facilities to the maximum extent feasible, though roof runoff and some paved impervious surfaces are exempt when discharging directly to a UIC (refer to Sections 1.3.2, 1.3.4, 3.2.4 and 4.2.2 of the SWMM).
3. *Private Property Stormwater Management:* Stormwater runoff from this project must comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee.
 - a. BES has received incomplete information regarding the project's stormwater management plan. According to the submitted materials, the proposal will add or redevelop greater than 500 square feet of impervious area on this site, which will trigger stormwater management requirements of the SWMM. However, BES has not received any information regarding the proposed stormwater management system. Stormwater management facilities can impact the design and layout of a site; therefore, BES recommends that this information be submitted with this land use review.
 - b. The applicant must submit a stormwater report and preliminary utility plan showing stormwater management facilities sized according to SWMM standards. The applicant should refer to Section 2.1.2 of the SWMM and/or coordinate with BES staff to determine the appropriate design approach for this project. Unless onsite infiltration is deemed infeasible based on site conditions described in Section 2.2.5 of the SWMM, infiltration testing results must be included with the submitted stormwater report. Refer to Section 2.3.2 to determine the appropriate infiltration testing method for the proposed project. Infiltration test pits must be as close as possible to proposed infiltration facilities; include on a plan the approximate location of the test pit(s).

Although BES does not have specific approval criteria related to historic resource reviews, the applicant has not provided information sufficient to determine that the proposed project can accommodate approvable stormwater facilities. Therefore, BES requests additional information as described above prior to approval of the application.

D. CONDITIONS OF APPROVAL

BES has no recommended conditions of approval.

E. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees*: Sewer system development charges and connection fees are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees use the [BDS Online Fee Estimator](#) or call the BES Development Review Team at 503-823-7761, option 2.
2. *Building Plans*: Building plans for this project must include a detailed site utility plan which shows proposed and existing sanitary connections, as well as stormwater management that meets the requirements of the version of the SWMM that is in effect at the time permit applications are submitted.

G. ADMINISTRATIVE REVIEW

The applicant may request a modification of a decision presented in this response, as applicable, via an administrative review as outlined in PCC sections 17.06.050, 17.32.150, 17.33.100, 17.34.115, 17.36.110, 17.38.060 and 17.39.120 and in those sections' associated administrative rules. Some portions of this response are not decisions, but guidance related to requirements that this proposal may be subject to during City review of other processes, such as a building permit or public works permit review. While these are not decisions that are ripe to be considered through an administrative review, if the outcome of a future administrative review needs to be anticipated at this time in order to inform the land use action, the administrative review process may be utilized. Some items, such as technical standards, are not reviewable. For guidance on whether a modification can be requested and whether the land use process is the proper time to request it, consult with the BES staff identified above prior to submitting a request.

There is no fee charged for an administrative review, and all BES penalties and late fees will be stayed pending the outcome of the review process, as applicable. To request an administrative review, the applicant must complete the Administrative Review Request Form (located here: www.portlandoregon.gov/bes/68285) and submit it to the Systems Development staff listed above within 20 business days of the mailing date of this response. The applicant should coordinate with the BDS planner to determine whether applying for an administrative review would have an impact on state-mandated land use timelines.



LIFE SAFETY RESIDENTIAL PLAN REVIEW RESPONSE

To: Hannah Bryant
From: Tara Carlson, Life Safety Plans Examiner
Date: March 1, 2022
RE: 2239 NE 19TH AVE, 21-072667-LU

The following comments are based on the plans and documents provided to the Life Safety Plan Reviewer. They are intended to provide the applicant with preliminary Building Code information that could affect this Land Use review and/or future Building Permit reviews. The comments may not identify all conflicts between this proposal and the Building Codes. A complete Life Safety plan review will be provided at the time of Building Permit submittal. The comments are based on the 2017 Oregon Residential Specialty Code (ORSC), henceforward referred to as the Building Code.

RESPONSE SUMMARY

Life Safety Plan Review does not object to the approval of this proposal. The applicant should be aware that several building code requirements may impact the final design of this building. For information regarding future compliance, see the **GENERAL LIFE SAFETY COMMENTS** below.

GENERAL LIFE SAFETY COMMENTS

The following comments are intended to provide the applicant with preliminary Building Codes information that could affect the Land Use Review and/or future Building Permit reviews. The comments may not identify all conflicts between the Land Use proposal and the Building Codes. A complete Life Safety plan review will be provided at the time of Building Permit submittal. The comments are based on The Oregon Structural Specialty Code, The Oregon Mechanical Specialty Code, or The Oregon Residential Specialty Code.

Item #	Comment
1	A separate Building Permit is required for the work proposed and the proposal must be designed to meet all applicable building codes and ordinances. Building Code information is available online at: http://www.portlandonline.com/bds/ , or by calling (503) 823-1456.

2239 NE 19th

Dean P. Gisvold <deang@mcewengisvold.com>

Wed 2/23/2022 3:29 PM

To: Bryant, Hannah <Hannah.Bryant@portlandoregon.gov>

Cc: Meryl Logue <meryllogue@comcast.net>; Maria Floyd Cohen <mandm1@teleport.com>; Barb Christopher <barbfc@comcast.net>; Barbara Nagel <nagleb2004@yahoo.com>; Bob Dobrich <bobdobrich@gmail.com>; Dean P. Gisvold <deang@mcewengisvold.com>; Eli Green <eli@sqftstudios.com>; Evan Carmi <evan.carmi@gmail.com>; Jeff Jones <jcjones@pacifier.com>; Jim Barta <jim.barta@yahoo.com>; Jim Heuer <jim@hancock673.com>; Jonathan Konkol <jonathankokol@gmail.com>; Nathan Corser <Nathanclark.corser@gmail.com>; Nikki Johnston <ndjz@yahoo.com>; peter@twinportland.com <peter@twinportland.com>; Sean <saetas@me.com>; Steven Cole <stevencole86@gmail.com>; Susan Hathaway Marxer <susan.marxer@comcast.net>; Thomas Moran <tjmoran88@msn.com>; Tiffanie Shakespeare <tshakesp@gmail.com>

Hannah,

The ICA land use committee has reviewed this application and has the following comments.

First, the applicant and his architect met with members of the committee via email and on site. Many changes were made to application that improved the application substantially, and some members are on board with the entire application, as improved.

Second, I do not think there are any concerns with changes to the house itself.

Third, the big issues are the garage, the expansion of the garage, the new garage entrance, and the new vehicle area on the north side of the house for parking and access to the garage. Initially, I would say more committee members were opposed than in favor, but the changes, such as the additional screening and landscaping, have caused some to find the proposal acceptable. But the fact is that we will lose some of the built topography that has made this house an example of a contributing resource if the application is approved.

The Irvington street scape has changed over the years, more fences, more walls, more cars parked on the street and on driveways. Now when pedestrians walked down Thompson and pass the garage entrance they are treated to trees, bushes, and landscaped space (no walls or fences), but applicant could install fences and walls which would block the pleasing view of the side yard. For the record, applicant has never said anything about taking such action. Once the screening gets some elevation, parked cars on the vehicle area should be less obtrusive to the passing pedestrians. And we would hope that cars can be parked in the garage proper more than in the vehicle area. That would be our goal if this application is approved.

At least two members remain concerned about approving an application that puts cars on the side yard of this contributing resource. I would say that a majority of the members responding are now, on balance, in favor of the proposal.

Dean

Land use chair

Dean P. Gisvold | Attorney at Law | Senior Partner

M^CEWEN GISVOLD LLP - EST. 1886

1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204

Direct: 503-412-3548 | Office: 503-226-7321 | Fax: 503-243-2687

Email: deang@mcewengisvold.com

Website: <http://www.mcewengisvold.com>

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If you have received it in error, please delete it and notify the sender.**



Land Use Review Application

File Number: _____

FOR INTAKE, STAFF USE ONLY

Date Rec _____ by _____

Type I Type Ix Type II Type IIx Type III Type IV

LU Reviews _____

[Y] [N] Unincorporated MC

[Y] [N] Flood Hazard Area (LD & PD only)

[Y] [N] Potential Landslide Hazard Area (LD & PD only)

[Y] [N] 100-year Flood Plain [Y] [N] DOGAMI

Qtr Sec Map(s) _____ Zoning _____

Plan District _____

Historic and/or Design District _____

Neighborhood _____

District Coalition _____

Business Assoc _____

Related File # _____

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly. Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

Development Site

Address or Location _____

Cross Street _____ Sq. ft./Acreage _____

Site tax account number(s)

R _____ R _____ R _____

R _____ R _____ R _____

Adjacent property (in same ownership) tax account number(s)

R _____ R _____ R _____

Describe project (attach additional page if necessary)

Describe proposed stormwater disposal methods

Identify requested land use reviews

• **Design & Historic Reviews** - For **new development**, provide project valuation.

For **renovation**, provide exterior alteration value.

AND provide total project valuation.

\$ _____

\$ _____

\$ _____

• **Land Divisions** - Identify number of lots (include lots for existing development).

New street (public or private)?

yes no

yes no N/A

• **Affordable Housing** - For buildings containing five or more dwelling units, will 50% or more of the units be affordable to households with incomes equal to or less than 60% of the median family income for the county or state, whichever is greater?

continued / over

Applicant Information

- Identify the primary contact person, applicant, property owner and contract purchaser. Include any person that has an interest in your property or anyone you want to be notified. Information provided, including telephone numbers and e-mail addresses, will be included in public notices.
 - For all reviews, the applicant must sign the Responsibility Statement.
 - For land divisions, all property owners must sign the application.
-

PRIMARY CONTACT:

Typed Full Name _____ I acknowledge this typed name as my signature
Company/Organization _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ FAX _____ email _____

Check all that apply Applicant Owner Other

Typed Full Name _____ I acknowledge this typed name as my signature
Company/Organization _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ FAX _____ email _____

Check all that apply Applicant Owner Other

Typed Full Name _____ I acknowledge this typed name as my signature
Company/Organization _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ FAX _____ email _____

Check all that apply Applicant Owner Other

Typed Full Name _____ I acknowledge this typed name as my signature
Company/Organization _____
Mailing Address _____
City _____ State _____ Zip Code _____
Day Phone _____ FAX _____ email _____

Check all that apply Applicant Owner Other

Responsibility Statement As the applicant submitting this application for a land use review, I am responsible for the accuracy of the information submitted. The information being submitted includes a description of the site conditions. I am also responsible for gaining the permission of the owner(s) of the property listed above in order to apply for this review and for reviewing the responsibility statement with them. If the proposal is approved, the decision and any conditions of the approval must be recorded in the County Deed Records for the property. The City of Portland is not liable if any of these actions are taken without the consent of the owner(s) of the property. In order to process this review, City staff may visit the site, photograph the property, or otherwise document the site as part of the review. I understand that the completeness of this application is determined by the Director. By my signature, I indicate my understanding and agreement to the Responsibility Statement.

Name of person submitting this application agrees to the above Responsibility Statement and acknowledges typed name as signature:

_____ Date: _____

Phone number: _____

Email this application and supporting documents to LandUseIntake@portlandoregon.gov | Submittal of locked or password protected documents will delay intake of your application. 2

August 26, 2021

Maria Cohen Design
33 North Holman Street
Portland, OR 97217

Re: Land Use Review LU 21-072667 HRM – *House and Garage Addition in Irvington*

Dear Maria:

The Bureau of Development Services received your application for a Type II Historic Resource Review located at 2239 NE 19th Avenue on July 30, 2021. Your case has been assigned to me, Hannah Bryant. In order to continue to review your application, additional information is needed. Once you submit this information, your application will be considered complete, and I will proceed with a full review of your proposal. Up to this point, your application has been reviewed only to determine if all required information has been submitted. The application has not been fully reviewed to determine if it meets the relevant approval criteria, however some issues you may want to consider are identified in Section II below.

I. Information Necessary to Complete Application

The following information must be submitted before your proposal can be evaluated:

- 1. Clarify the Scope of the Modification Requests** – Please provide clarification on the extent of each Modification request. For example, if the code standard cites that only 20% of the land area between the side street lot line and the side street building line may be paved or used for vehicle area, please calculate what 20% of that area is and calculate what the proposed paved area is, so Staff and the public can understand the scope of the Modification request.
- 2. Modification Narrative** – Please review the Modification approval criteria and provide a narrative for each Modification requested that addresses the criteria in 33.846.070. While Staff understands the convenience benefits of the proposal, this is not a factor in the legal findings that must be written to support each of the requested Modifications. Our findings for each Modification must relate solely to the approval criteria. It is not immediately apparent how this criterion is met. Based on information submitted, the requested Modifications do not appear to be approvable.
- 3. House Addition** – While the code recently changed to allow eaves to project further into the side setback, this proposal exceeds even the new allowances. Setbacks are required for numerous reasons – in part to ensure access to light and air, and for fire separation. Staff cautions that the proposal does not provide evidence that the purpose of the standard being Modified would be met with the proposal, and therefore, the proposal does not appear to be approvable. However, if this is something you intend to pursue, please schedule a preliminary consultation with Fire and Life Safety to ensure that the proposal could be permitted if it received Land Use approval.

II. Issues to Address

1. **Natural Context** – The proposal includes substantial grading changes along a street frontage and replaces sloped landscaping with trees with paved vehicle areas directly adjacent to a street frontage. The garage doors facing the street are proposed to be moved to the side elevation, leaving the garage with a blank wall facing the street. This approach is not in keeping with the typology of the resource, which is a corner house set back from, and above, the adjacent streets surrounded by sloped landscaped areas, nor would it be considered compatible with the adjacent properties or the rest of the district

If revisions to the garage are necessary, staff suggests exploring opportunities to do this below grade, without changing the existing garage entry or visible above-grade structure. Other proposals in this neighborhood have updated and structurally upgraded existing garages that, like this one, are diminutive at the street level, but were expanded below grade to facilitate contemporary use. Accommodation of vehicles should be done as unobtrusively as possible to maintain the existing topographic context and historic land use patterns.

2. **Driveway Design Exception** – Staff notes that the Driveway Design Exception form was submitted with the Land Use application. However, instructions on the form note that it should be submitted directly to PBOT, as this request is outside of the scope of the land use review. If you have not already submitted this Request to PBOT, please do so right away. The land use review cannot be completed without PBOT's approval of this request. Processing these requests can take longer than the land use review timeline and should be initiated as soon as possible to avoid delaying the land use review.
3. **Window Replacements** – The approval criteria require the protection of historic materials. The preservation of existing windows is essential to meeting this approval criteria. The expectation is that existing windows will not be replaced unless a qualified window repair specialist indicates that they are damaged beyond the point of repair. If repair is necessary, staff suggests the Architectural Heritage Center's list of local contractors may provide an extensive list of local specialists.
4. **Overall Scope** – The quantity and scope of exterior alterations proposed in this application are extensive and indicate that interior alterations are driving numerous exterior alterations. In this Historic District, the approval criteria require preservation of the character defining features and historic materials. Staff suggests that the most successful, efficient path to a land use approval begins with dramatically reducing the quantity of exterior alterations proposed and revising the proposed interior remodel to prioritize maintaining the exterior elements and meeting the approval criteria of 33.846.060.G.
5. **Irvington Community Association** – Staff suggests reaching out to the Irvington Community Association for support and suggestions with this proposal. This neighborhood association is very knowledgeable and has commented on every land use review in Irvington since the inception of the Historic District. Dean Gisvold, the Land Use Chair, hosts a pre-application meeting to provide free advice to applicants from the neighborhood. That may be a good resource for support and guidance on this project. <https://www.irvingtonpdx.com/>

III. Time to Complete Application

The Portland Zoning Code allows you up to 180 days to complete your application. Since the 180-day period began on the day we received the application, the deadline to make your application complete is **Wednesday, January 26, 2022.**

IV. Determination of a Complete Application

The application will be determined complete when you have submitted:

1. All of the requested information included in Section I, above. If you cannot provide all of the requested information at one time and intend to submit additional information, please include a written statement with each separate submittal indicating that you still intend to provide the additional missing information by the **Wednesday, January 26, 2022** deadline, **or**
2. Some of the requested information included in Section I, above, and a written statement that no additional information will be provided; **or**
3. A written statement that none of the requested information included in Section I, above, will be provided.

Please be aware that not submitting the requested information may result in your application being denied. The information is needed to demonstrate the approval criteria are met. Once the application is deemed complete, review of your application can proceed using the information you have provided.

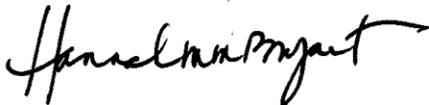
Your application will be approved if it meets the relevant land use review approval criteria. It is your responsibility to document how the approval criteria are met. The items listed above will help provide that documentation.

Voiding of Application

If your application is not complete by **Wednesday, January 26, 2022**, it will be voided, and the application fee will not be refunded. The City's land use review procedures are outlined in Chapter 33.730 of the Portland Zoning Code.

Please contact me if you have any questions about this letter. My telephone number is **503-865-6520**, and my e-mail address is Hannah.Bryant@portlandoregon.gov. Requested information noted above should be emailed to me. Please e-mail me for file dropbox instructions if document or drawing file sizes are greater than 5MB. Please label all correspondence and materials you submit with the case number LU 21-072667 HRM.

Sincerely,



Hannah Bryant, Planner
Land Use Services Division

cc: Application Case File

December 30, 2021

Maria Cohen Design
33 North Holman Street
Portland, OR 97217

Re: Land Use Review LU 21-072667 HR

Dear Maria:

City records indicate that you applied for a Land Use Review on **July 30, 2021** for the property at 2239 NE 19th Avenue. It is City case file LU 21-072667 HR. The last date that there was any activity regarding this application was **August 26, 2021** when the enclosed letter was sent to you requesting information that was needed in order to deem the application complete.

State law (ORS 227.178) allows you up to 180 days from the date your application was submitted to provide some or all of the requested missing information, or to provide a written statement indicating that none of the requested missing information will be provided, with the exception of fees. If none of the requested information is provided within 180 days, ORS 227.178 states the application is voided on the 181st day. Without this time limit, it is difficult to process applications because regulations and other circumstances may be considerably different from when the application was first submitted.

In this case, the incomplete application will be voided on January 26, 2022. If you wish to pursue this application, by **January 25, 2022**, please submit the items indicated in the Incomplete Letter dated August 26, 2021. If you no longer wish to pursue the application, a written request to withdraw your application should be provided. If we don't receive any response, the application will be voided on **January 26, 2022**.

Due to COVID-19 I am teleworking and e-mail is the most reliable way to correspond with me. However, if you do not have access to e-mail my telephone number is (503) 865-6520. Please e-mail me for file dropbox locations if document or drawing file sizes are greater than 5MB. Please label all correspondence and materials you submit with the case number LU 21-072667 HR.

Sincerely,



Hannah Bryant, Planner with Land Use Services Division

cc: Case File

Enc: Incomplete Letter dated August 26, 2021



City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue · Portland, Oregon 97201 | 503-823-7300 | www.portlandoregon.gov/bds



Type II and IIX Decision Appeal Form LU Number: _____

FOR INTAKE, STAFF USE ONLY

Date/Time Received _____	<input type="checkbox"/> Action Attached _____
Received By _____	Fee Amount _____
Appeal Deadline Date _____	Y N Fee Waived
<input type="checkbox"/> Entered in Appeal Log _____	Bill # _____
<input type="checkbox"/> Notice to Dev. Review _____	Neighborhood _____

APPELLANT: Complete all sections below. Please print legibly.

PROPOSAL SITE ADDRESS _____ DEADLINE OF APPEAL _____

Name _____

Address _____ City _____ State/Zip Code _____

Day Phone _____ Email _____ Fax _____

Interest in proposal (applicant, neighbor, etc.) _____

Identify the specific approval criteria at the source of the appeal

Zoning Code Section 33. _____ . _____ Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____ Zoning Code Section 33. _____ . _____

Describe how the proposal does or does not meet the specific approval criteria identified above or how the City erred procedurally:

Appellant's Name _____

I acknowledge this typed name as my signature

FILE THE APPEAL - Submit the following:

- This completed appeal form
- A copy of the Type II or IIX Decision being appealed
- An appeal fee as follows:
 - \$250, payable to City of Portland
 - No appeal fee is charged when appeal is filed by Civic Life recognized organizations for properties within organization's boundaries
 - Fee waiver request letter for low income individual is signed and attached
 - Fee waiver request letter for Unincorporated Multnomah County recognized organizations is signed and attached

Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

To file the appeal, this completed application form and any supporting documentation must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of the Decision. To be valid, the City must receive the appeal by 4:30 p.m. on the deadline listed in the Decision. Once the completed appeal application form is received, a Land Use Services Technician will contact you with instructions on how to pay the fee.

A public hearing on the appeal will be held. The land use review applicant, those who testified and everyone who received notice of the initial hearing will receive notice of the appeal hearing date.

Information about the appeal hearing procedure and fee waivers is on the back of this form.

Type II and IIX Appeal Procedure

For land use review applications that follow a Type II and IIX procedure, the Bureau of Development Services makes the decision on the application. This decision is called the Administrative Decision and may be appealed. The applicant and/or an interested person who does not agree with the Administrative Decision may appeal it by using the Type II and IIX Decision Appeal Form and submitting an appeal fee. No appeal fee is charged for Type II and IIX appeals when filed by a Civic Life recognized organization; the appeal must be for property located within the organization's boundaries, and the vote to appeal must be in accordance with the organization's bylaws. An appeal of a decision triggers an initial hearing before a City review body.

There is a 14-day appeal period that starts the day that the decision is mailed. The last day to appeal is stated in the decision. If appealed, a specific review body hears the case and makes the final City decision. These review bodies include:

- The Hearings Officer
- The Design Commission
- The Portland Historic Landmarks Commission
- The Adjustment Committee

Type II and IIX Appeal Hearing

When a decision is appealed, the Bureau of Development Services schedules a public hearing and sends out a notice within five days of receiving the appeal. The hearing is held at least 21 days from the mailing of the notice.

At the hearing, everyone attending is allowed to speak to the review body. The testimony must address whether or not the proposal meets the approval criteria as described in the Administrative Decision or how the City erred procedurally. Written testimony is also accepted prior to or at the hearing. This may include additional information submitted by the applicant and/or appellant.

If a committee reviews the appeal, a decision is made at the hearing. If the Hearings Officer is the review body, they may make a decision at the hearing, or make a decision later. Both the Hearings Officer and the committee must make a written decision and send notice of the decision within 17 days after the hearing. The decision is mailed to the appellant, applicant, and to anyone who submits oral or written testimony at the hearing.

The review body may adopt, modify, or overturn the Administrative Decision based on the information presented at the hearing and in the case record.

Appeal Fees

An appeal of a land use decision must include an appeal fee. There is a \$250 fee charged for appealing a Type II and IIX decision. This fee is refunded if the decision-maker grants the appeal; i.e. agrees with the appellant.

In order for an appeal to be valid, an appeal fee must accompany the appeal form or a fee waiver request must be approved before the appeal deadline as stated in the specific land use decision (Section 33.730.020 of the Portland Zoning Code). See below for fee waiver eligibility information.

Low Income Fee Waiver

The appeal fee may be waived for low income applicants who appeal a land use decision on the site of their primary residence in which they have an ownership interest. In addition, the appeal fee may be waived for low income individuals who have resided for at least 60 days within the required notification area for the land use review. Low income individuals requesting a fee waiver will be required to certify their annual gross income and household size. The appeal fee will only be waived for households with a gross annual income of less than 50 percent of the area median income as established and adjusted for household size by the federal Department of Housing and Urban Development (HUD). All financial information submitted to request a fee waiver is confidential. Fee waiver requests must be approved prior to appeal deadline to be considered for a fee waiver.

Information is subject to change

Type II Decision Appeal Written Statement

June 3, 2022

Re: A Proposed Remodel at 2239 NE 19th Avenue, Portland, OR 97212 in the Irvington Historic District.

PROCEDURE TYPE: Type II Historic Review

CASE FILE NUMBER: 21-072667 HRM

DECISION: The Director issued a conditional approval in this Case dated May 23, 2022

SUMMARY: This appeal challenges a single aspect of the Director’s May 23, 2022 conditional approval of this Type II Historic Review in the Irvington Historic District. In particular, we challenge the following condition: “C. The site plan and street elevation shall reflect the maximum 10’ driveway throat width shown on sheets C27 and C28.” Director’s Decision at p. 11. The corresponding findings for Condition C are at Director’s Decision pp. 6-7. To be clear, the applicant’s submission of sheets C27 and C28 were at BDS staff’s direction, and they were not part of the applicant’s proposal. The applicant seeks to maintain the originally proposed 20-foot driveway width at the property line, rather than the 10-foot width required by Condition C, and the applicant seeks to maintain the originally proposed 3’ 6” tall plantings (located on private property), rather than the 3’ 6” high concrete walls at the sidewalk frontage that Condition C requires.

Pertinent to this appeal, the Director’s Decision approves the request to rotate the garage opening 90° to the east, expand the east-west dimension of the garage just enough to accommodate a standard automobile inside, and to construct a paved vehicle area outside (east of) the new garage door opening with adequate space to park vehicles in front of the garage door without overhanging the setback or the sidewalk (PBOT requirement). The Director’s Condition C, however, requires a significant expansion of an existing 2-foot high retaining wall transitioning to a 3’ 6” high concrete wall along the north property line along NE Thompson Street to narrow the driveway width to 10 feet. The reduced 10-foot driveway width, which the Condition requires, makes the opening in the expanded wall too narrow to maneuver a normal automobile into or out of the parking area and garage if there is anything in the parking area. The effect of Condition C is to defeat the utility of the new garage orientation, driveway and parking area by making maneuvering into and out of the driveway all but impossible without a multi-point turn. And the Condition significantly increases the amount and massing of concrete wall along the NE Thompson Street pedestrian streetscape. Finally, this aspect of the site is not (and should not be) subject to historic review under PCC Ch. 33.846, and the Director’s Condition C is not grounded in any of the Historic Review Design Guidelines. Instead, PCC 33.266.120.D.2 requires a minimum 9-foot driveway width, up to a maximum width of 20 feet per transportation code/rule TRN-10.40.a.1.b.

Summary of Existing Conditions:

The proposed project located at 2239 NE 19th Avenue in the Irvington neighborhood is situated on the southwest corner lot at the intersection of NE 19th Avenue and NE Thompson Street. The original house and newer garage are both designated as “contributing” resources to the Irvington Historic District. The existing home is a 3,603 square foot, two-story single family home built in 1908 in the Arts and Crafts

style. The front of the home faces NE 19th Avenue, while the garage, located at the NW corner of the lot, faces NE Thompson Street. The 492 square foot garage was originally a carport-like structure, and was later converted to an enclosed garage in 2006, employing an architectural style with similar features to the home. The existing garage currently has a 16-foot wide (driveway) opening essentially flush with the sidewalk along NE Thompson Street. The garage sits directly on the property line and the existing driveway is directly on the sidewalk which creates an unsafe condition with very limited visibility for cars while exiting the garage. The home and garage occupy a 10,000 square foot lot.

Summary of Proposed Changes to the Garage and Vehicle Area:

The applicant designed the site to accommodate a more functional garage plan with safe egress including moving the overhead door to the east side of the garage, with a 5-foot addition to allow vehicles to park inside in the new east/west garage orientation. The plan includes a carefully designed vehicle parking area east of the garage, in front of the new overhead door to allow parking and driveway access to the two-car garage. This creates a cohesive connection between the garage, the vehicle area and the street, that meets PBOT dimensional and operational standards and is sized to remain under the 20% maximum paved area allowed by PCC 33.266.120.C.1.b (Parking and Loading) between the side street lot line and the side street building line. The applicant designed this feature with a 20-foot wide vehicle opening and apron to allow vehicles to safely enter and exit the vehicle area and navigate the right-angle turn from NE Thompson to the vehicle area opening and then into the garage door opening. The purpose of this provision states that, “the size and placement of vehicle parking areas are regulated in order to enhance the appearance and pedestrian experience of neighborhoods.”

In consideration of this purpose and comments from the Irvington Community Association Land Use Committee, the applicant worked hard to soften the appearance of the proposed vehicle area and garage as seen from NE Thompson Street. The applicant consciously reduced the amount and massing of concrete walls along NE Thompson Street, opened-up the view, and increased landscape plantings to help the parking area blend with the surroundings and create a pedestrian friendly and aesthetically pleasing street level appearance. The following specific features were proposed to enhance and protect the pedestrian experience along NE Thompson Street:

- Addition of tiered planters facing the east side of the vehicle area that wrap the corner of the property line and extend east along the sidewalk
- Addition of extensive plantings around the south and east perimeters of the vehicle area to reduce the perceived height of the retaining wall while also adding green space as a buffer between the vehicle area and the house
- Addition of an historically appropriate garage door, lighting, siding and trim to the garage entry’s western exposure to the vehicle area
- Addition of new siding and a band of three period appropriate windows to the Thompson Street façade of the garage
- Addition of plantings up to 3’ 6” tall (as allowed by code) flanking both sides of the driveway entry to the parking area (these plants are situated within the property line and behind the 2-foot frontage zone)

- Addition of stained, sand-finished retaining walls and flat work (to appear aged – not the bright, new gray commercial concrete color)
- Addition of Low 6-inch plantings in the 2-foot frontage zone (as allowed by code)
- Addition of grass (where sunlight will allow) in the planting strip between the street and sidewalk
- Addition of a dogwood tree in the restored planting strip in front of the old garage entrance
- Addition of appropriate landscape lighting (yellow light color temperature – not bright) where permitted, to add interest to the extensive landscape design)

Relevant Code Provisions and how the decision fails to meet Code requirements:

The driveway width and north wall along NE Thompson Street are not elements that should have been subjected to Historic Review under PCC Ch. 33.846. Put differently, there is no authority in PCC Ch. 33.846 to impose Condition C on this Historic Review. See PCC Table 846-3 and the chapter’s description of what elements in a Historic District are subject to review. PCC 33.445.200.D.2 exempts landscaping and compliant walls from Historic Review. Moreover, none of the applicable historic design criteria in PCC 33.846.060(G) relate to or address the driveway width element of this project, and the Director’s decision does not cite or implicate any of these criteria in support of Condition C. There simply is no code basis or legal justification for Condition C. Rather, the 20-foot driveway width proposed in this application exceeds (complies with) the 9-foot minimum width in PCC 33.266.120.D.2 (Parking and Loading), and TRN-10.40.E.a.1.b (Driveways – Operation and Location) expressly allows driveway widths up to 20 feet.¹ See Exhibit E1 (PBOT comments) to the Decision supporting reorienting the garage.

The expansion of walls along NE Thompson Street was also something the Irvington Community Association Land Use Committee specifically stated it did not want to see. The ICA commented that its members have seen an increase in fences and walls along the street’s pedestrian sphere in recent years and did not want that trend to continue. The ICA expressed concern that the “applicant could install fences and walls which would block the pleasing view of the side yard.” Exhibit F1 to the Decision.² Ironically, the Director required precisely this negative impact to the pedestrian sphere with Condition C and then disingenuously states that “this option also addresses concerns raised by the Irvington Community Association.”

The Director attempts to justify the expanded wall along NE Thompson Street by saying “Of the two options, this one (the 10 foot opening) better meets the guidelines, as it reduces the visual impact of the proposed changes and maintains a more consistent street wall abutting the sidewalk.” Decision p. 7, ¶13. However, not only does Condition C expand the amount and height of concrete wall obstructing the

¹ TRN-10.40.E.a.1.b provides that “For double-width vehicle parking area up to 20 feet, a driveway width up to 20 feet maximum will be permitted.”

² In full the ICA comments: “The Irvington street scape has changed over the years, more fences, more walls, more cars parked on the street an on driveways. Now when pedestrians walked down Thompson and pass the garage entrance they are treated to trees, bushes, and landscaped space (no walls or fences), but the applicant could install fences and walls which would block the pleasing view of the side yard. For the record, applicant has never said anything about taking such action.” Exhibit F1 to the Decision.

pedestrian view contrary to what the ICA wanted, but it is not based on any of the applicable Historic Review guidelines – the PCC 33.846.060(G) criteria. There simply are no criteria that support Condition C, and the Director does not cite any. The relatively modest parking area in front of the reoriented garage complies with the Code’s 20% maximum pavement coverage limit and is therefore exempt from Historic Review. It is therefore illogical for the Director to then justify an expanded wall along NE Thompson Street (that is exempt from Historic Review) because it “reduces the visual impact of the proposed changes” that are, themselves, exempt from Historic Review. None of these elements is subject to Historic Review, and the 20-foot driveway width is, itself, compliant with the only Code-based requirements that apply, *i.e.*, PCC 33.266.120.D.2 (Parking and Loading) and TRN-10.40.E.a.1.b (Driveways – Operation and Location).

PBOT reached the same conclusion and supports the applicant’s proposed “indirect access garage” configuration (Exhibit E1 to the Decision), commenting that “with adequate maneuvering area on-site, a vehicle will be able to exit the altered garage and maneuver on-site such that it may exit the site in a forward motion, thereby enhancing driver visibility and safety. To ensure proper functionality of the proposed site access point, the curb-cut driveway should be at least 12 feet wide.” PBOT’s conclusions about the safety of maneuvering into and out of the parking area, however, are invalidated by Condition C, which severely restricts a vehicle’s ability to maneuver a 90° turn off of NE Thompson into the parking area, and another 90° turn into the garage.

The 10-foot wide driveway required by Condition C, however, makes this maneuver impossible if there is a vehicle already in the parking area outside of the garage. Even a multi-point turning maneuver makes it nearly impossible to navigate these two 90° turns from the street into the garage, if there is a car in the parking area. PBOT’s comments acknowledge that the width of the opening is fundamental to the usability of the vehicle area and the ability to safely maneuver from the street into the parking area. PBOT previously reviewed and approved the applicant’s request to replace the existing 16-foot throat with a new 20-foot wide throat, confirming that the proposed 20-foot wide driveway design and parking area dimensions meet PBOT safety and maneuverability standards that ensure the safe and orderly flow of pedestrians, bicycles and vehicle traffic while enhancing the pedestrian environment. *See* PBOT’s approval of the 20-foot driveway width.

The 10-foot opening, required by Condition C, makes it impossible for a medium family size car to maneuver safely in a forward motion from NE Thompson Street and back on-site back into the garage, or to make a 90° turn out of the garage and onto NE Thomson Street. The 10-foot opening complicates fluid navigation, for even a single vehicle to get into and out of the two-car garage. The Site Parking Diagram, attached as Exhibit A, illustrates the functional need for a 20-foot wide vehicle area opening simply to allow a normal vehicle to maneuver safely from the street, through the parking area, into the garage and back out again.

Finally, vehicle area openings of 20 feet wide or more are not unusual in Irvington. There are numerous precedents throughout the neighborhood of driveways that are 20 feet or wider, nine of which are shown in Exhibit B attached hereto.

Conclusion:

The purpose for PCC 33.266.120 (Development Standards for Houses, Duplexes, Triplexes, and Fourplexes) is: “The size and placement of vehicle parking areas are regulated in order to enhance the appearance and pedestrian experience of neighborhoods.” We believe that the 20-foot driveway width without the expanded concrete walls that Condition C requires, meets this purpose, complies with the dimensional requirements of PCC 33.266.120.D.2 (Parking and Loading) and TRN-10.40.E.a.1.b (Driveways – Operation and Location), and is not prohibited or affected by any of the Historic Review criteria in PCC 33.846.060(G). The driveway width is a matter exclusively within PBOT’s purview, which has approved it as compliant with PBOT’s requirements, and is not subject to Historic Review. Condition C in the Director’s Decision imposes requirements that are not legally justified by the Code and are contrary to the safety that underpins PBOT’s driveway and parking area design requirements and violate the stated purpose for PCC 33.266.120. We ask that the Landmark Commission affirm the Director’s Decision in all respects except for Condition C, which should be deleted.

Attachments:

Exhibit A: PARKING DIAGRAM

Exhibit B: PHOTOGRAPHS OF DRIVEWAYS 20’ OR GREATER IN IRVINGTON

Exhibit C: PBOT prior approval to close 16’ throat, add 20’ throat

Exhibit E1 from the Director’s Decision: PBOT response attached to decision

Exhibit F1 from the Director’s Decision: ILUC public response to proposal

Date: May 23, 2022
To: Interested Person
From: Hannah Bryant, Land Use Services
503-865-6520 / Hannah.Bryant@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 21-072667 HRM - ADDITION TO HOUSE & GARAGE & NEW DRIVEWAY

GENERAL INFORMATION

Applicant: Maria Cohen | Maria Cohen Design
33 N Holman Street
Portland, OR 97217
mandm1@teleport.com

Owners: Tracy Severson & Courtney Severson
3253 NE Hoyt St
Portland, OR 97232

Site Address: 2239 NE 19TH AVE

Legal Description: BLOCK 36 LOT 1&2, IRVINGTON
Tax Account No.: R420407630
State ID No.: 1N1E26DB 10900
Quarter Section: 2832

Neighborhood: Irvington, contact Dean Gisvold at deang@mcewengisvold.com
Business District: Soul District Business Association, contact at info@nnebaportland.org
District Coalition: Northeast Coalition of Neighborhoods, contact at info@necoalition.org

Plan District: None
Other Designations: *Contributing Resource in the Irvington Historic District*
Zoning: R5 – Residential 5,000 dwelling zone with Historic Resource Protection Overlay

Case Type: HRM – *Historic Resource Review with Modification Request*
Procedure: Type II, *an administrative decision with appeal to the Landmarks Commission.*

Proposal:

The applicant seeks Historic Resource Review approval for:

- A one-story, 96-square foot addition to the primary home.
- A 98-square foot addition to the garage.
- Replacing existing street-facing garage door with a band of windows and adding a new garage vehicle door to the east side and a new person door and window at the rear of the garage.
- A new driveway access and 728sf unenclosed vehicle area.
- New 42-inch retaining walls (five-foot to the bottom of the footer).
- North façade: removal and limited replacement of three with two new windows, removal of an existing skylight, a one-story addition to include new door into the house and a new stair and door into the basement, lighting, porch, roof, and foundation.
- South façade: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight.
- West façade: remove and patch existing window and skylight; add two new skylights; add new window, remove, and replace one window, shift existing brackets to accommodate new window locations, one-story addition to include removal of three existing windows and addition of five new windows, new foundation and four new pairs of windows at basement level.

Modification requests [PZC 33.846.070]:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage (33.110.220 and Table 110-4).
2. New garage door located within 18' of the NE Thompson street lot line (33.110.220 and Table 110-4).
3. Eaves of new one-story addition to extend three-feet into the five-foot rear (west) setback, while code only allows eaves to extend two-feet into this rear setback (33.110.220.C.2).

Historic Resource Review is required for non-exempt exterior alterations in Irvington.

Relevant Approval Criteria:

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

- 33.846.060.G – *Other Approval Criteria*

ANALYSIS

Site and Vicinity: Constructed in 1908, the subject property is a contributing resource with a contributing garage in the Irvington Historic District known as the Cornfoot House. The National Register Nomination for the district notes the basalt chimney and foundation and the leaded glass as notable, character-defining features of the Craftsman-style house. The Oregon Historic Sites database notes that the garage was originally a carport-like structure that was significantly remodeled with a new roof and new exterior walls in 2006, and the Database questions its 'Contributing' status.

Irvington Historic District Platted in the late Nineteenth Century as the first addition to Portland that employed restrictive covenants, the Irvington area developed intensely with a mix of middle-class housing types and sizes during the first two decades of the Twentieth Century. The contributing resources in Irvington range in design character from expressions of the late Victorian Era styles, especially Queen Anne, through the many Period Revival modes of the early decades of the Twentieth Century, to a few early modernist examples. There is also a wide diversity in the sizes of lots and houses. In terms of the streetscape, the numbered north-south avenues in Irvington vary dramatically in width, and they mostly form rather long block faces which the houses generally face. The named east-west street block faces are more consistent in length, almost all being traditional 200' Portland blocks. All are lined with mature street trees.

These patterns help to lend the neighborhood the distinctive and homogeneous historic character.

Zoning: The Residential 5,000 (R5) single-dwelling zone is 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 3,000 square feet, with minimum width and depth dimensions of 36 and 50 feet, respectively. Minimum densities are based on lot size and street configuration. Maximum densities are 1 lot per 5,000 square feet of site area.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

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

- LU 17-120291 HR - Approval of the side (south) deck replacement and alterations to the 1908 Craftsman Style contributing resource in the Irvington Historic District.
- LU 14-158006 HR - Approval of a replacement garage door.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **February 2, 2022**. The following Bureaus have responded with no issues or concerns:

- Life Safety (exhibit E.3)

The Bureau of Transportation Engineering responded with the following comment: PBOT does not object to the proposal and offers support for the Modification to allow the garage door to be located within five-feet of the street lot line. Please see Exhibit E-1 for additional details.

The Bureau of Environmental Services responded with the following comment: No stormwater plan was submitted as part of this proposal. A stormwater plan is a requirement at permit. Please see Exhibit E-2 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 2, 2022. One written response has been received from the Neighborhood Association in response to the proposal.

- Dean Gisvold, February 23, 2022 – The ICA supports the proposed alterations to the house. Many members of the ICA opposed the alterations to the garage and the proposed vehicle area that result in the loss of original topography on this site, but indicate that with additional screening and landscaping, it may be acceptable.
Staff Response: The site plan included with the February 2nd proposal notice indicated a 22-foot-wide driveway entrance at the sidewalk. In response to comments received from staff and the Irvington Community Association, the applicant submitted a revised site plan showing a ten-foot-wide driveway flanked by concrete retaining walls with the May 9th submittal package.

ZONING CODE APPROVAL CRITERIA

Chapter 33.846.060 - Historic Resource Review

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: The site is within the Irvington Historic District and the proposal is for non-exempt treatment. Therefore, Historic Resource Review approval is required. The approval criteria are those listed in *33.846.060 G – Other Approval Criteria*.

Staff has considered all guidelines and addressed only those applicable to this proposal.

33.846.060 G - Other Approval Criteria

- 1. Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided.
- 2. Record of its time.** The historic resource will remain a physical record of its time, place, and use. Changes that create a false sense of historic development, such as adding conjectural features or architectural elements from other buildings will be avoided.
- 3. Historic changes.** Most properties change over time. Those changes that have acquired historic significance will be preserved.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
- 6. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.
- 9. Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.
- 10. Hierarchy of compatibility.** Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

Findings for 1, 2, 3, 5, 6, 8, 9 and 10: The 2.5-story Craftsman-style house is notable for its highly visible corner-lot location, with a basalt foundation and chimney and leaded original windows. While the scope of the proposal is substantial, and includes proposed changes on multiple facades on the house and garage, effort has been taken to focus the areas of proposed changes on those areas that are known to have already been remodeled. The areas proposed to receive alterations are largely not on street-facing facades, and have non-original materials that have not acquired historic significance. The form, integrity and character-defining features of the house, including its full front porch, basalt chimney and foundation, leaded windows, wood siding, wide three-foot eaves and stately massing will be retained through these proposed alterations, and it will remain a record of its time, compatible with its neighbors and the historic district.

West Elevation

This elevation at the rear of the house is not facing either street and is obscured from the public realm by the existing garage and will be further blocked from view by the

proposed enlarged garage. It currently has an inset level one porch tucked beneath a second-story mass that was likely the original sleeping porch. The former sleeping porch was substantially remodeled around 2006, prior to the formation of the Irvington Historic District. The West Elevation is proposed to receive a 96-square foot addition, to include the enclosure of the inset level one porch, plus an additional floor area at level one, and a new stamped concrete foundation with eight new painted wood windows at the basement level. While the footprint of the proposed addition remains outside the required five-foot setback, the proposal to match the deep three-foot eaves that wrap the house will require a Modification to the setback standards (see Modification findings below). The stamped concrete foundation will not match the existing basalt foundation, but is a historically appropriate material that is frequently used in this neighborhood and will not be visible from any location except the adjacent property. The scale and location of this one-story addition are compatible with the resource's massing, size, scale, and will match its architectural features. Limited additions and enclosures of rear porches are typical historic changes in this District and do not detract from the compatibility of this resource.

At level two, the applicant proposes modifications to the existing window configuration. Analysis provided by an architectural historian notes that the windows at this level two location are non-original, all date stamped from 2006. The proposal to alter this configuration to create four, evenly spaced and equal sized windows will enhance the regularity of this rear façade and enhances its historic character by reducing the discordant spacing and sizing of the current fenestration pattern. A single non-original window at the primary bedroom is proposed to be removed altogether, and new wood siding threaded in to patch this location. Finally, a single existing skylight is proposed to be removed and two skylights added elsewhere on the rear plane of the hipped roof. These are not visible from the public realm and will not mar the historic character of the property.

North Elevation

The North elevation is proposed to receive two new windows on level two. In the primary bedroom, historic photos indicate that the original street-facing window beside the level-two bay was larger than the current window at this location. The proposal is to restore a larger window in this location, to remain centered beneath the attic-level dormer, but matching the height of the adjacent bay windows. Architectural historian analysis demonstrates the existing window at this location is non-original, and therefore removing it will not reduce the historic character of the property or its accurate representation of its time.

Above the existing rear porch, two non-original 2006 windows are installed tight to an interior corner, which is not a typical location for windows in homes of this era. The applicant proposes to retain one of these windows, but to shift it slightly to center it in the narrow façade at this location. The minor changes to the window quantity and location are compatible with the architecture of the existing home and its fenestration patterns.

At level one, the north-facing inset porch is proposed to be infilled and enclosed with painted wood lap siding to match the rest of the house, and the top half of a new basement door may be visible above the new exterior stairs proposed adjacent to the new rear entry. The scope of this addition is detailed above, under the West Elevation description.

South Elevation

The south façade is a side façade, with limited visibility from NE 19th Street as the house is set almost 50' back from the curb on that frontage. At level two, an original single-hung window toward the rear of the façade is proposed to be replaced with a pair of hung windows at approximately the same location. The single window at this location is currently located off center of the double doors beneath it and not centered within the

decorative roof brackets. The proposed pair of windows that will replace the single existing window will be centered between the roof brackets and better aligned with the doors below. The new windows are proposed to match the size and configuration of the highly visible center window at the stair bay on this same façade.

At level one, a single new wood window is proposed to be centered beneath the stair bay. An existing basement window is proposed to receive a taller window to meet egress requirements, and a second, equal-sized basement window is proposed with an egress well. Finally, at the roof, a single new skylight is proposed to the rear of an existing attic-level dormer where it will be mostly obscured from all nearby vantage points.

East Elevation

No alterations are proposed for this front, street-facing façade.

Garage

While the Irvington National Register Nomination notes the garage is ‘contributing’, a note in the Oregon Historic Sites database indicates that the garage was originally a carport, and was re-roofed and enclosed in 2006. A note in the database entry for this property reads, ‘how is this contributing?’. Staff research affirms that a 2005 IQ folder (IQ 05-134400) indicates the owner at the time inquired about rebuilding the garage. Shortly after a building permit was issued for a detached one-story garage (RS 05-147440). This is consistent with the note in the Oregon Historic Sites database for this property. A subsequent Historic Resource Review (LU 14-158006 HR) approved the replacement of the garage door.

While it may not be possible to determine the extent of the original structure and material and the alterations that occurred prior to the formation of this historic district, the appearance and location of the existing single-vehicle garage is consistent with many other neighborhood garages. Its location, immediately abutting the sidewalk and set into the sloped hillside, its low sloped hipped-roof and detailing similar to the existing house all result in a contextually-appropriate structure that does not distract or detract from the notable architecture of the primary residence or its surrounding context.

The alterations proposed to the existing garage are substantial, in proportion to the small scale of the structure and its highly-visible location immediately adjacent to the pedestrian realm. Like many garages in this neighborhood, the existing single-car garage is built into the hillside and the garage door is at the property line facing NE Thompson Street. The proposed modifications intend to reuse the existing structure, enlarging it with a 98sf addition to the east side to create a two-vehicle garage. The existing hillside and yard to the east of the garage are proposed to be excavated to create a new 728sf paved exterior vehicle area. New retaining walls are proposed at the perimeter of the vehicle area.

Staff struggled to chart a path to approval for this aspect of the proposal. Large, surface vehicle areas are not typical in this neighborhood, where even the grandest homes typically have diminutive carriage houses and garages, kept to the smallest possible size and often tucked into the hillside to reduce their visibility and impact on the site. Further, the excavation of the existing raised yard to create a vehicle area at the same level as the sidewalk results in a highly visible change – potentially exposing all of the new vehicle area as well as the entire side of the newly enlarged garage. Like many homes in this area, the existing home was constructed to sit above the street, and the elevated landscaped area surrounding it contributes to its historic character and the original topography is part of the historic materials on the site. While a minor addition to the existing, previously altered garage does not impact the historic character of the home, it was challenging for the excavated new vehicle area required to access the enlarged garage to meet the guidelines.

Ultimately, staff determined that the excavation of the vehicle area is a reversible alteration that does not undermine the integrity of the contributing resource and worked to minimize the visibility of the vehicle area, so it does not distract from the integrity of the primary resource. In the future, the garage addition may be removed, and the original garage restored, the vehicle area reduced or infilled altogether without negatively impacting the resource. The proposed garage and landscape alterations may be reversible, and, in the meantime, the effort was made to minimize the appearance of the vehicle area.

The applicant has submitted two site plans for the proposed vehicle area. The applicant's preferred site plan (sheet A6) has a 20-foot-wide driveway at the property line. This substantially exceeds the minimum residential driveway width of 9-feet that is required by Title 33. Narrow driveways as they cross the property line and sidewalk serve numerous objectives: to slow vehicles crossing the pedestrian sidewalk and entering traffic, to ensure vehicles are traveling perpendicular to the sidewalk as they cross over it so drivers can see in both directions, and to deter parking that impedes with pedestrian travel on the sidewalk. The Title 33 standards apply only to the driveway and vehicle area on-site. The Portland Bureau of Transportation reviews and approves applications for driveways as they cross the public right-of-way between the property line and the street curb.

Staff requested an alternative site plan that narrowed the driveway at the property line by the sidewalk to a maximum of 10-feet, while still allowing the vehicle area to the south for turning into and out of the garage. The intent of the staff request was to reduce the gap in the existing concrete retaining wall at the property line, decreasing the visibility of the new vehicle area while maintaining the safety of the pedestrian realm by ensuring vehicles crossing the sidewalk are traveling slowly and have maximum visibility. The applicant has provided a narrower driveway option on sheets A6, A7 & A8. This option, with the ten-foot driveway at the property line abutting the sidewalk maintains the consistent appearance of the concrete retaining wall as viewed from the sidewalk, and partially screens the new at-grade vehicle parking area and exposed, enlarged garage sidewall. Of the two options, this one better meets the guidelines, as it reduces the visual impact of the proposed changes and maintains a more consistent street wall abutting the sidewalk. This option also addresses concerns raised by the Irvington Community Association.

On balance, staff determined that the scope of the proposal strives to limit its exterior alterations to areas that have been previously altered and/or have limited visibility and do not compromise the architectural integrity of the contributing resource. Minimal change is proposed to the original fenestration patterning, and effort has been taken to restore fenestration patterning where it has been previously changed. The proposed alterations maintain or enhance the architectural compatibility. The proposed additions to the house and garage are both less than 100sf each. With a Condition of Approval to reduce the width of the driveway at the property line with a concrete wall that continues the visual plane of the existing retaining wall along NE Thompson, the new vehicle area will be partially screened from the pedestrian realm and will not distract from the preserved grandeur of the home's architecture.

Therefore, with the Condition of Approval C that the site plan and street elevation shall reflect the maximum 10'-foot driveway throat width shown on sheets C27 & C28 these guidelines are met.

7. Differentiate new from old. New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.

Findings for 7: Evidence submitted by an architectural historian indicates that numerous existing windows on the second level are non-original and date back to

approximately 2006. Similarly, historic photos indicate that original windows in some locations on the house were different sizes or locations. The applicant has made the effort to differentiate new from old in the existing materials, and to locate most of the proposed changes at previously altered places. New materials installed as a result of this proposal are intended to visually match the existing original materials to the average passerby, but will be easily differentiated by a professional, close-up examination through updated construction materials (such as double-pane windows) and installation techniques.

Therefore, this guideline is met.

33.846.070 Modifications Considered During Historic Resource Review

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic resource review process. These modifications are done as part of historic resource review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through historic resource review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. **Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
- B. **Purpose of the standard.**
 1. The resulting development will meet the purpose of the standard being modified; or
 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

Modification #1: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce the side setback from five-feet to one-foot eight-inches for the 5’ new addition to the east side of the garage.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The minimum side setback in the R5 zone is five feet.

- A. ***Better meets historic resource review approval criteria.*** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The modification to reduce the side setback from five-feet to one-foot eight-inches for a five-foot addition to the existing garage along the side street lot line better meets

approval criteria 9 – Preserve the Form and Integrity of Historic Resources. The minor addition to the small existing garage is pushed back 1-foot 8-inch from the existing garage corner to differentiate it from the original massing. This still facilitates the applicant’s goal of parking two vehicles within the remodeled garage. If the addition were set back further to be entirely out of the five-foot setback, it would not have sufficient width to accommodate the desired quantity of cars, and may thus incentivize replacing the entire contributing garage with a new garage. A new structure, located outside of the setbacks, would have a greater impact on the site, and the surrounding historic context, than the minor addition to the existing historic garage.

- B.** ***Purpose of the standard.** The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: Preservation of the character of the historic resource is more important than meeting the purpose of the standard because meeting the standard with this proposal would require compromising the integrity of the contributing garage or rebuilding a new garage that may be less compatible with the historic district. The total length of the proposed garage wall in the side setback is three feet more than that which may be allowed by code. While the side setback applies at this location, the setback abuts the sidewalk and not an adjacent property. Therefore, the purpose of the standard is met, and allows for architectural diversity while maximizing unbuilt space, and does not impact the light, air or privacy of adjacent neighbors.

The proposal better meets the approval criteria and preservation of the historic resource is more important than increasing the offset of the minor addition to the existing garage to keep it outside of the setback.

Modification #2: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce the garage entrance setback from eighteen feet to three foot six inches from the street lot line.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The garage entrance setback in the R5 zone is eighteen feet.

- A.** ***Better meets historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The proposed garage configuration minimizes the visibility of alterations to the existing small garage. The primary street-facing garage façade will remain the same proportions, and its existing garage door will be infilled with a band of windows. Minimizing impacts to the existing garage and focusing the new addition and wide garage door on the

sidewalk serves to maintain the architectural compatibility of the existing contributing garage, as well as the house and surrounding historic district.

- B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: The purpose of this standard is to ensure that garage doors are located far enough back from street lot lines to ensure sufficient room for cars to park in front of the garage door without overhanging the street or sidewalk. The standard assumes the garage door is parallel to the street lot line from which it is set back. In this situation, due to the corner lot site, the garage door setback is not met from the street lot line perpendicular to the proposed garage door. The closest part of the garage door is proposed to be three-foot six-inches from the nearest street lot line. However, due to the configuration of the garage access, cars parking in front of the garage door are not at risk for overhanging the sidewalk.

Modification #3: Setbacks, PZC 33.110.220 & Table 110-4 – Reduce rear setback to two-feet to allow for three-foot-deep eaves.

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

- They maintain light, air, separation for fire protection, and access for firefighting;
- They reflect the general building scale and placement of residences in the city's single dwelling neighborhoods;
- They foster 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.

Standard: 33.110.220.B & Table 110-4, The minimum rear setback in the R5 zone is five feet.

- A. Better meets historic resource review approval criteria.** *The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and*

Findings: The one-story addition at the rear is proposed to be located exactly five-feet from the rear property line. The modification is requested to allow for deep three-foot eaves to wrap the new addition. The proposed eaves are consistent with the eave depth and design around the rest of the house. Maintaining the eave depth around the entire house will better maintain the historic character of the contributing resource.

- B. Purpose of the standard.** *The resulting development will meet the purpose of the standard being modified or the preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.*

Findings: The purpose of the standard is to allow for light, air and privacy between adjacent residential properties. It's also intended to ensure space for firefighting. The code already creates an exception for eaves to extend two feet into the required side and rear setbacks. The required three-foot separation is for fire separation between structures. In preparation for this proposal, these applicants obtained a Building Permit appeal approval

for a fire-rated eave detail to project three feet into the required five-foot setback, and one foot further than is allowed outright as an exception to the setback. Since the building footprint is still located outside the setback, and only the roof plane extends further into the setback. With the Building Permit Appeal approval as an indicator that fire safety will not be compromised, the purpose of the standard is met.

Therefore, these three Modifications merit approval.

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 purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. This proposal meets the applicable Historic Resource Review criteria and modification criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of a one-story, 96-square foot addition to the primary home, a 98-square foot addition to the garage, a new driveway and vehicle area, reconfiguration of the existing garage, limited changes to basement and level two windows and rooftop skylights.

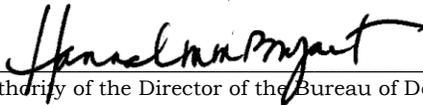
Approval for the following Modification requests:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage. (PZC 33.110.220 & Table 110-4)
2. Reduce rear setback to two-feet to allow for three-foot-deep eaves. (PZC 33.110.220 & Table 110-4).
3. Reduce the garage entrance setback from eighteen feet to three foot six inches from the street lot line. (PZC 33.110.220 & Table 110-4)

Approvals per the approved site plans, Exhibits C-1 through C-32, signed and dated May 18, 2022, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through D) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 21-072667 HRM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. The site plan and street elevation shall reflect the maximum 10' driveway throat width shown on sheets C27 and C28.
- D. No field changes allowed.

Staff Planner: Hannah Bryant

Decision rendered by:  **on May 18, 2022**
By authority of the Director of the Bureau of Development Services

Decision mailed: May 23, 2022

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 30, 2021, and was determined to be complete on January 21, 2022.

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 30, 2021.

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 requested that the 120-day review period be extended by 60 days (Exhibits A.2 and A.3). Unless further extended by the applicant, **the 120 days will expire on: July 20, 2022.**

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 Landmarks Commission, 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 June 6, 2022). **The completed appeal application form must be emailed 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 this file, please contact the planner listed on the front of this notice. The planner can email you documents from the file. A fee is required for all requests for paper copies of file documents. Additional information about the City of Portland, and city bureaus is available online at <https://www.portland.gov>. A digital copy of the Portland Zoning Code is available online at <https://www.portlandoregon.gov/zoningcode>.

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 Landmarks Commission 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 Landmarks Commission 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 on or after **June 7, 2022**, 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 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. Applicant's Statement
 - 1. Original Submittal
 - 2. 30-Day Extension, dated February 23, 2022
 - 3. 30-Day Extension, dated March 24, 2022
 - 4. Approved Building Code Appeal for Fire Rated Eave Detail
 - 5. Arcalus Window Inventory
 - 6. Proposed Site Plan (not approved)
 - 7. Proposed Garage and Parking Plan (not approved)
 - 8. Proposed North Elevation w/ 20' driveway (not approved)
 - 9. Garage Photo
 - 10. PBOT Driveway Design Exception
 - 11. Response to Incomplete Submittal, January 2022
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Existing Basement Plan
 - 3. Existing Main Floor Plan
 - 4. Existing Second Floor Plan
 - 5. Existing Attic Floor Plan
 - 6. Existing Garage Plan
 - 7. Proposed Basement Plan
 - 8. Proposed Main Floor Plan
 - 9. Proposed Second Floor Plan
 - 10. Proposed Attic Floor Plan
 - 11. Proposed Driveway Scoring Pattern
 - 12. East Elevation
 - 13. Existing and Proposed North Elevation
 - 14. Existing and Proposed West Elevation
 - 15. Existing and Proposed South Elevation
 - 16. Existing and Proposed Garage Elevations
 - 17. Proposed Sections Through Vehicle Areas
 - 18. Proposed Sections Through Vehicle Areas
 - 19. Proposed Door Schedule
 - 20. Proposed Window Schedule
 - 21. Window Elevations and Sections
 - 22. Window Elevations and Sections
 - 23. Door Elevations and Sections
 - 24. Eave Details
 - 25. Proposed Back Porch Section
 - 26. Proposed Back Porch Section
 - 27. Proposed Site Plan with 10' driveway
 - 28. Proposed North Elevation w/ 10' driveway
 - 29. Marvin Ultimate Double Hung Cutsheet
 - 30. Marvin Ultimate Case Awn Cutsheet
 - 31. Exterior Sconce Cutsheet
 - 32. Garage Door Cutsheet
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Portland Bureau of Transportation
 - 2. Bureau of Environmental Services
 - 3. Life Safety
- F. Correspondence:
 - 1. Dean Gisvold, February 23, 2022, The ICA supports the proposed changes to the house but has mixed feedback about the garage/vehicle area proposal.
- G. Other:
 - 1. Original LU Application

2. Incomplete Letter, dated August 26, 2021
3. 180-Day Warning Letter, dated December 30, 2021

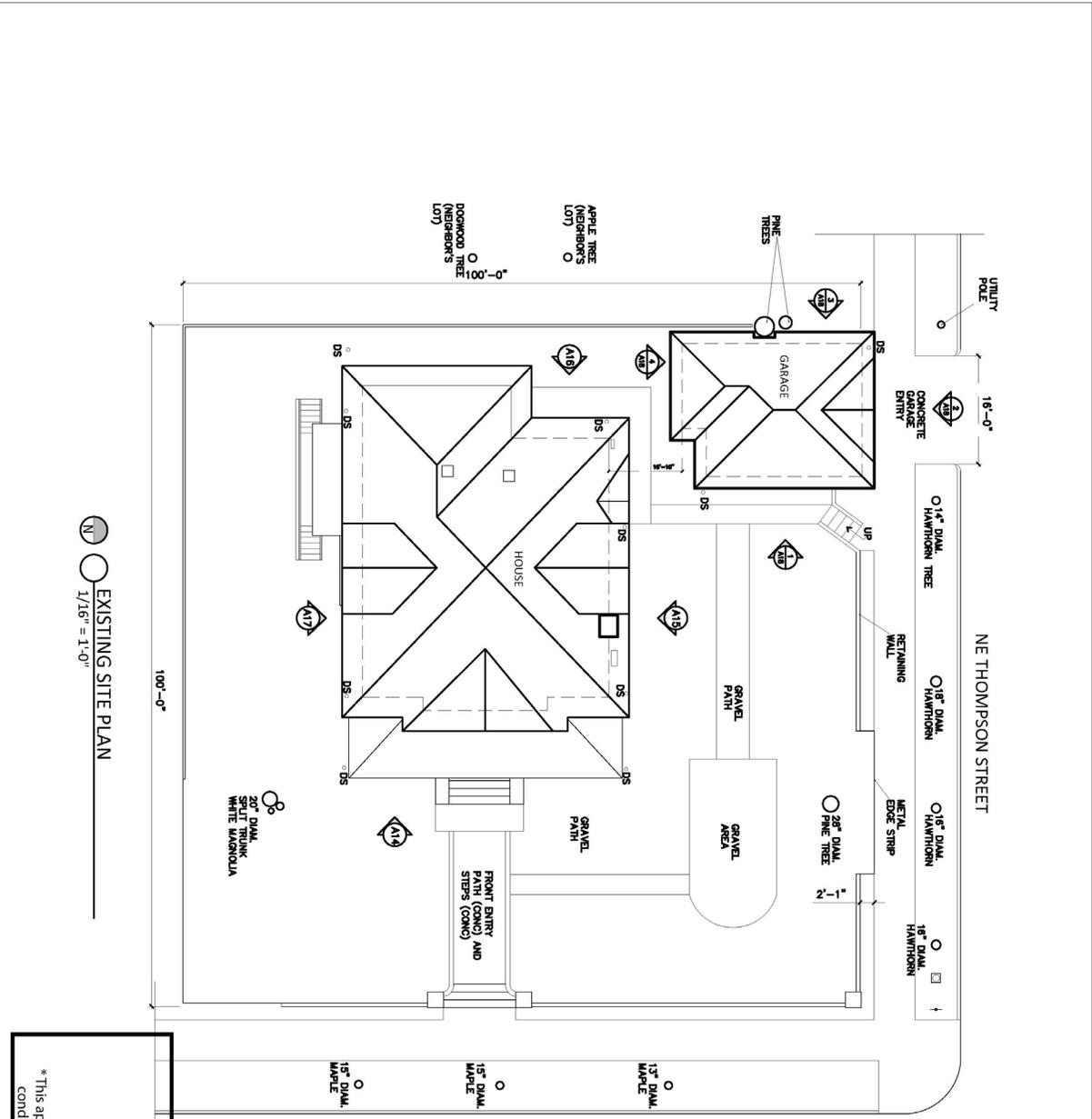
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



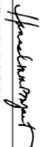
ZONING 
 For Zoning Code in effect
 August 1, 2020 - July 31, 2021
 THIS SITE LIES WITHIN THE:
 IRVINGTON HISTORIC DISTRICT

 Site
 Historic Landmark

File No.	LU 21 - 072667 HRM
1/4 Section	2832
Scale	1 inch = 200 feet
State ID	1N1E26DB 10900
Exhibit	B Jul 31, 2021




 EXISTING SITE PLAN
 1/16" = 1'-0"

Approved
 City of Portland
 Bureau of Development Services
 Planner 
 Date 05-18-2022
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

**RESPONSE TO THE BUREAU OF DEVELOPMENT SERVICES
LAND USE REVIEW REQUEST**

**Portland Transportation
Development Review
Bureau of Transportation Engineering & Development**

LU: 21-072667-000-00-LU Date: March 16, 2022
To: Hannah Bryant, Bureau of Development Services, B299/R5000
From: Fabio de Freitas, B106/800, (503) 823-4227
Applicant: Maria Cohen
MARIA COHEN DESIGN
33 N HOLMAN ST
PORTLAND OREGON 97217
Location: 2239 NE 19th Avenue
TYPE OF REQUEST: Type 2 procedure HRM - Historic Resource Review w/Modifications

DESCRIPTION OF PROJECT

The applicant seeks Historic Resource Review approval for: a one-story, 96-sf addition to the primary home; a 98-sf addition to the garage; replacing existing street-facing garage door with windows and adding a new garage door to the garage addition; a new driveway and unenclosed vehicle area; new 4-ft retaining walls (5-ft to the bottom of the footer); north façade: removal and limited replacement of three with two new windows, removal of existing skylight; one-story addition to include new door, lighting, porch, roof, and foundation; south façade: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight. west façade: remove and patch existing window and skylight; add two new skylights; add new window, remove, and replace one window, move existing brackets to accommodate new window locations, one-story addition to include removal of three windows and five new windows, new foundation and four new pairs of windows at basement level.

Modification requests [PZC 33.846.070]: 1. Five-foot addition to the existing garage, within the side setback (33.110.220 and Table 110-4). 2. New garage door located within 18-ft of the street lot line (33.110.220 and Table 110-4). 3. New vehicle area proposed between the primary building and the side street lot line. Proposed area is greater than 20% of the land area between the building and the street (33.266.120.C.1.b); and, 4. Eaves of new one-story addition to extend 3-ft into the 5-ft rear setback, while code only allows eaves to extend 2-ft into this rear setback (33.110.220.C.2). Historic Resource Review is required for non-exempt exterior alterations in Irvington.

RESPONSE

Portland Bureau of Transportation/Development Review (PBOT) has reviewed the application for its potential impacts regarding the public right-of-way (ROW), traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

There are no applicable transportation-related approval criteria associated with the proposed Historic Resources Review – PBOT has no objections. However, the applicant has requested a Modification to allow a new garage door to be located within 18-ft of the street lot line. There is a transportation-related purpose for this standard, hence, PBOT offers the following assessment (there are no other transportation-related purposes for the other requested modifications).

MODIFICATION APPROVAL CRITERIA

Pursuant to PCC Section 33.846.070, there are two approval criteria that must be satisfied. Of the two, PBOT must assess only the following:

B. Purpose of the standard. “the resulting development will meet the purpose of the standard being modified”.

The purpose of the setback standard in question is found in Code Section 33.110.220.A and reads (in part) as follows:

“The setback regulations for buildings and garage entrances serve several purposes including that: **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**”.

Findings: The **highlighted** portion of the purpose statement above will be the focus PBOT’s assessment.

Although technically, a portion of the proposed garage door will be located within 18-ft of the street lot line, the orientation of the garage door will be shifting. As it exists, the current garage on the subject site is accessed directly via NE Thomson – the current garage door faces the street. The proposal will relocate the garage door such that it will face east and therefore, will be considered an indirect access garage. Whereas with the existing direct access garage, a vehicle could be temporarily (or longer) stored across the sidewalk corridor and into the street, this will no longer be likely with the indirect access arrangement and adequate on-site driveway/parking/pavement area. Furthermore, with adequate maneuvering area on-site, a vehicle will be able to exit the altered garage and maneuver on-site such that it may exit the site in a forward motion, thereby enhancing driver visibility and safety. To ensure proper functionality of the proposed site access point, the curb-cut/driveway should be at least 12-ft wide.

The proposed indirect access garage ***better meets the purpose of the standard being modified*** – PBOT is supportive of this modification request.

Additional Information

ROW Improvements: The existing sidewalk corridor conditions along both site frontages exceed current City standards – the proposed project will not trigger any additional ROW improvements or property dedication.

Encroachment Permit: It has been brought to PBOT’s attention that the eaves of the existing garage extend over the NE Thomson ROW. If this is not altered as part of the improvements that will be made to the garage, the applicant will need to seek approval of an Encroachment Permit from PBOT. This may or may not have implications to the subject Historic Resource Review – the applicant should consult with BDS’ project manager. Additional information on the Encroachment Permit process can be found here: [TRN-8.08 - Encroachments in the Public Right-of-Way | Portland.gov](#).

Transportation System Development Charges (Chapter 17.15)

System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of Building Permits by contacting PBOT’s SDC Section at (503) 823-7002 (option 2).

Driveways and Curb Cuts (Section 17.28)

Curb cuts and driveway construction must meet the requirements consistent with the standards found in (City) Title 17. Title 17 driveway requirements will be enforced by PBOT during the review of the expected Building Permit.

RECOMMENDATION

PBOT has no objections to the requested Historic Resources Review or Modifications.

2239 NE 19th

Dean P. Gisvold <deang@mcewengisvold.com>

Wed 2/23/2022 3:29 PM

To: Bryant, Hannah <Hannah.Bryant@portlandoregon.gov>

Cc: Meryl Logue <meryllogue@comcast.net>; Maria Floyd Cohen <mandm1@teleport.com>; Barb Christopher <barbfc@comcast.net>; Barbara Nagel <nagleb2004@yahoo.com>; Bob Dobrich <bobdobrich@gmail.com>; Dean P. Gisvold <deang@mcewengisvold.com>; Eli Green <eli@sqftstudios.com>; Evan Carmi <evan.carmi@gmail.com>; Jeff Jones <jcjones@pacifier.com>; Jim Barta <jim.barta@yahoo.com>; Jim Heuer <jim@hancock673.com>; Jonathan Konkol <jonathankokol@gmail.com>; Nathan Corser <Nathanclark.corser@gmail.com>; Nikki Johnston <ndjz@yahoo.com>; peter@twinportland.com <peter@twinportland.com>; Sean <saetas@me.com>; Steven Cole <stevencole86@gmail.com>; Susan Hathaway Marxer <susan.marxer@comcast.net>; Thomas Moran <tjmoran88@msn.com>; Tiffanie Shakespeare <tshakesp@gmail.com>

Hannah,

The ICA land use committee has reviewed this application and has the following comments.

First, the applicant and his architect met with members of the committee via email and on site. Many changes were made to application that improved the application substantially, and some members are on board with the entire application, as improved.

Second, I do not think there are any concerns with changes to the house itself.

Third, the big issues are the garage, the expansion of the garage, the new garage entrance, and the new vehicle area on the north side of the house for parking and access to the garage. Initially, I would say more committee members were opposed than in favor, but the changes, such as the additional screening and landscaping, have caused some to find the proposal acceptable. But the fact is that we will lose some of the built topography that has made this house an example of a contributing resource if the application is approved.

The Irvington street scape has changed over the years, more fences, more walls, more cars parked on the street and on driveways. Now when pedestrians walked down Thompson and pass the garage entrance they are treated to trees, bushes, and landscaped space (no walls or fences), but applicant could install fences and walls which would block the pleasing view of the side yard. For the record, applicant has never said anything about taking such action. Once the screening gets some elevation, parked cars on the vehicle area should be less obtrusive to the passing pedestrians. And we would hope that cars can be parked in the garage proper more than in the vehicle area. That would be our goal if this application is approved.

At least two members remain concerned about approving an application that puts cars on the side yard of this contributing resource. I would say that a majority of the members responding are now, on balance, in favor of the proposal.

Dean

Land use chair

Dean P. Gisvold | Attorney at Law | Senior Partner

M^CEWEN GISVOLD LLP - EST. 1886

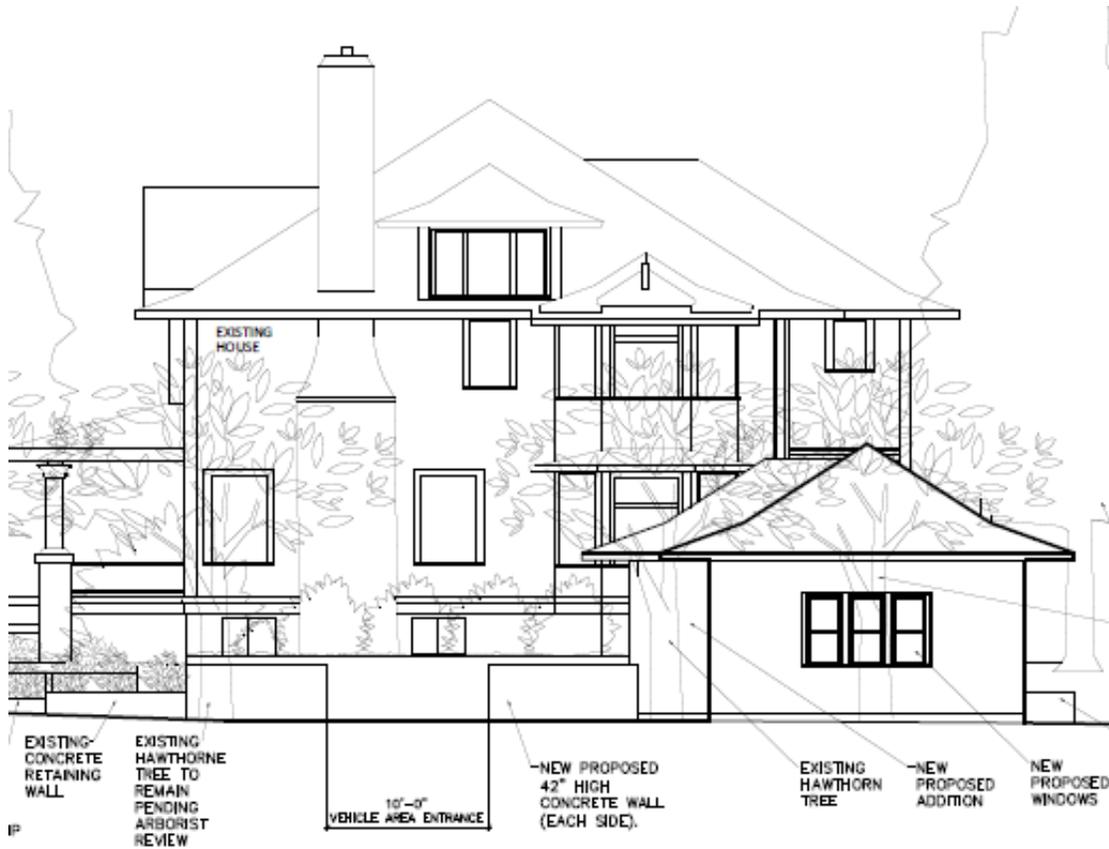
1600 Standard Plaza, 1100 SW Sixth Avenue, Portland, Oregon 97204

Direct: 503-412-3548 | Office: 503-226-7321 | Fax: 503-243-2687

Email: deang@mcewengisvold.com

Website: <http://www.mcewengisvold.com>

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City of Portland
**Historic Landmarks
 Commission**

Type II Land Use Appeal

LU 21-072667 HR

2239 NE 19th Avenue

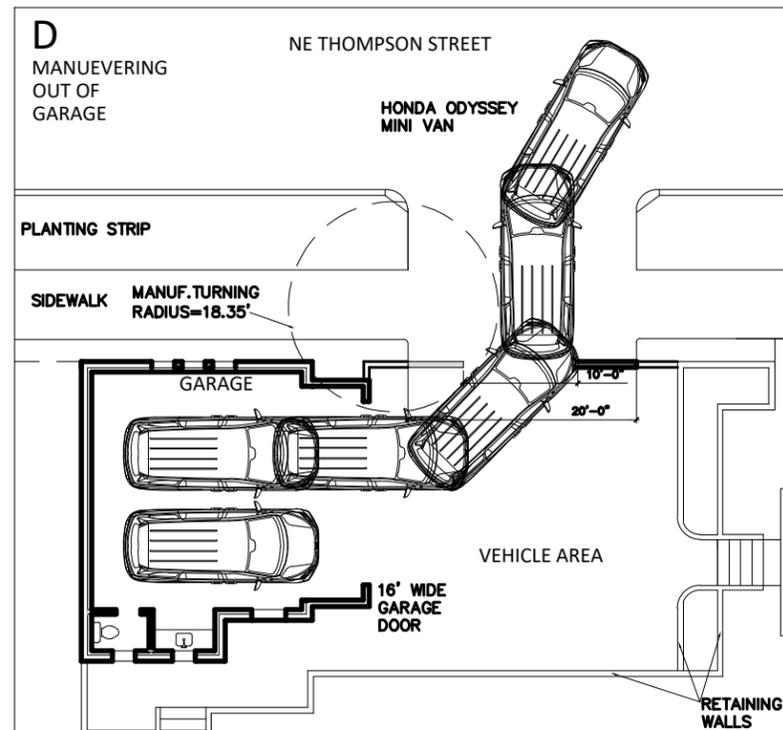
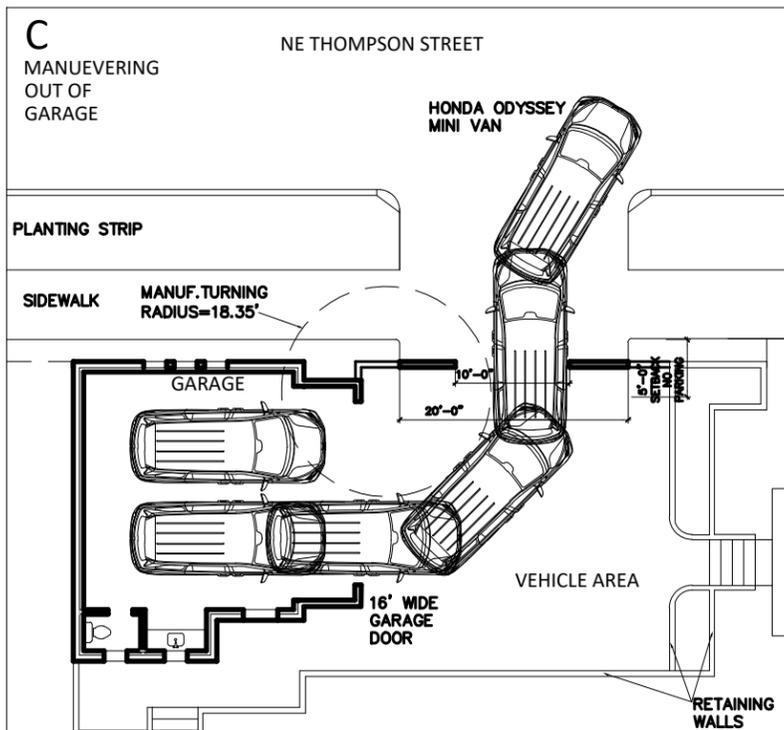
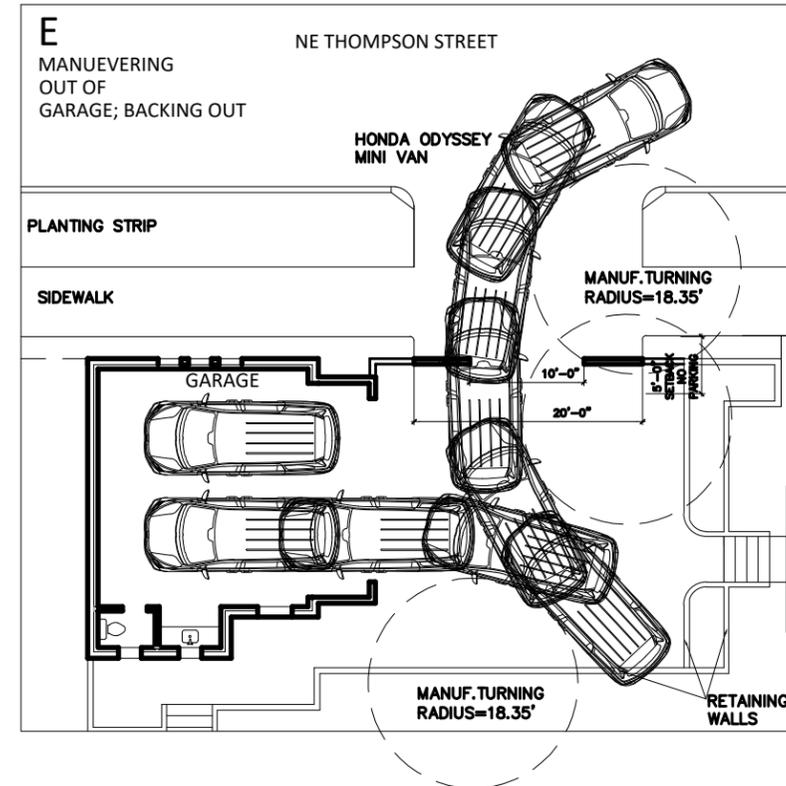
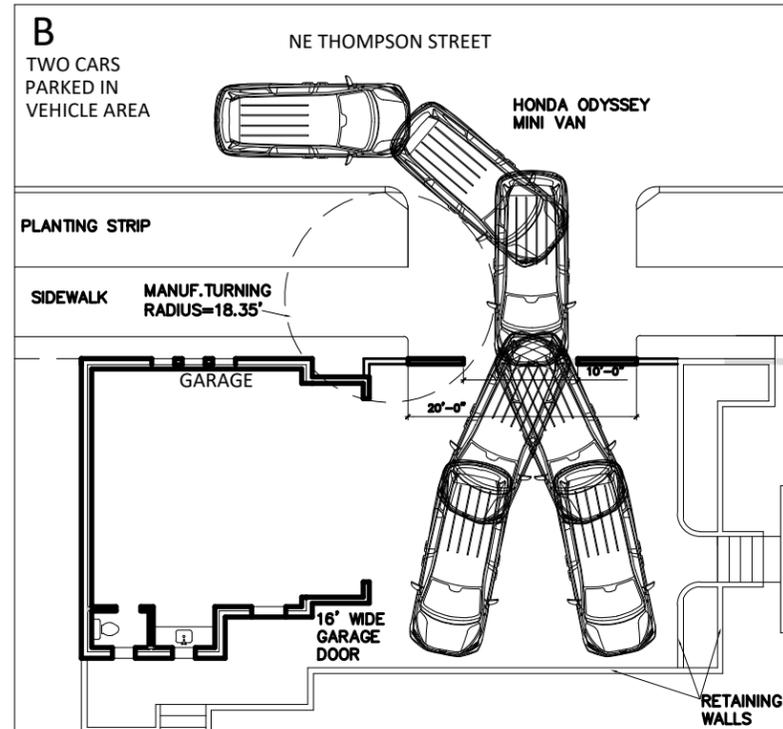
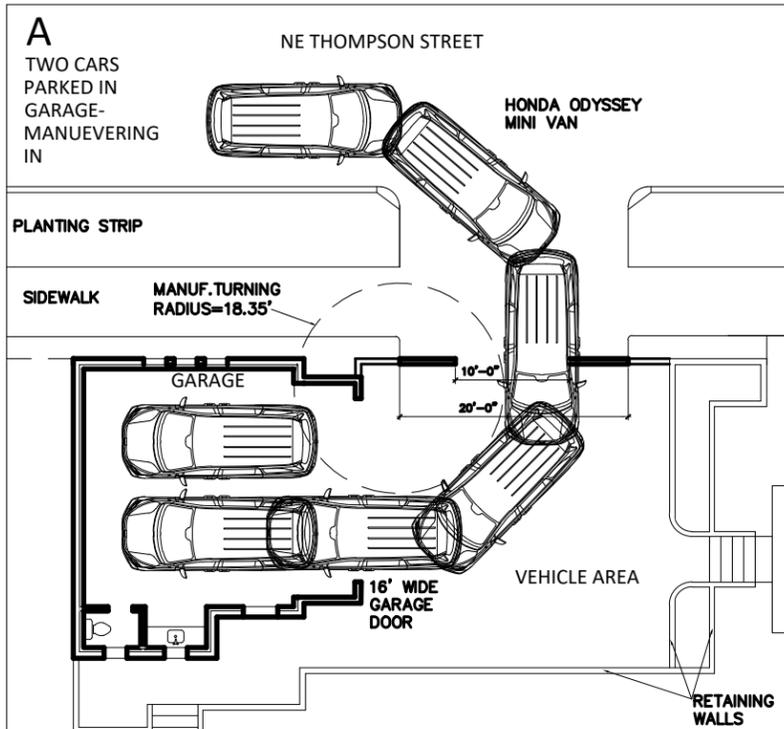
July 14, 2022

Staff Presentation



EXHIBIT A - PARKING DIAGRAMS

1/16" = 1'-0"

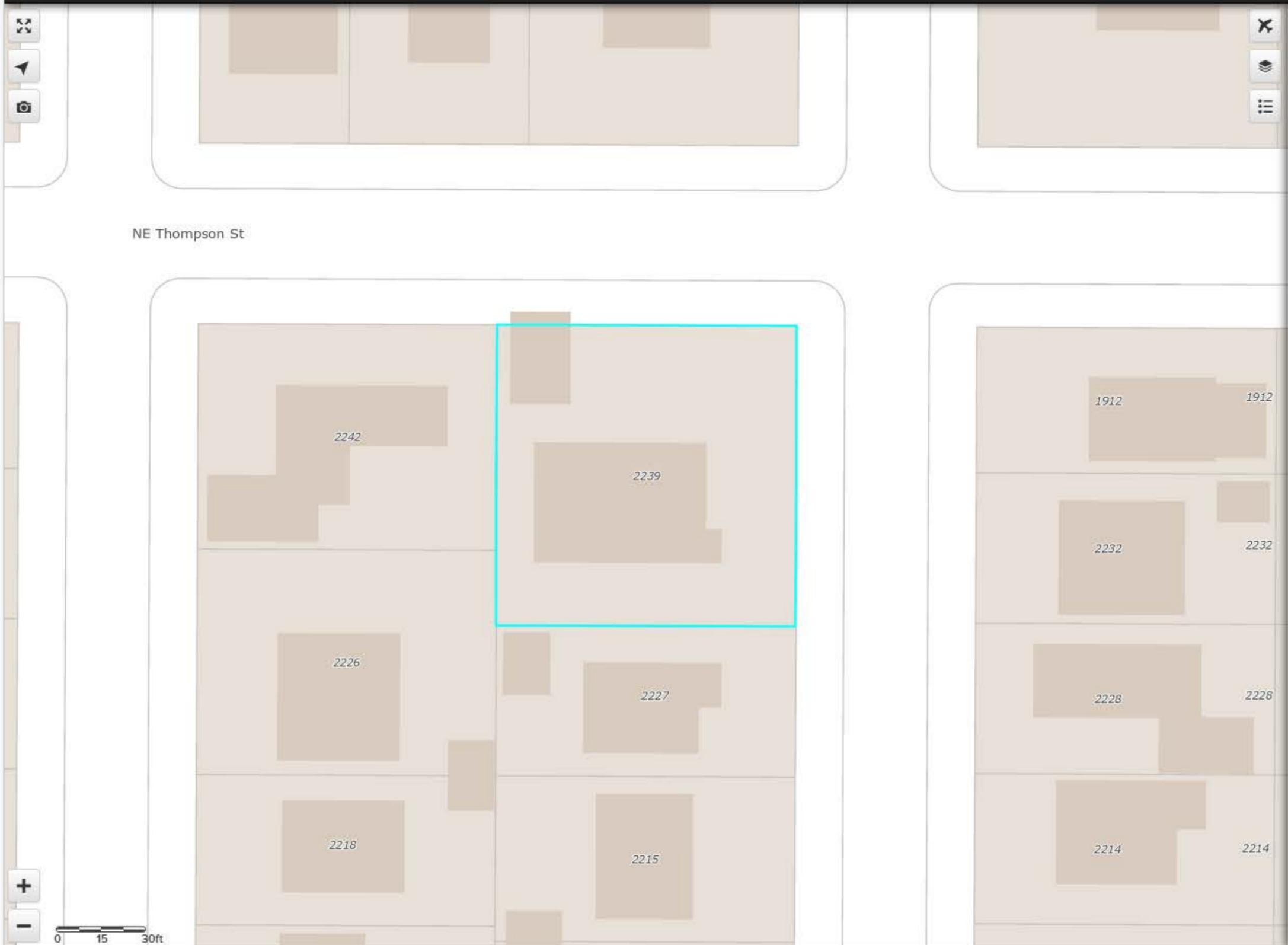


MARIA COHEN DESIGN

33 NORTH HOLMAN STREET PORTLAND OR 97217
CELL: 503.381.0366 MANDMI@TELEPORT.COM

SEVERSON RESIDENCE REMODEL
2239 NE 19TH AVENUE PORTLAND OREGON 97212

6.5.22



2021-066684-000-00-TM

PERMIT

IVR Number	4706430
Permit/Case Type	Minor Improvement Permit Required MIP
Work/Case Description	P-540 @ 16 lf, close existing / New P-528 with 20' throat width
Set Up Date	7/14/2021
Under Review Date	7/14/2021
Issue Date	11/04/2021
Final Date	
Latest Activity	12/06/2021
Status	Issued-TM

Activity

Activity	Type	Must Check	Activity Status	Last Activi
Sidewalk Driveway Frontage	Permit Frontage	N	Completed	11/04/2021
MIP Form Inspection	MIP Inspections	N	Open	07/14/2021
MIP Final Inspection	MIP Inspections	N	Open	07/14/2021
Folder Status Maintenance	Status Change	N	Open	07/14/2021



**Vehicle Area Opening 27'
1510 NE Fremont Street**



Vehicle Area Opening 20'
2043 NE Tillamook Street



Vehicle Area Opening 27'
2111 NE 23rd Avenue



Vehicle Area Opening 20'
2207 NETillamook Street



Vehicle Area Opening 26'
2239 NE 22nd Avenue



Vehicle Area Opening 30'
2241 NE 21st Avenue



Vehicle Area Opening 20'
2329 NE Thompson Street



Vehicle Area Opening 20'
2330 NE Hancock Street



Vehicle Area Opening 22'
2333 NE Schuyler

Context

Location

Zoning

Approval Criteria

Context

Program Overview

Project History

Modifications | Adjustments | Exceptions

Applicant Presentation

Approvability Items

Macro

Mid

Micro

Modifications | Adjustments | Exceptions

Staff Recommendation

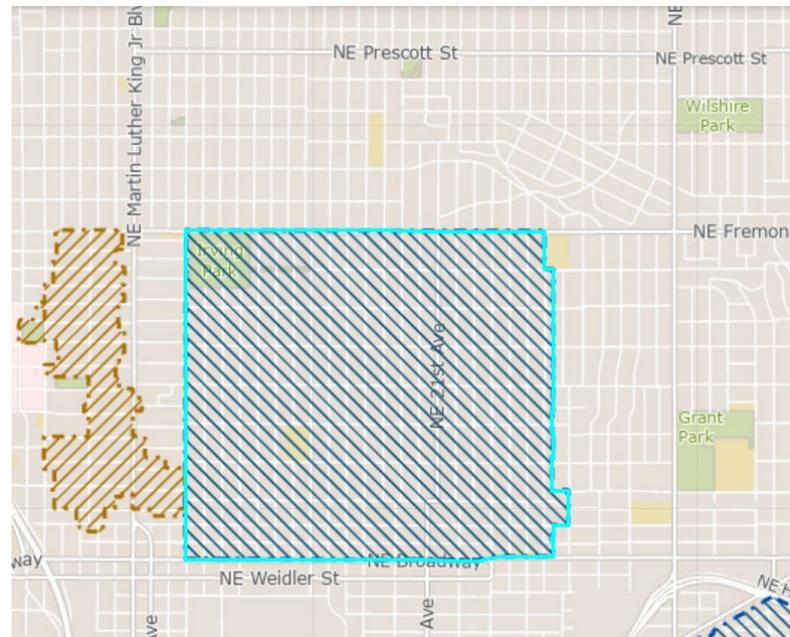
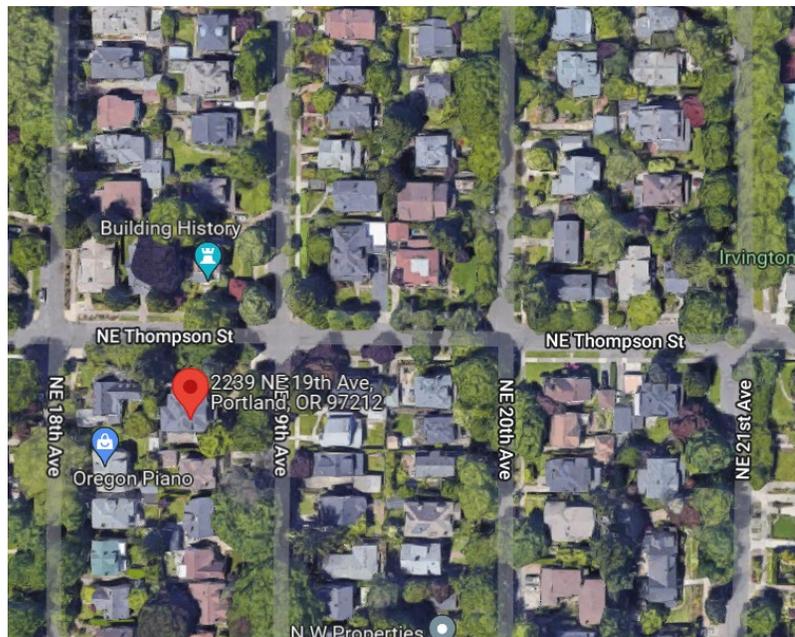
Conditions of Approval

Next Steps

Context
H.2 LU 21-072667 HRM

Location

Irvington Historic District



Zoning

Base Zone:

R5a, Residential 5,000 w/
Alternative Density overlay

Overlay:

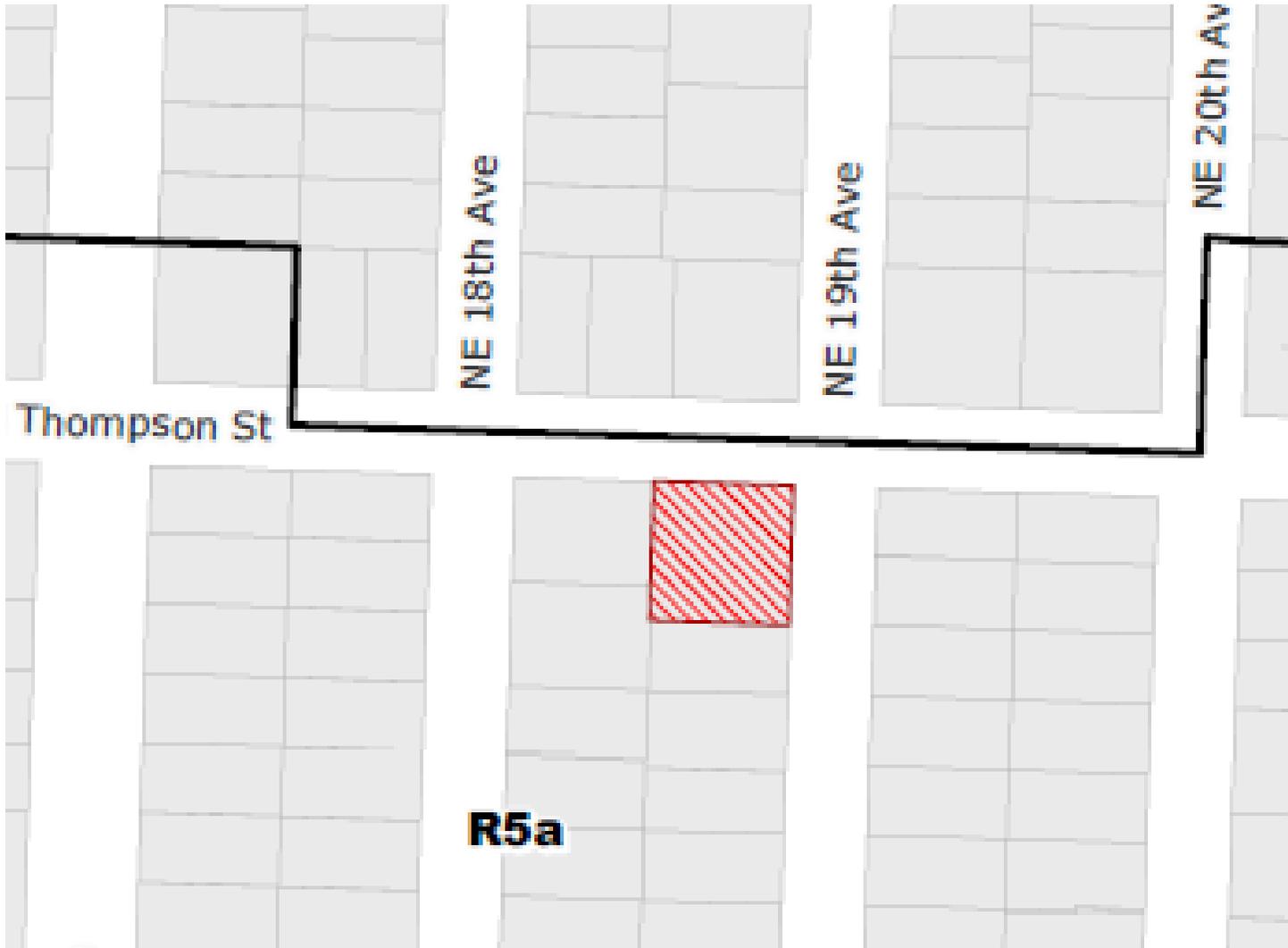
Historic Resource Overlay

Floor Area Ratio:

.5:1 base, .38:1 proposed
after additions to both house
and garage

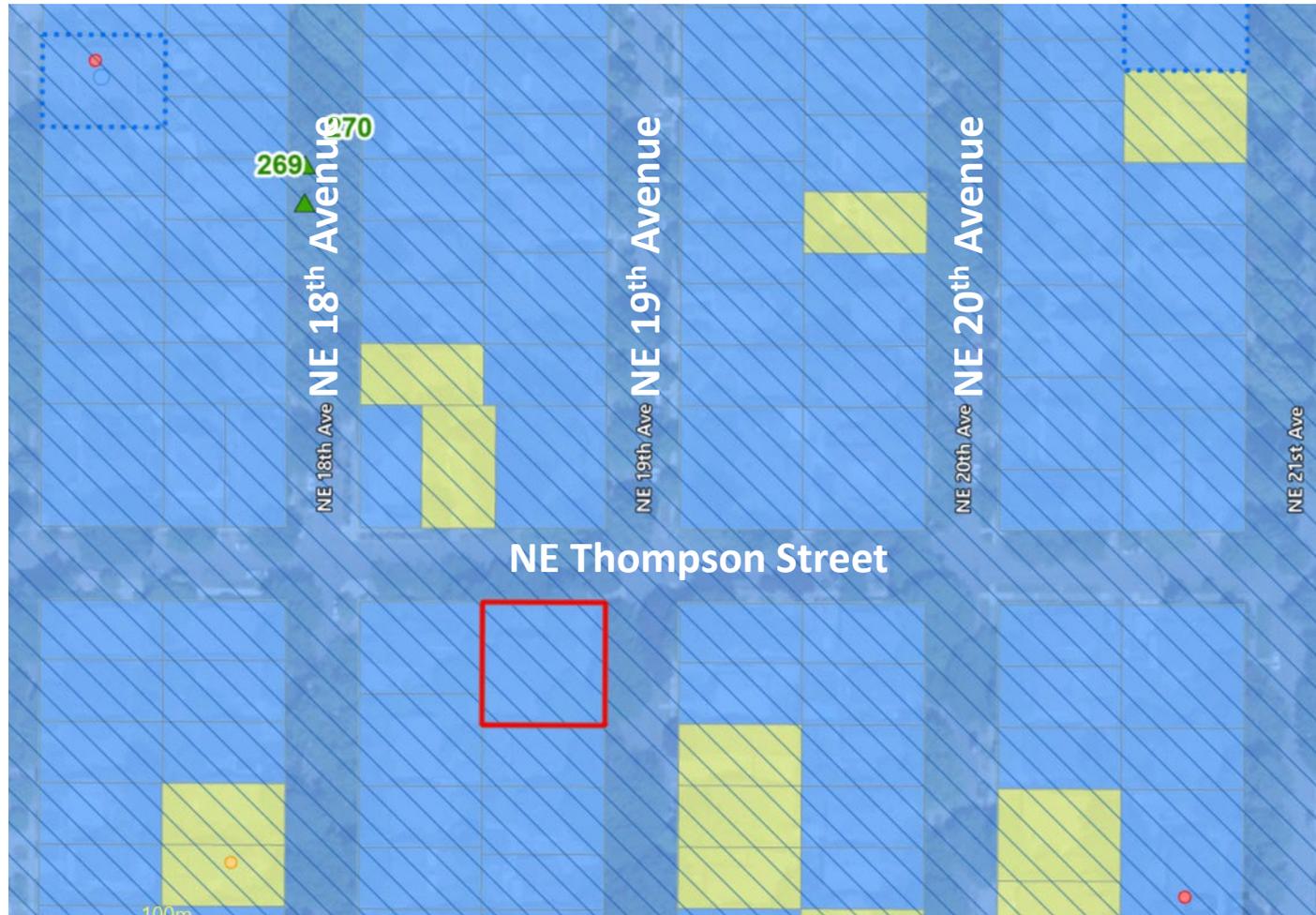
Height:

30' max, no changes
proposed



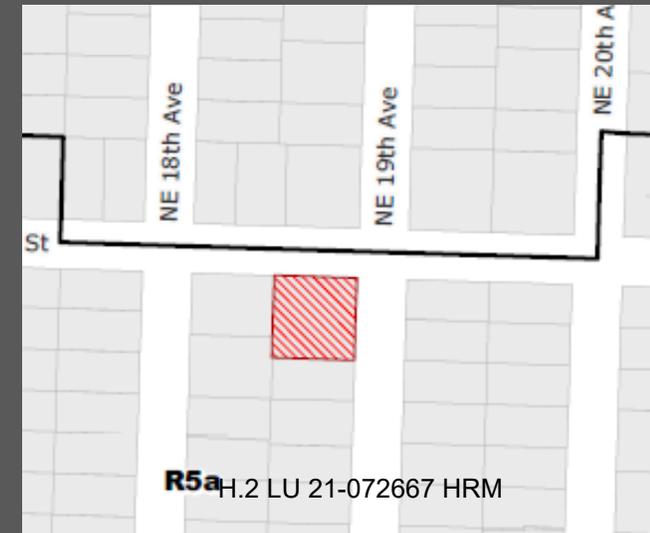
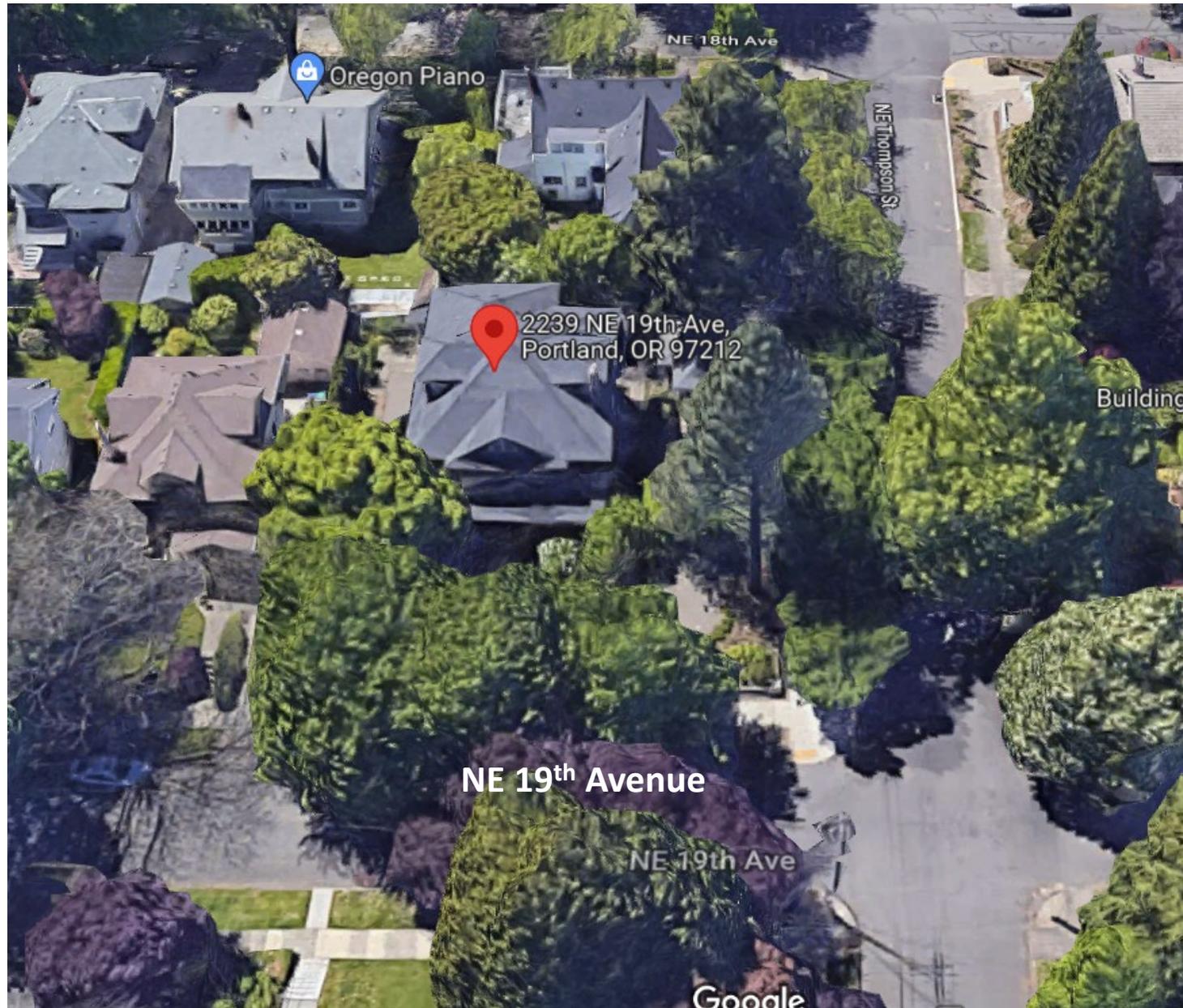
Approval Criteria

33.846.060.G – *Other Approval Criteria*



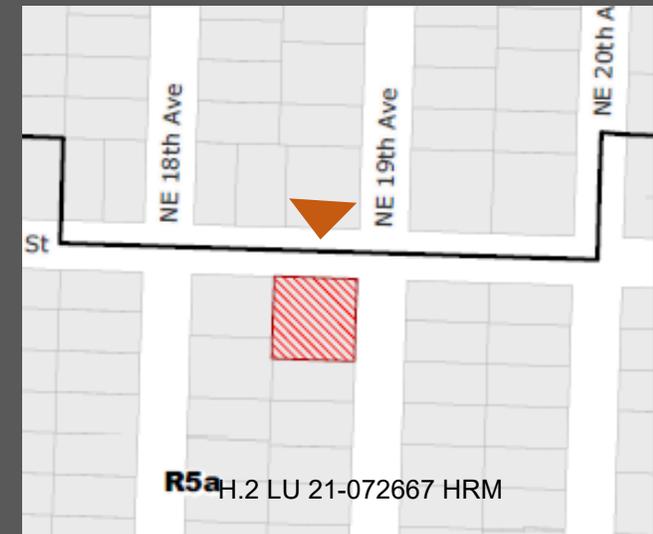
Context

- Both NE 19th and NE Thompson Streets are Local Service Streets for all modes of transit.



Context

- SW corner of NE 19th Avenue and NE Thompson Street
- R5 zone in all directions
- Contributing Resource
- Built 1909



EXISTING NORTH ELEVATION
1/8" = 1'-0"

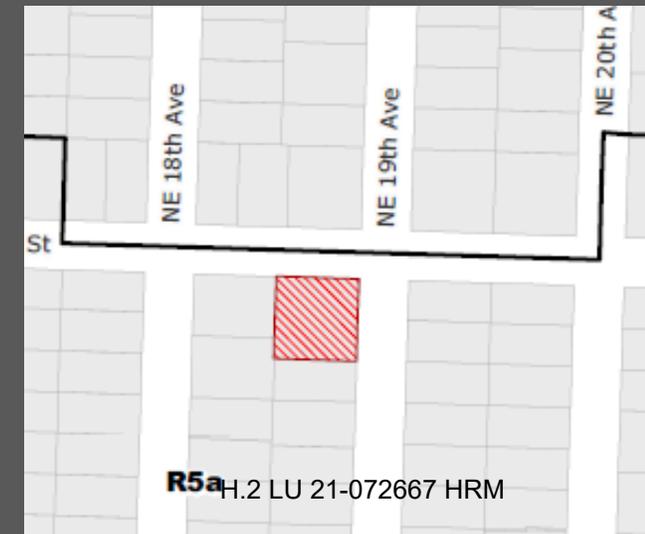


PROPOSED NORTH ELEVATION
1/8" = 1'-0"



Proposal – North Facade

- One-story, 96-square foot addition
- New exterior stair to new basement door.
- Remove three windows and replace with two new windows.
- Remove existing skylight.



EXISTING WEST ELEVATION
1/8" = 1'-0"

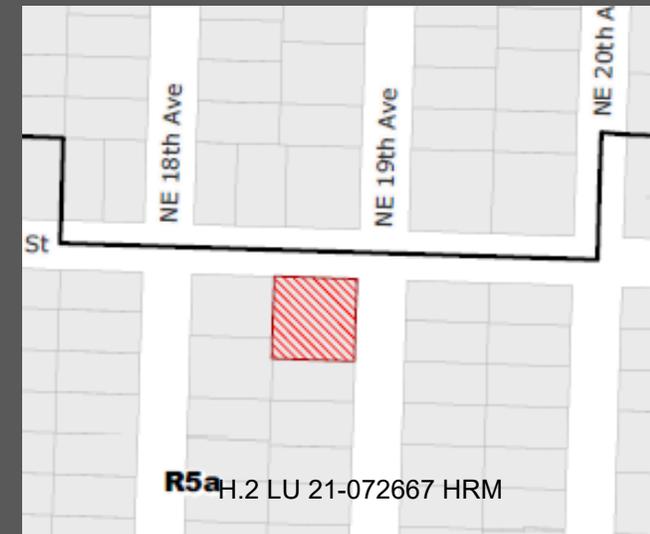


PROPOSED WEST ELEVATION
1/8" = 1'-0"



Proposal – West Facade

- Remove and patch existing window and skylight.
- Add new window, remove and replace one window.
- Shift existing brackets to accommodate new windows.
- One-story addition includes removal of three existing windows and addition of five new windows.
- New foundation and four pairs of windows at basement level.



EXISTING SOUTH ELEVATION
1/8" = 1'-0"

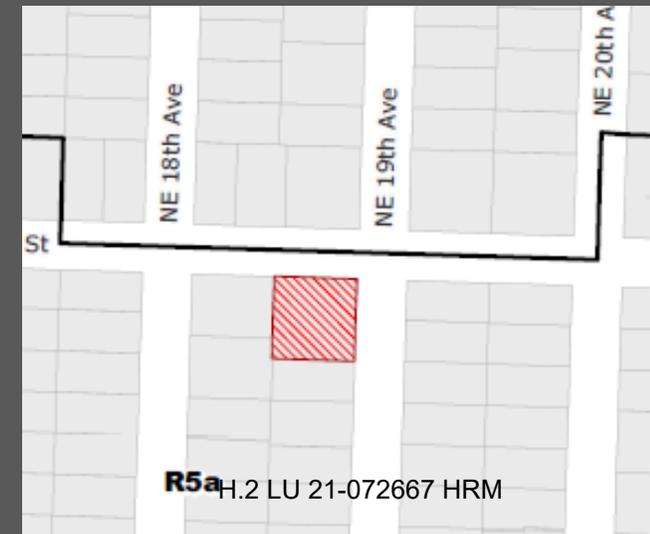


PROPOSED SOUTH ELEVATION
1/8" = 1'-0"



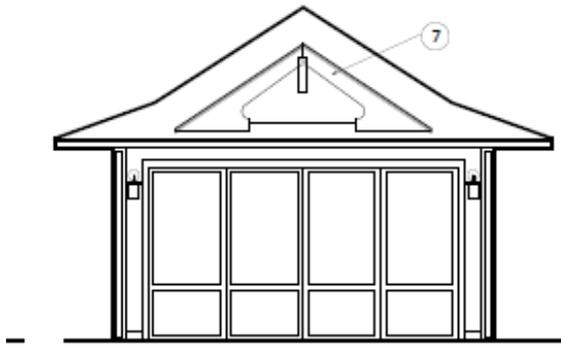
Proposal – South Facade

- Remove single window and replace with paired windows.
- Add new window below stair bay.
- Add new skylight.
- One-story addition.
- New foundation below new addition.

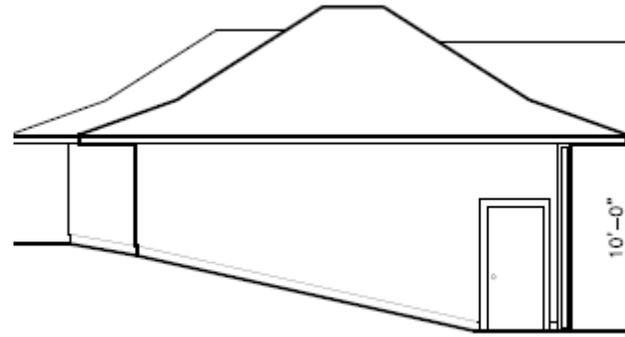


Proposal – Garage

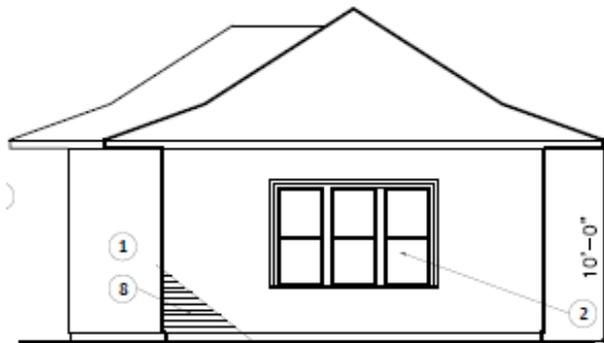
- 98-square foot addition to the east elevation.
- Replace existing garage with new windows.
- Remove sloping grade to the east of the garage to create new vehicle area at street-level.
- New garage doors facing east.



② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"



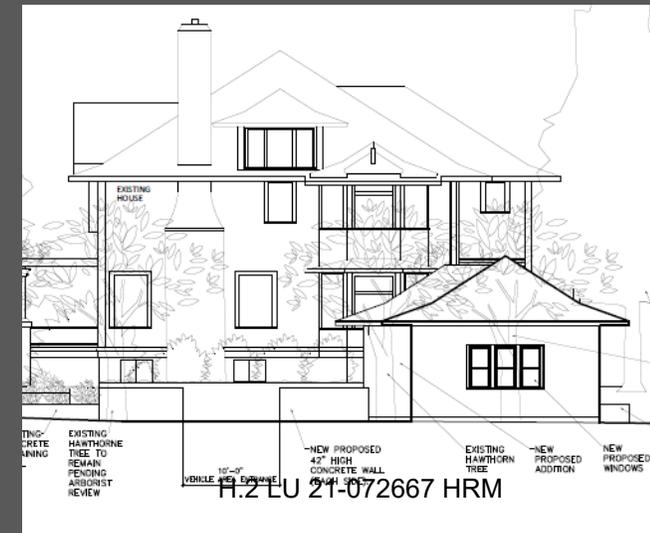
① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"

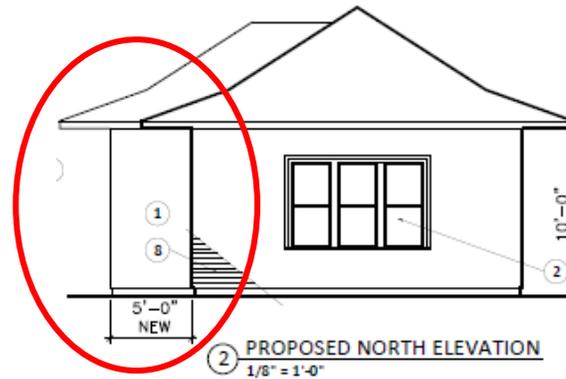
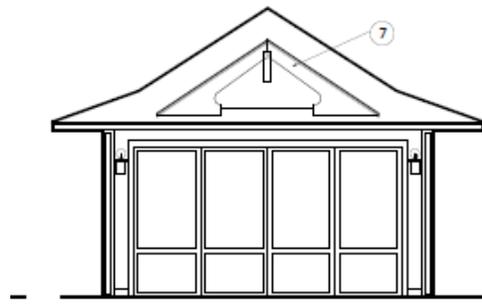
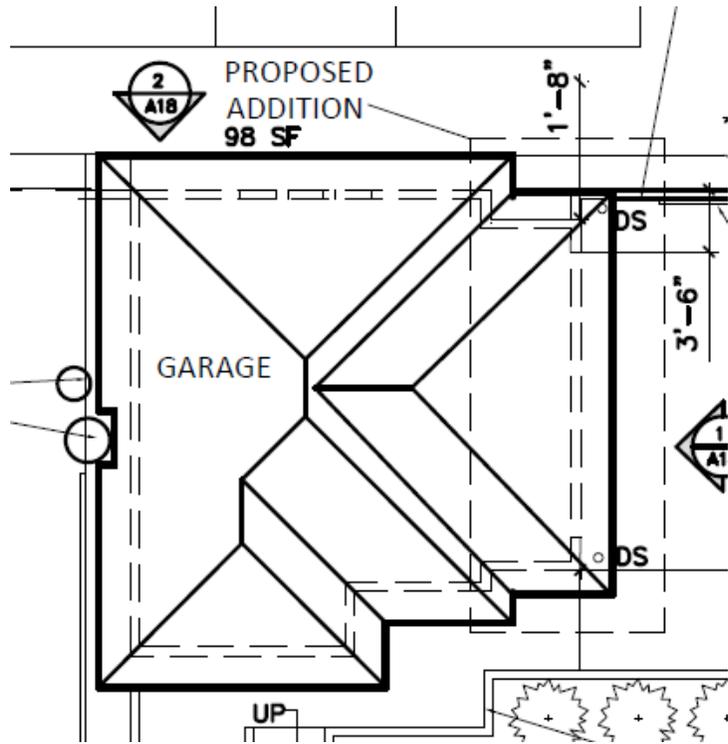


② PROPOSED NORTH ELEVATION
1/8" = 1'-0"



① PROPOSED EAST ELEVATION
1/8" = 1'-0"





Modifications

1. Reduce side setback from 5-feet to 1-foot, 8-inches for new addition to the garage.
2. New garage door located within 18-feet of NE Thompson street lot line.
3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.

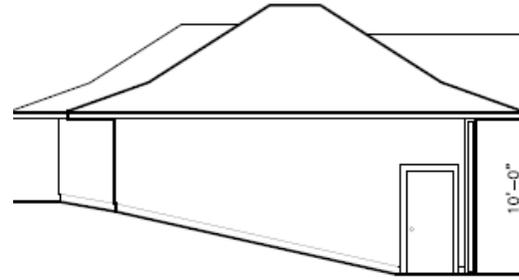
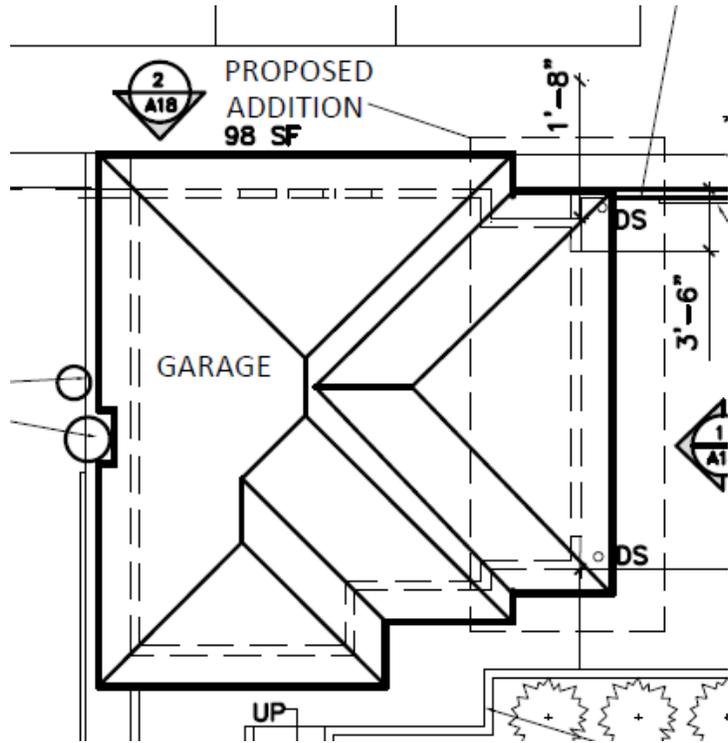
Modification 1

The Standard: The minimum side setback in the R5 zone is five feet.

The Purpose: To maintain light, air, separation between residences.

The Proposal: Build within the side setback, abutting the sidewalk, to allow the proposed garage reconfiguration.





① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"



① PROPOSED EAST ELEVATION
1/8" = 1'-0"

Modification 2

The Standard: The garage entrance setback in the R5 zone is eighteen feet.

The Purpose: To provide room for a car to park in front of a garage door without overhanging the street or the sidewalk and to enhance driver visibility when backing into the street.

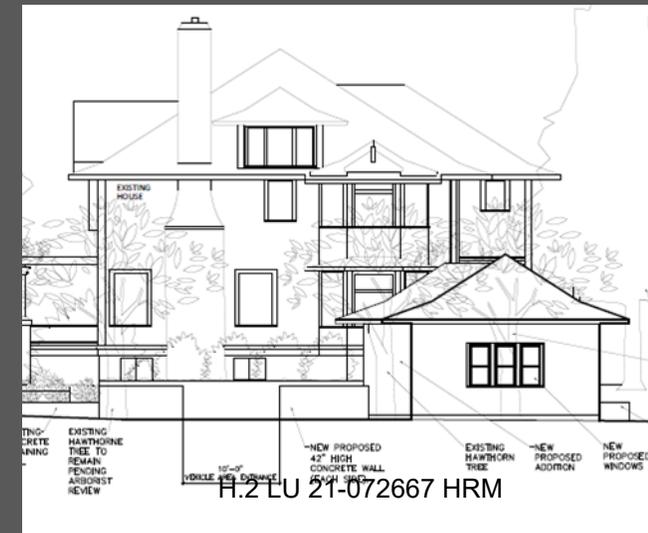
The Proposal: Proposal to reconfigure the garage so it does not face the street and vehicle area is not between the garage and the street.

Modifications

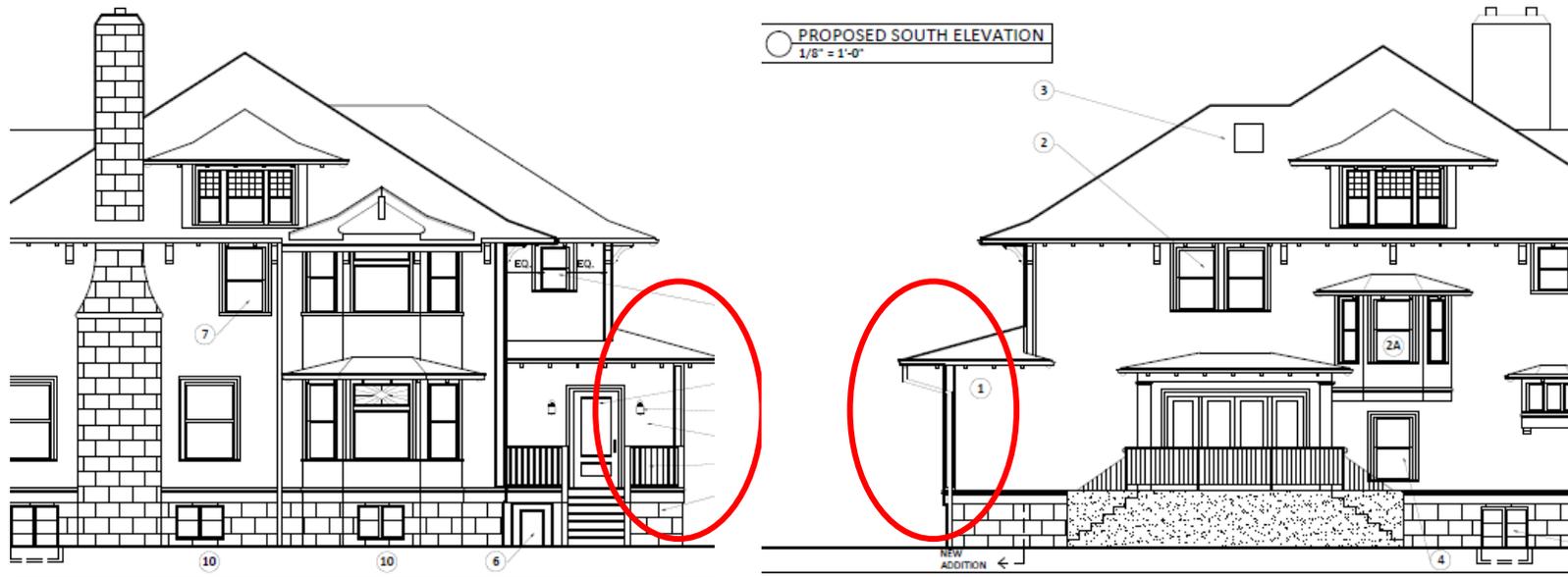
1. Reduce side setback from 5-feet to 1-foot, 8-inches for new addition to the garage.

2. New garage door located within 18-feet of NE Thompson street lot line.

3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.



Modifications



1. Reduce side setback from 5-feet to 1-foot, 8-inches for new addition to the garage.

2. New garage door located within 18-feet of NE Thompson street lot line.

3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.

Modification 3

The Standard: The minimum rear setback in the R5 zone is five feet. Eaves may extend two feet into the setback.

The Purpose: To maintain light, air, privacy, access for firefighting; foster a reasonable distance between residences; promote options for privacy; compatibility with the neighborhood.

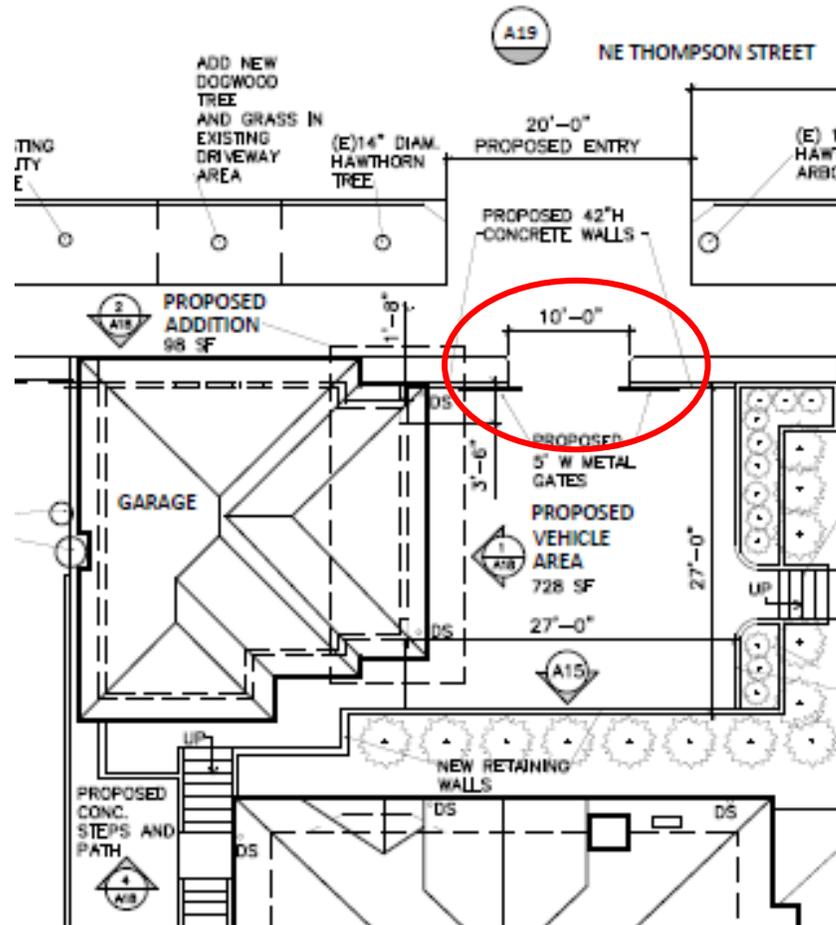
The Proposal: Extend eaves of new addition three feet into the five foot rear setback.

Applicant Presentation

H.2 LU 21-072667 HRM

Discussion Topics

H.2 LU 21-072667 HRM



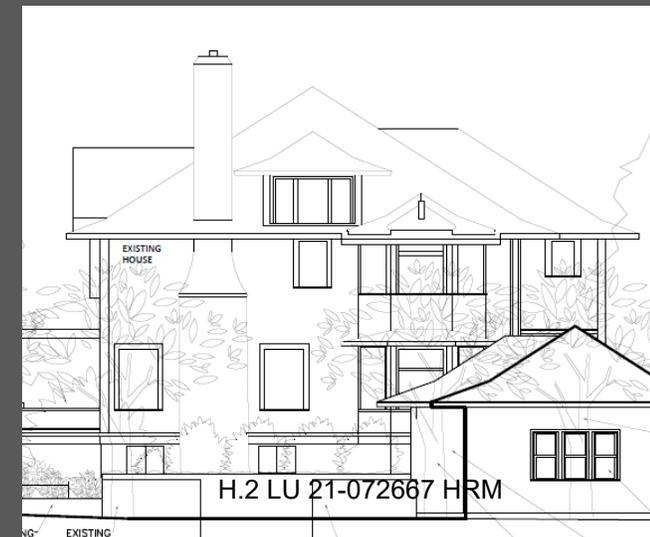
Decision

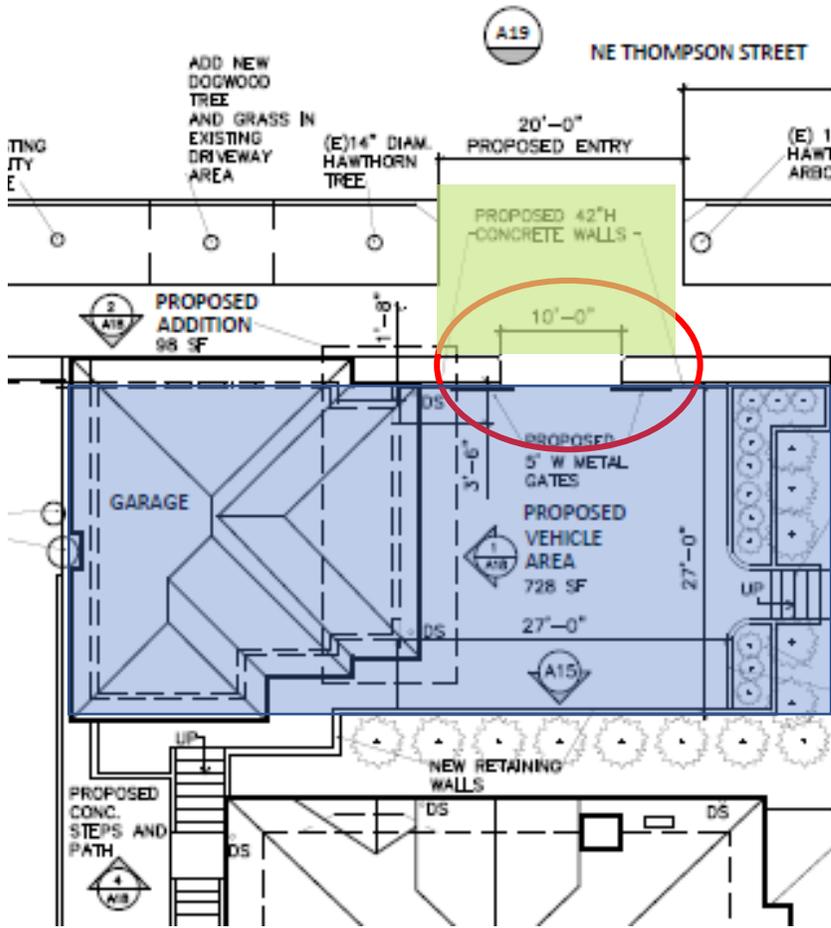
1. Condition of Approval
2. Purview
3. Public Comments

Decision

The decision was full approval of all proposed changes on the house; approval of three proposed Modifications, with one condition of approval:

C. The site plan and street elevation shall reflect the maximum 10' driveway throat width shown on sheets C27 and C28.





Exterior alteration does include the following:

- Changes to the facade of a building;
- Increases or decreases in gross building area that result in changes to the exterior of a building;
- Changes to other structures on the site or the development of new structures;
- Changes to exterior improvements;
- Changes to landscaping; and
- Changes in the topography of the site.

Decision

1. Condition of Approval
2. Purview
3. Public Comments

Purview

PBOT’s driveway code is governed by Title 17 and is exclusively for driveways in the right-of-way – shown in green. BDS’ code (Title 33) governs the on-site conditions – shown in blue. In this case, the new vehicle area is a non-exempt exterior alteration subject to Historic Resource Review and reviewed against 33.846.060.G.

Public Comments

Letters were received from:

- The Irvington Community Association, February 23, 2022 – Supports the proposed changes to the house, has mixed feelings about the garage and new vehicle area as proposed.
- The Irvington Community Association, July 12, 2022 – opposes the appeal, supports the staff decision.

Decision

1. Condition of Approval

2. Purview

3. Public Comments

Staff Recommendations

H.2 LU 21-072667 HRM

Staff approved the proposal with one condition of approval:

C. The site plan and street elevation shall reflect the maximum 10' driveway throat width shown on sheets C27 and C28.

Questions
H.2 LU 21-072667 HRM

Type II Land Use Appeal

MEMORANDUM

Date: July 5, 2022
To: Historic Landmarks Commission
From: Hannah Bryant, Design / Historic Review Team
503.865.6520 | Hannah.Bryant@portlandoregon.gov
Re: LU 21-072667 HRM – Irvington House & Garage Remodel + New Driveway
Appeal of a Type II Historic Resource Review– July 14, 2022

Attached is a drawing set & Staff decision for a Type II Historic Resource Review. The following items are uploaded to TRIM for your reference (<https://efiles.portlandoregon.gov/record/15207470>)

- Early Assistance Notes, dated April 21, 2021
- Incomplete Letter, dated August 26, 2021
- Stamped Exhibits
- Decision, dated May 23, 2022
- Submitted Appeal

Please contact me with any questions or concerns.

I. PROPOSAL

Type II Appeal of a Historic Resource Review approval to strike a condition of approval requiring a 10-foot-wide driveway as it crosses the street lot line. The applicant requests a 20-foot-wide driveway as it crosses the property line abutting the sidewalk.

II. APPLICANT INFORMATION

Architect	Maria Cohen Maria Cohen Design
Owner	Courtney Severson
Project Valuation	\$ 148,500

III. HISTORIC RESOURCE REVIEW APPROVAL CRITERIA – (Irvington) Other Approval Criteria 33.846.060.G

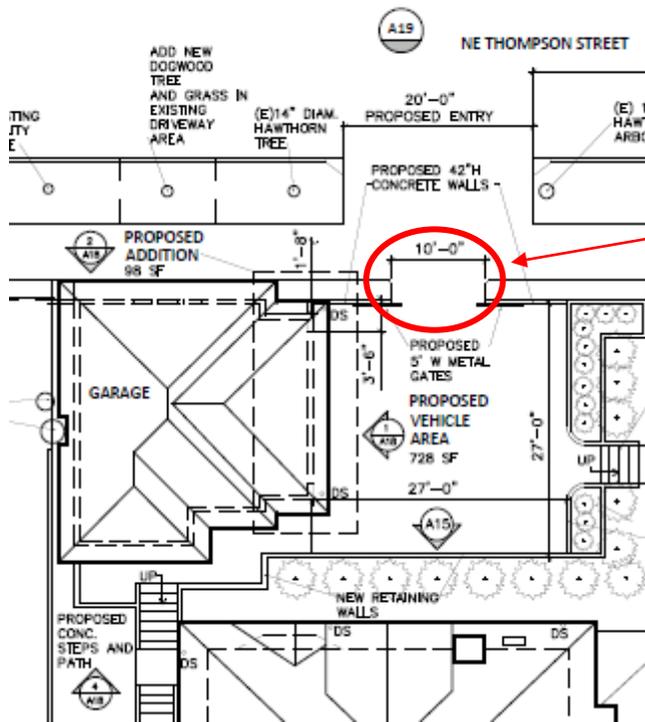
IV. PROCEDURAL HISTORY

The applicant received Early Assistance notes from BDS (no meeting was requested) on April 21, 2021. The land use application was submitted on July 30, 2021. An Incomplete Letter was mailed on August 26, 2021. The applicant requested this case be deemed complete on January 20, 2022. The applicant requested two 30-day extensions (on February 23, 2022, and March 24, 2022). A decision of approval was mailed on May 23, 2022, with one condition of approval, specifying that the approval is for the alternative site plan with a 10-foot driveway throat at the property line,

rather than a 20-foot-wide driveway. The case expires on July 19, 2022. An extension will be necessary if this hearing is continued.

V. APPELLANT CONCERNS

The applicant has appealed the condition of approval. The applicant wants the driveway to be 20-foot wide at the property line abutting the sidewalk (see diagram below).



Condition of Approval C applies only to the width of the driveway as it crosses the property line at the sidewalk.

The vehicle area inside the property line is approved to be 27-foot wide.

The driveway outside the property line (between the sidewalk and the street) is subject to PBOT standards.

VI. PROPOSAL SUMMARY

The proposal includes:

- A one-story, 96-square foot addition to the primary home.
- A 98-square foot addition to the garage.
- Replacing existing street-facing garage door with a band of windows and adding a new garage vehicle door to the east side and a new person door and window at the rear (south side) of the garage.
- A new driveway access and new 728sf unenclosed vehicle area.
- New 42-inch retaining walls (five-foot to the bottom of the footer).
- North façade of residence: removal and limited replacement of three windows with two new windows, removal of an existing skylight, a one-story addition to include new door into the house and a new stair and door into the basement, lighting, porch, roof, and foundation.
- South façade of residence: removal of paired windows and replacement with single new window, addition of new main level window below bay window, removal of existing skylight.
- West façade of residence: remove and patch existing window and skylight; add two new skylights; add new window, remove and replace one window, shift existing brackets to accommodate new window locations, one-story addition to include removal of three existing

windows and addition of five new windows, new foundation and four new pairs of windows at basement level.

Three Modification requests were also approved [PZC 33.846.070]:

1. Reduce the side setback from five-feet to one-foot eight-inches for the 5' new addition to the east side of the garage (33.110.220 and Table 110-4).
2. New garage door located within 18' of the NE Thompson street lot line (33.110.220 and Table 110-4).
3. Eaves of new one-story addition to extend three-feet into the five-foot rear (west) setback, while code only allows eaves to extend two-feet into this rear setback (33.110.220.C.2).

VII. NEXT STEPS

1. **Grant the Appeal and Reject the Staff Decision** – Approve a 20-foot-wide driveway at the property line. (Requires a return hearing.)
2. **Deny the Appeal and Adopt the Staff Decision** – Maintain the staff approval with the condition of approval specifying a 10-foot-wide driveway at the property line. (Does not require a return hearing.)
3. **Modify the Staff Decision**– Maintain or reject the staff decision of approval with revisions to the decision, per Historic Landmarks Commission direction. (Requires a return hearing.)

Attachments: Drawing Set dated May 2, 2022
 Staff Decision

Appeal of Decision 21-072667 Driveway entrance at 2239 NE 19th. Comments from Irvington Land Use Committee

Tony Greiner <tony_greiner@hotmail.com>

Tue 7/12/2022 1:42 AM

To: Bryant, Hannah <Hannah.Bryant@portlandoregon.gov>

Cc: Nathanclark.corser@gmail.com <Nathanclark.corser@gmail.com>; Dean Gisvold <deang@mcewengisvold.com>

Dear Ms. Bryant. Please forward this to the members of the Landmarks Commission in advance of the meeting July 14 to consider the appeal of the decision on this project.

Members, Portland Landmarks Commission:

Unfortunately, no member of Land Use Committee who was deeply involved in this project will be able to attend the meeting on the 14th, so we are submitting this written comment.

The Irvington Land Use Committee have re-examined the proposal for 2239 NE 19th. We have studied the appeal filed concerning the opening size of the driveway that will be built to accommodate switching the orientation of the garage from having a door opening to the north onto NE Thompson to opening on the east side, with a concomitant driveway/parking area on the north side of the lot in front of the new door.

The applicant claims that limiting the width of the driveway leading to the parking area to 10 feet will unduly limit use of the modified structure, and wants the driveway to be 20 feet wide.

We want to go on record as opposing the appeal.

Our reasoning:

Although the appeal asserts that driveway width is not something that should be considered for historic review, we disagree. The Historic Resource portion of the city code, 33.846, has several passages that provide the Bureau of Developmental Services guidance in this case.

For example:

33.846.030 , on the protection of historic resources, there is a general goal of "Fostering preservation and reuse of historic artifacts, structures, objects, places and districts as important parts of the region's fabric."

In the section on Integrity (page 4), things to be considered include "The resource has retained physical and *associative features* [emphasis mine] from the period of historic significance." And "The overall configuration of the resources and its surroundings is generally unchanged since the period of historic significance." Also, "Sufficient artistic, spatial or intangible elements from the period of historic significance remain to convey the significance of the resource."

This is true of much of Irvington, and certainly of 2239 NE 19th Av. While the garage was not built during the period of historic significance, the side yard that will be excavated to make the driveway to the modified garage is certainly an integral part of this beautiful setting. In addition to preserving the character of this dwelling, we also are concerned that approving this extra-wide driveway will set precedent for similar alterations of the streetscape throughout the historic district.

The appeal asserts that driveway entrances wider than 20 feet are found in Irvington, and it includes several photographs of them. However, with the possible exception of 2043 NE Tillamook, none of the wide driveways were laid during the period of significance, but rather were modifications made before establishment of the historic district. The new structure at 1510 NE Fremont has a wide opening, but it is also a duplex, with a garage for each unit.

In addition to damaging the nature of the historic district, the wide driveway and its placement will conflict with sections of city code 33.266 (Parking) .

The parking code states [page 15] that parking rules exist to “Create an environment that is inviting to pedestrians [and will] Limit the prominence of vehicle areas along street frontages and create a strong relationship between buildings and the sidewalk. There is also the goal to “Limit the size of paved parking area...in order to limit increases in temperature associated with asphalt and reduce impacts from urban heat islands.” The parking code continues with bullet points saying that setback rules “Improve and soften the appearance of parking areas, reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones”

More on point, table 266-3 “Location of Vehicle Areas” (page 17) states that for areas zoned R20-R2.5 (this lot is R5, so it fits in that sweep) the general standard is that vehicle areas are “Not allowed between a building and any street” This driveway/parking area will be between the main house and the street. There is an exemption for “driveways that provide a straight-line connection between the street and a parking area inside a building,” but in this case, the driveway going to the modified garage will not be a straight-line, bringing into question whether the modification of the garage follows city parking code, regardless of the width of the driveway entrance.

The Land Use Committee supported most of the original application. We applaud the owner’s efforts to make modifications in their original proposal in order to maintain the homes historic continuity. The committee was divided on garage modifications of the original application, as some members were sympathetic that they have children who will soon be teenagers learning to drive. However, while the modifications they are appealing for may meet the applicant’s short-term goals, the structural changes will remain for decades to come as a significant alteration to this beautiful house and lot.

The existing garage isn’t perfect, and perhaps tricky to back out of, but Thompson is a low traffic street. It is certainly less obtrusive than a 20 foot driveway entrance leading to a large paved area on the side of the house. If the orientation of the garage is changed, and found to somehow be compliant with the parking rules prohibiting vehicle areas between a structure and the street, then limiting the driveway entrance to 10 feet will help minimize the impact.

Tony Greiner
Chair, Irvington Community Association Land Use Committee

**Tony Greiner, Chair, Irvington Neighborhood Association Land Use Committee.
tony_greiner@hotmail.com**



Request for Extension of 120-Day Review Period

State law requires the City to issue a final decision on land use reviews within 120 days of receiving a complete application. State law also allows the applicant to request in writing an extension of the 120-day review period for up to an additional 245 days. When extensions are requested, it is important to ensure that there is adequate time to accommodate the required public review, drafting the decision, and any required hearings (including appeals) within the extended review period. Generally, a final decision must be rendered approximately 60 days prior to the end of the review period in order to accommodate appeals.

If requesting an extension of the 120-day review period, please sign this form and return it to the Bureau of Development Services (BDS) planner assigned to your case.

Case Information

- 1. Applicant Name: Maria Cohen
- 2. Land Use Case Number: LU # 21-072667
- 3. BDS Planner Name: Hannah Bryant

Extension Request

Please check one of the following:

- Extend the 120-day review period for an additional 30 days.
(insert number)
- Maximum allowed extension: 245 days

The total number of extensions requested cannot exceed 245 days.

By signing this form, I acknowledge that the 120-day review period for my land use review application will be extended for the number of days specified.

Applicant Signature:  Date 06.08.22

BDS Staff Complete This Section

Received by (print name): Hannah Bryant Date 6.8.22
Received



City of Portland
Bureau of Development Services
Land Use Services Division

1900 SW Fourth Avenue, Suite 5000
Portland, Oregon 97201
Telephone: 503-823-7300
TDD: 503-823-6868
FAX: 503-823-5630
www.portlandonline.com/bds

**Request for Extension of 120-Day Review Period
With a Continuation Hearing**

Land Use Case Number: LU # 21-072607

Hearing Date: 7/14/22

Continuation Hearing Date: AUGUST 8th, 2022

BDS Planner Name: HANNAH BRYANT

I understand that by continuing the hearing, I am extending the 120 day time frame that State law requires the City to issue a final decision on land use reviews, beginning with the date of a complete application. State law also allows the applicant to request in writing an extension of the 120-day review period.

If requesting an extension of the 120-day review period with the continuation of a public hearing, please sign this form and indicate the date of the continued hearing, and return it to the Bureau of Development Services (BDS) planner assigned to your case.

By signing this form, I acknowledge that the 120-day review period for my land use review application will be extended to allow at least 87 days left on the clock after the Commission renders a decision (17 days to process the decision mailing, plus 70 days to process an appeal if an appeal is submitted).

Applicant Name: COURTNEY & TRACY SEVERSON

Applicant Signature: [Handwritten Signature] Date 7/14/22



Hannah Bryant



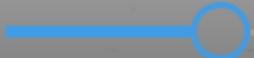
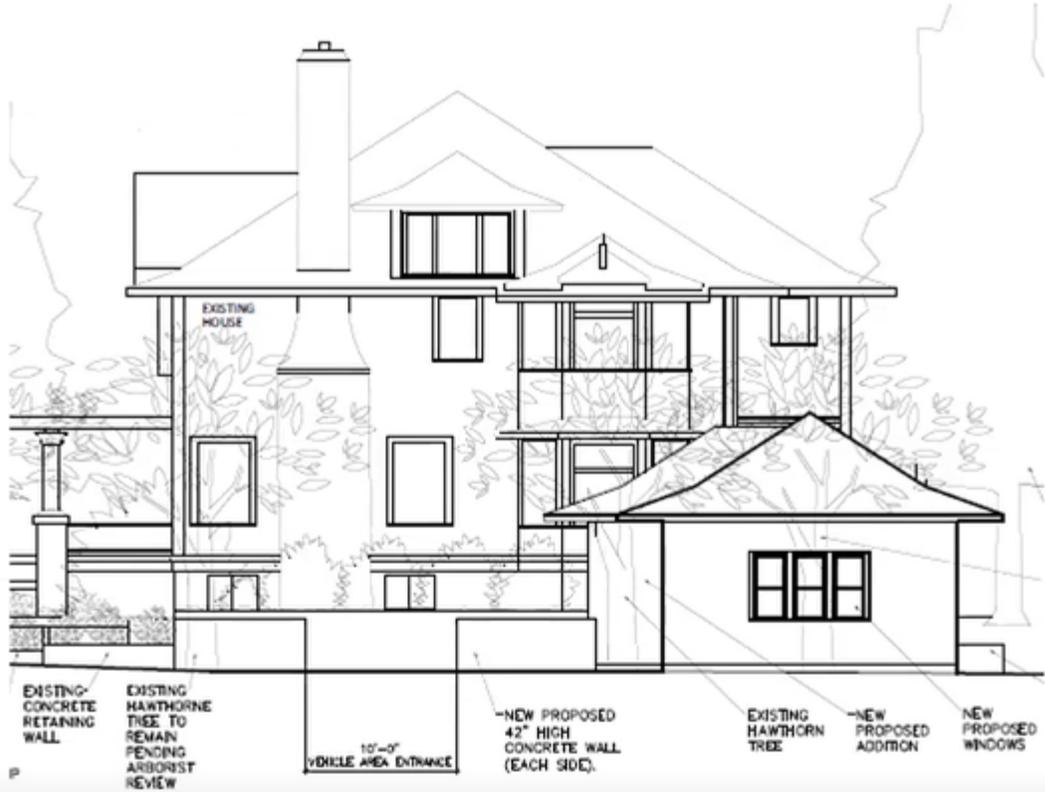
City of Portland
Historic Landmarks
Commission

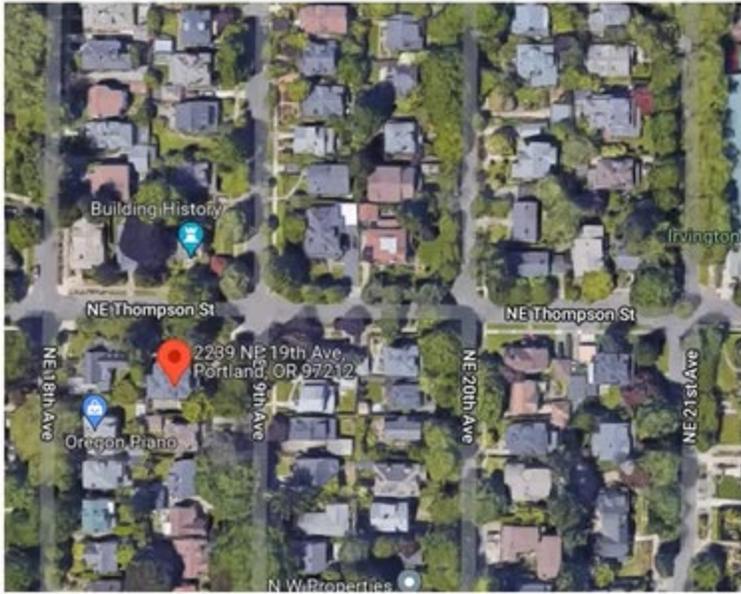
Type II Land Use Appeal

LU 21-072667 HR
2239 NE 19th Avenue

July 14, 2022

Staff Presentation





Location

Irvington H



Hannah Bryant



Zoning



Hannah Bryant

Base Zone:

R5a, Residential 5,000 w/
Alternative Density overlay

Overlay:

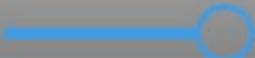
Historic Resource Overlay

Floor Area Ratio:

.5:1 base, .38:1 proposed
after additions to both house
and garage

Height:

30' max, no changes
proposed

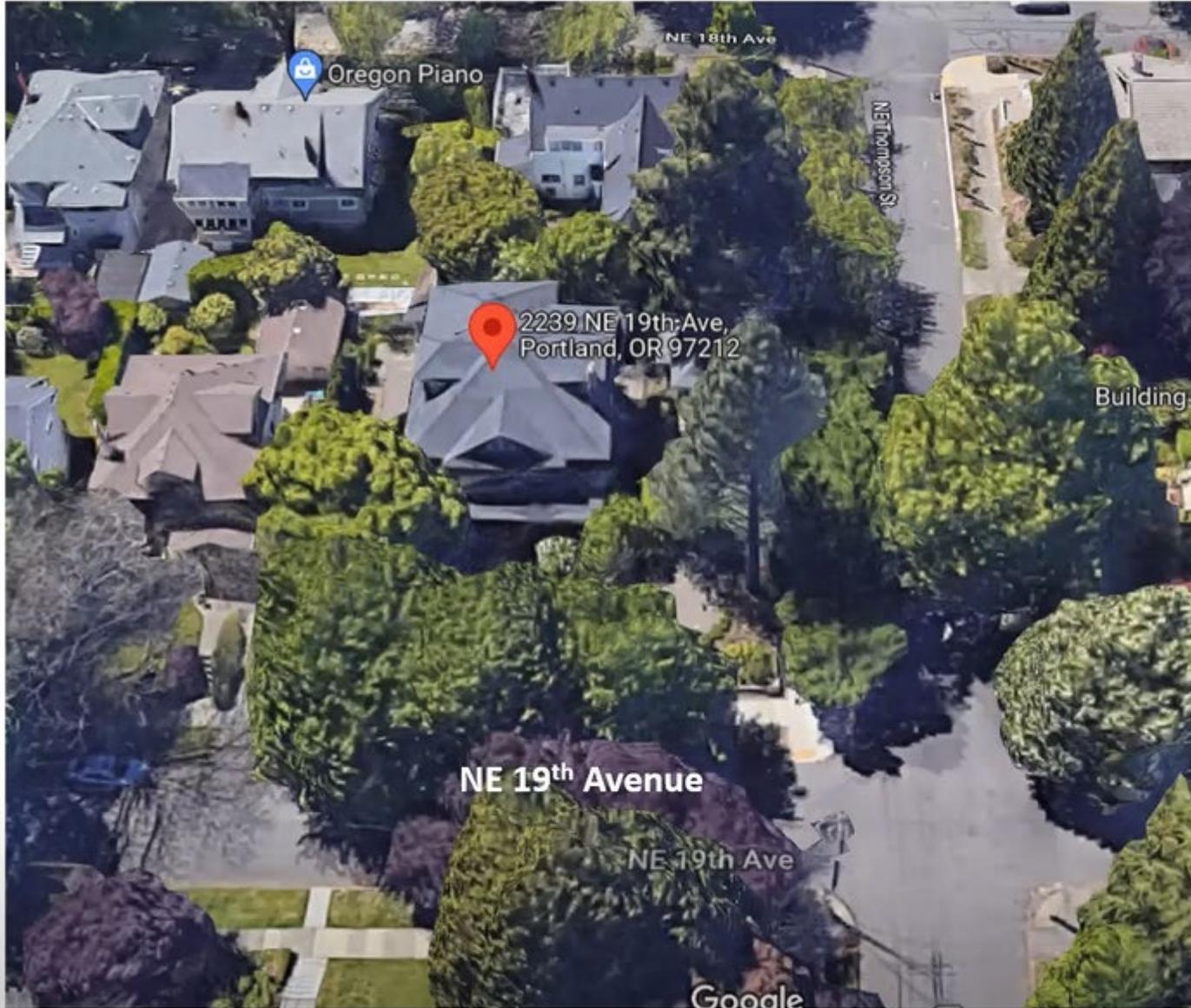




Appro Criteri



33.846.060.G – *Other
Approval Criteria*



Conte



Hannah Bryant

- Both NE Thompson Streets are Local Service Streets for all modes of transit.





Conte



Hannah Bryant

- SW corner of NE 19th Avenue and NE Thompson Street
- R5 zone in all directions
- Contributing Resource
- Built 1909



EXISTING NORTH ELEVATION
1/8" = 1'-0"



PROPOSED NORTH ELEVATION
1/8" = 1'-0"



Propo North



Hannah Bryant

- One-story, 96-square foot addition
- New exterior stair to new basement door.
- Remove three windows and replace with two new windows.
- Remove existing skylight.



EXISTING WEST ELEVATION
1/8" = 1'-0"



PROPOSED WEST ELEVATION
1/8" = 1'-0"



Propo West l



Hannah Bryant

- Remove and patch existing window and skylight.
- Add new window, remove and replace one window.
- Shift existing brackets to accommodate new windows.
- One-story addition includes removal of three existing windows and addition of five new windows.
- New foundation and four pairs of windows at basement level.



EXISTING SOUTH ELEVATION
1/8" = 1'-0"



PROPOSED SOUTH ELEVATION
1/8" = 1'-0"



Propo South



Hannah Bryant

- Remove single window and replace with paired windows.
- Add new window below stair bay.
- Add new skylight.
- One-story addition.
- New foundation below new addition.



Propo Garag

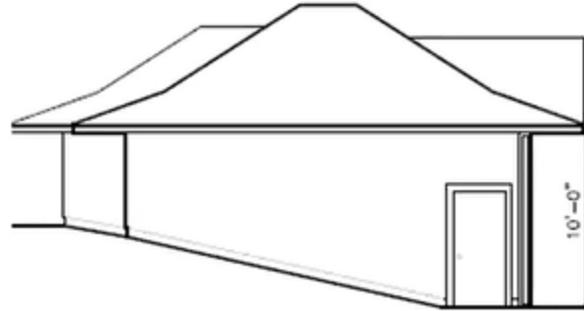


Hannah Bryant

- 98-square foot addition to the east elevation.
- Replace existing garage with new windows.
- Remove sloping grade to the east of the garage to create new vehicle area at street-level.
- New garage doors facing east.



② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"



① EXISTING EAST GARAGE ELEV.
1/8" = 1'-0"

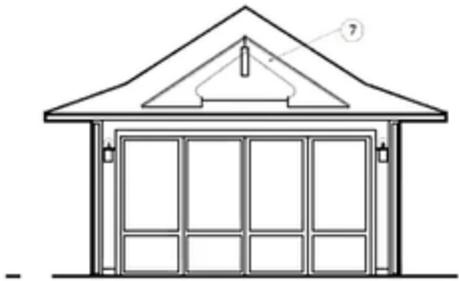
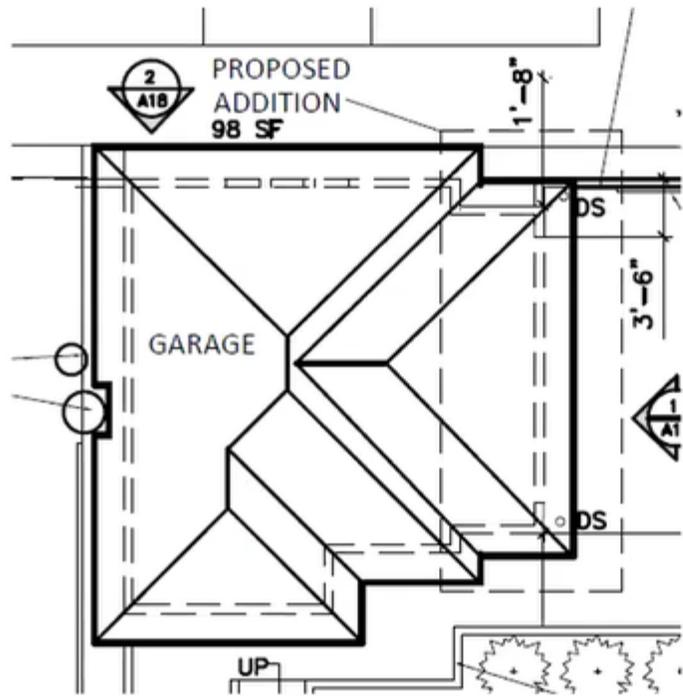


② PROPOSED NORTH ELEVATION
1/8" = 1'-0"



① PROPOSED EAST ELEVATION
1/8" = 1'-0"





② EXISTING NORTH GARAGE ELEV.
1/8" = 1'-0"



② PROPOSED NORTH ELEVATION
1/8" = 1'-0"

Modification 1

The Standard: The minimum side setback in the R5 zone is five feet.

The Purpose: To maintain light, air, separation between residences.

The Proposal: Build within the side setback, abutting the sidewalk, to allow the proposed garage reconfiguration.

Modifi



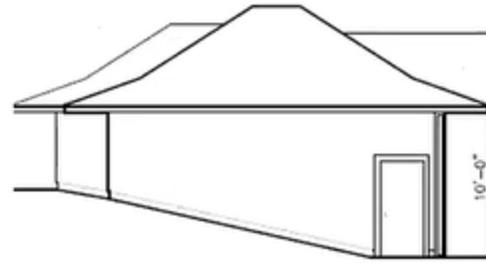
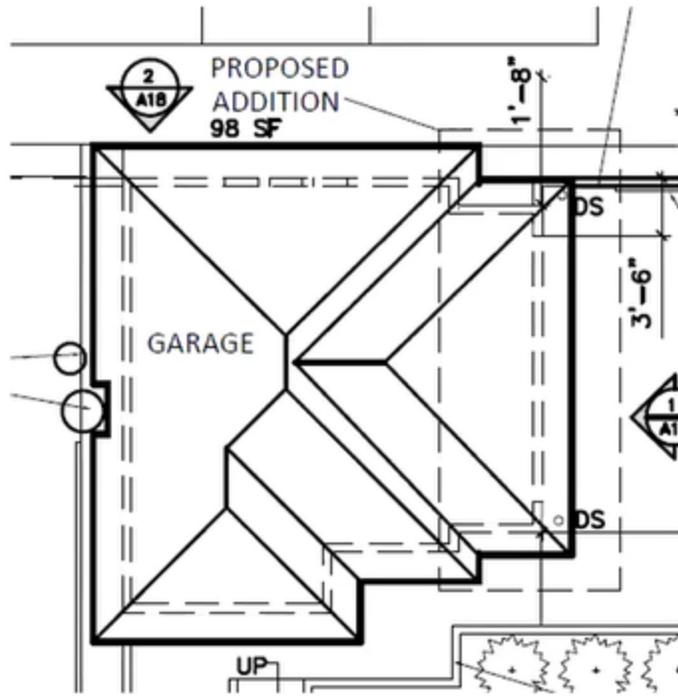
Hannah Bryant

1. Reduce side setback from 5-feet to 1-foot, 8-inches for new addition to the garage.

2. New garage door located within 18-feet of NE Thompson street lot line.

3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.





Modifi

Hannah Bryant

1. Reduce side setback from 5-feet to 1-foot, 8-inches for new addition to the garage.
2. New garage door located within 18-feet of NE Thompson street lot line.
3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.

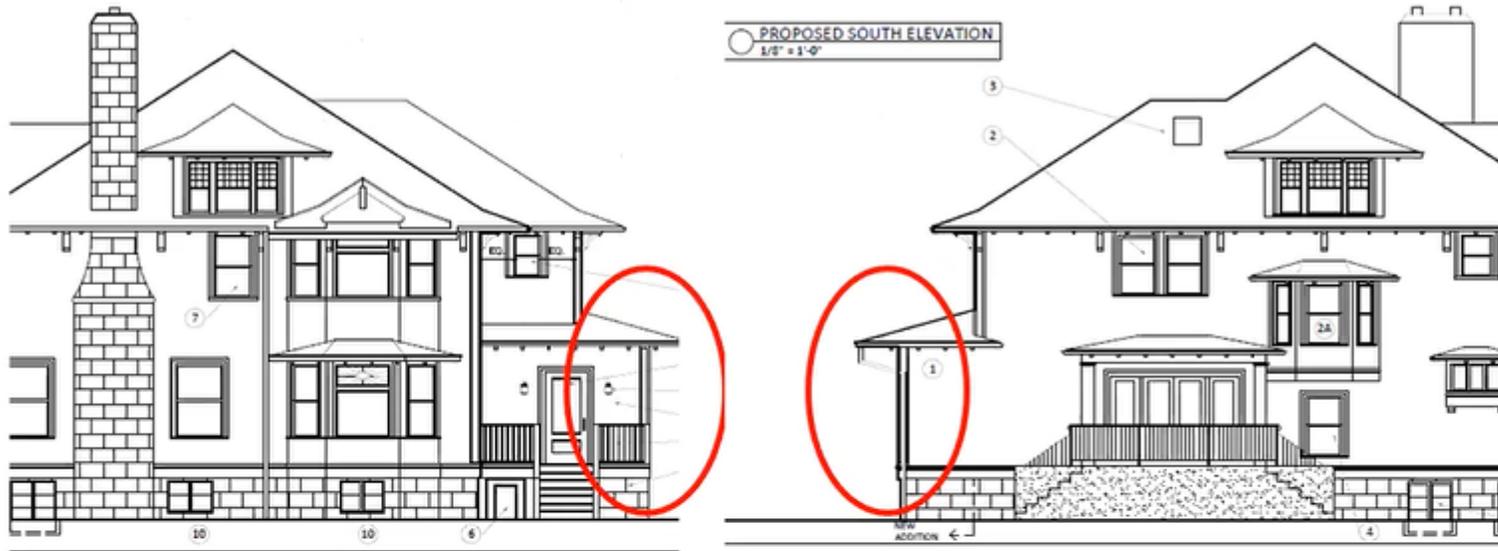


Modification 2

The Standard: The garage entrance setback in the R5 zone is eighteen feet.

The Purpose: To provide room for a car to park in front of a garage door without overhanging the street or the sidewalk and to enhance driver visibility when backing into the street.

The Proposal: Proposal to reconfigure the garage so it does not face the street and vehicle area is not between the garage and the street.



Modifi



Hannah Bryant

1. Reduce rear setback from 5-feet to 1-foot, 8-inches for new addition to the garage.
2. New garage door located within 18-feet of NE Thompson street lot line.
3. Eaves of new addition to the house to extend 3-feet into 5-foot rear setback.

Modification 3

The Standard: The minimum rear setback in the R5 zone is five feet. Eaves may extend two feet into the setback.

The Purpose: To maintain light, air, privacy, access for firefighting; foster a reasonable distance between residences; promote options for privacy; compatibility with the neighborhood.

The Proposal: Extend eaves of new addition three feet into the five foot rear setback.



Applicant Presentation

Reeve Kearns PC

Attorneys at Law

510 American Bank Building
621 S.W. Morrison Street
Portland, Oregon 97205
Voice Mail: 503-225-1127
Email: dan@reevekearns.com

Daniel H. Kearns
Direct Dial: 503-997-6032

July 19, 2022

Portland Landmarks Commission
c/o Hannah Bryant, BDS
1900 SW Fourth Ave
Portland, OR 97201

SENT VIA E-MAIL
Hannah.Bryant@portlandoregon.gov

**Re: Case File No. LU 21-072667 HRM appeal
Applicant's Final Rebuttal & Revised Plan**

Dear Landmarks Commission Members:

Along with the attached revised plan for the site, this letter is the applicant's final rebuttal following the July 14, 2022 hearing. The revised plan reflects the concerns that members of the Commission raised at the hearing, the applicable historic review criteria in PCC 33.845.060(G) and the parking requirements in PCC 33.266.020.

We are mindful of the visual impact of the project at the pedestrian level along NE Thompson and have worked hard to reduce that impact by reducing walls and concrete expanses. Toward that end, the revised plans have pulled-back the walls and now show the larger landscaping (bushes and trees) that the homeowner wanted to provide all along this frontage.¹ Basically, the presence of a concrete wall to define a narrow driveway opening leaves no room along the property line for any meaningful landscaping. Removal of the wall provides the space needed for planting, which provides more meaningful screening while protecting the pedestrian visual experience along NE Thompson.

We have examined closely the physical driveway width needed to maneuver a car into and out of the vehicle area and agree that 16 feet will suffice for a standard dimension minivan. Any smaller dimension would be too narrow for safe maneuvering, especially for young drivers. PBOT advised that "the curb-cut/driveway should be at least 12-ft wide," and that cars should always "exit the site in a forward motion," not backing out. A 12-foot width is simply too narrow for the 90° maneuver that is required on this site, but a 16-foot driveway width will work. The current garage entrance is 16 feet, so we ask that we be able to maintain the same 16-foot driveway width to achieve all of these design, maneuverability, visibility and safety objectives.

¹ We understood from BDS staff that the wall was required as the means to define the narrow (10-foot) driveway width that staff also required. The homeowner did not want the wall after meeting with the Irvington Community Association Land Use Committee, and we would much rather define the opening with larger landscaping.

Reeve Kearns P.C.

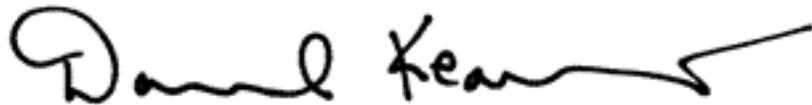
July 19, 2022

Page 2

In the final analysis, the revised plans meet the applicable historic review criteria in PCC 33.845.060(G) and the parking requirements in PCC 33.266.020 with a 16-foot driveway width within a 16-foot opening. The plans now reflect a 16-foot driveway opening defined by larger plantings, but no walls or other hardscape. The back retaining wall of the vehicle area facing NE Thompson Street will have hanging plants to help soften the visual effect of that elevation as will the retaining wall on the east side of the vehicle area. Both are true retaining walls and the only walls remaining in the plans. The plans now include no stand-alone walls as was previously shown.

With these changes, we ask for approval and affirmance of the Director's May 23, 2022 decision without Condition C. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Daniel Kearns". The signature is fluid and cursive, with a long horizontal stroke at the end.

Daniel Kearns

Type II Land Use Appeal

MEMORANDUM

Date: July 27, 2022
To: Historic Landmarks Commission
From: Hannah Bryant, Design / Historic Review Team
503.865.6520 | Hannah.Bryant@portlandoregon.gov
Re: LU 21-072667 HRM – Irvington House & Garage Remodel + New Driveway
Appeal of a Type II Historic Resource Review– August 8, 2022

Attached is a updated site plan & tentative revised decision for a Type II Historic Resource Review. The following items are uploaded to TRIM for your reference

(<https://efiles.portlandoregon.gov/Record/15192618/>)

- Early Assistance Notes, dated April 21, 2021
- Incomplete Letter, dated August 26, 2021
- Stamped Exhibits
- Decision, dated May 23, 2022
- Submitted Appeal

Please contact me with any questions or concerns.

I. PROPOSAL

Type II Appeal of a Historic Resource Review approval to strike a condition of approval requiring a 10-foot-wide driveway as it crosses the street lot line. The applicant requests a 20-foot-wide driveway as it crosses the property line abutting the sidewalk.

II. APPLICANT INFORMATION

Architect	Maria Cohen Maria Cohen Design
Owner	Courtney Severson
Project Valuation	\$ 148,500

III. HISTORIC RESOURCE REVIEW APPROVAL CRITERIA – (Irvington) Other Approval Criteria 33.846.060.G

IV. PROCEDURAL HISTORY

The applicant received Early Assistance notes from BDS (no meeting was requested) on April 21, 2021. The land use application was submitted on July 30, 2021. An Incomplete Letter was mailed on August 26, 2021. The applicant requested this case be deemed complete on January 20, 2022. The applicant requested two 30-day extensions (on February 23, 2022, and March 24, 2022). A decision of approval was mailed on May 23, 2022, with one condition of approval, specifying that

