

**CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Variance and Access Variance, V.15.20 & V.16.20**

DATE: November 3, 2020
TO: Planning Commission
FROM: Jennifer Dimsho, AICP, Associate Planner
Jacob A. Graichen, AICP, City Planner
APPLICANT: c2design, c/o Chuck Cohen
OWNER: Equity Trust Company Custodian, c/o Brian Zender
ZONING: Apartment Residential, AR
LOCATION: Vacant lot at the dead end of S. 2nd Street; 4N1W-3CA-500
PROPOSAL: Variance to allow a 0' yard (setback) along a proposed access easement and an Access Variance to allow a 2-foot aerial (2nd story) encroachment into a proposed access easement

The 120-day rule (ORS 227.178) for final action for this land use decision is **February 12, 2021**.

SITE INFORMATION / BACKGROUND

The subject property is made up of one standard 58' x 100' lot (Lot 21), an irregular shaped portion of Lot 22, and a triangular shaped area that is part of Lot 21 and Lot 22 but separated by S. 2nd Street right-of-way. The triangular shaped parcel was vacated back to Lots 21 and 22 in 1959. Together, they total 10,140 square feet. The lots are zoned Apartment Residential (AR) and vacant, except a 234 square foot accessory structure (pictured) which is proposed to be removed with development of two attached single-family dwellings. The lots are located at the dead end of S. 2nd Street overlooking the Columbia River. The subject properties are surrounded by detached single-family dwellings on three sides (all zoned AR), with City-owned waterfront property on the fourth side. Development of these lots over 15' in height is subject to a separate land use process, Scenic Resource Review.

As you approach on S. 2nd Street, there is an unpermitted gate in the right-of-way (pictured). The partially developed 80-foot S. 2nd Street right-of-way includes an older sidewalk along the west side of the right-of-way, but it ends about 60 feet before the subject properties. The paved portion of the street also terminates to all gravel about 25 feet before reaching the subject property. There is only a small portion of usable right-of-way abutting Lot 22.



Subject lots approaching from S. 2nd Street. Accessory structure and unpermitted gate pictured. Triangular portion of the lots to the left.

The lots are relatively flat, with a dramatic slope which drops off into the City-owned waterfront property to the east. The triangular portion, pictured beyond the shed in the photo below, is located on the steeply sloped area of the cliff, which is likely why this section of the right-of-way was vacated back in 1959.



Subject properties looking southeast standing at the northwestern edge of Lot 21.



Standing in the S. 2nd Street right-of-way as it narrows, looking north at the existing detached single-family dwellings along S. 2nd Street.

PUBLIC HEARING & NOTICE

Hearing dates are as follows:
November 10, 2020 before the Planning Commission

Notice of this proposal was sent to surrounding property owners within 100 feet of the subject property(ies) on October 22, 2020 via first class mail. Notice was sent to agencies by mail or e-mail on the same date. Notice was published in the The Chronicle on October 28, 2020.

AGENCY REFERRALS & COMMENTS

City Public Works: I see no red flags as long as there will be no public utilities within the access easement.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

VARIANCE—V.15.20 - This variance is to allow reduced yards (setbacks).

DISCUSSION: Applicant is proposing to develop the vacant lots with two attached single-family dwellings, which are allowed outright in the AR zone. Due to access constraints for Lot 22 (limited usable right-of-way abutting the property), the applicant is proposing a 15-foot wide access easement from S. 2nd Street along the north property line of Lot 21 which widens to a 28-foot wide along the rear property line of Lot 21 to accommodate vehicular maneuvering of the proposed garage for Lot 22.

The definition of “yard (setback)” is:

open space on a lot which is unobstructed from the ground upward, except as otherwise provided in this code. When determining setback, yard does not include an access easement or street right-of-way.

This means that required setbacks are measured from the proposed access easement. The applicant is requesting a variance to allow a 0’ setback from the proposed access easement along all property lines that abut the access easement. **NOTE:** This setback variance assumes approval of a lot line adjustment for the shared lot line between the Lot 21 and Lot 22. If this lot line adjustment is not approved as proposed, the setback variance (if approved) for this lot line will be invalid.

The applicant is also requesting a setback exception for the rear yard (from 10’ to 8’) for Lot 22, but this is reviewed and approved administratively during the Building Permit process. SHMC 17.108.080 allows exceptions to setback requirements as follows:

- (1) The director may grant an exception to the setback yard requirements in the applicable zone based on findings that the approval will result in the following:
 - (a) An exception which is not greater than 20 percent of the required setback;
 - (b) No adverse effect to adjoining properties in terms of light, noise levels, and fire hazard;
 - (c) No reduction in safety for vehicular and pedestrian access to the site and on site;
 - (d) A more efficient use of the site which would result in more landscaping; and

(e) The preservation of natural features which have been incorporated into the overall design of the project.

Although the Commission is not approving the setback exception, it is part of the overall development proposal, and should be considered when deciding whether to grant the variance(s) and considered with the conditions of approval.

CRITERIA:

SHMC 17.108.050 (1) – Criteria for granting a Variance

- (a) The proposed variance will not be significantly detrimental in its consequence to the overall purposes of this code, be in conflict with the applicable policies of the comprehensive plan, to any other applicable policies and standards of this code, and be significantly detrimental in its consequence to other properties in the same zoning district or vicinity;
- (b) There are special circumstances that exist which are peculiar to the lot size or shape, topography or other circumstances over which the applicant has no control, and which are not applicable to other properties in the same zoning district;
- (c) The use proposed will be the same as permitted under this code and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;
- (d) Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic landforms, or parks, will not be adversely affected any more than would occur if the development were located as specified in the code; and
- (e) The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.

The Commission needs to find all these criteria **(a)** – **(e)** are met in order to approve the variance.

FINDINGS:

(a) This criterion requires a finding that the variance will not be detrimental.

- See applicant's narrative.
- Staff comments: Both lots will retain the required 20' front yard requirement, which means from the public street, the proposed development will retain a similar visual street frontage.
- Generally, the purpose of yard (setback) requirements are to allow for air, light, and space between properties. The remaining staff comments for this section focus on the side and rear yard requirements for both lots, considering the air, light, and space provided between properties.
- AR zoning has 10' required side yards for attached single-family dwellings, 10' required side yards on corner lots on the side flanking the street, and 5' side yards for detached single-family dwellings. As compared to detached single-family dwellings, the proposed side yard for Lot 21 provides similar open space between properties since the access easement is 15', and the paved driveway width is only 10'. In addition, the location of the

adjacent dwelling is skewed north on their property, so it is located approximately 26' away from the subject property.

- The rear setback in AR zoning for attached single-family dwellings and detached single-family dwellings is 10'. Lot 21 is proposed to have a 28' wide driveway (the access easement) and 2' of landscaping (grass) between the dwelling and the rear property line. Lot 22 includes a request for an administrative setback exception to the rear setback requirement from 10' to 8', as described in further detail in Discussion above. This setback exception is required to meet certain criteria of approval which are intended to reduce impacts on the properties directly affected by the exception. The single-family dwelling closest to the proposed setback exception is about 28' away from the subject property.
- Lot 22 is also utilizing a setback exception to allow a second-story (aerial) encroachment of 2' (width) by 15' (length) into the required 10' southern side yard. This is allowed outright by SHMC 17.64.050 (1), provided the width of the side yard is not reduced to less than 3'. The closest single-family dwelling abutting this proposed second-story side yard encroachment is over 65' away.
- It appears landscaping (grass) is proposed along the rear property line with the proposed administrative setback exception and along the yards abutting the access easement.
Should additional landscaping, buffering, or screening be provided to reduce impacts to abutting properties affected by the setback reductions?
- **Does the Planning Commission find that the setback variance along the access easement will not be detrimental to other properties in the same zoning district and vicinity? Does the variance still allow adequate air, light, and space between properties?**

(b) The criterion requires a finding that there are special and unique circumstances.

- See applicant's narrative.
- Staff comments: The subject property is located on a dead-end street with limited right-of-way frontage abutting Lot 22. The steep topography also makes it difficult to develop a public street to access Lot 22. The access challenges, irregular lot shape, and difficult topography are all special and unique to this circumstance.

(c) This criterion prohibits a use variance and requires a finding that the applicable standards are maintained to the greatest extent that is reasonably possible.

- See applicant's narrative.
- Staff comments: A use variance is not proposed.
- The subject property has very clearly documented challenges that make it difficult develop. **Does the Commission feel that the applicant is maintaining the standards to the greatest extent, given the development challenges of the lot?**

(d) This criterion requires a finding that existing physical and natural systems will not be adversely affected as a result of the requested Variance.

- See applicant's narrative.

- Staff comments: Regarding traffic and parking, the reason the applicant is proposing a shared access easement is to allow for an orderly and efficient development of the lots. Off-street parking requirements will be met, and the applicant is proposing a 28' wide easement in the back of Lot 21 to ensure room for vehicular maneuvering.
- Regarding landscaping and stormwater runoff, the applicant is proposing concrete slabs with 6" grass joints between slabs for the 28' wide driveway in the back of Lot 21, and concrete driveway "strips" for the wheels, as opposed to paving the full 10' width. This will help reduce the stormwater runoff from the driveway and allows for increased water retention during rain. Since this type of driveway design is not a requirement, **as a condition of approval for the variance, the Commission could require a permeable or semi-permeable driveway which could help limit stormwater impacts to surrounding properties and reduce the potential stormwater runoff impacts of the variance.**
- Note that the code requires asphalt or concrete surfaces, or other similar type of materials approved by the City. Whether or not 6" grass joints will meet this requirement will be up to City staff.

(e) This criterion requires a finding that the variance issue is not self-imposed and that the variance is the minimum necessary to alleviate the hardship.

- See applicant's narrative.
- Staff comments: This setback variance is not self-imposed.
- Without the setback variance, the building envelope width for Lot 21 would be 25' for attached single-family dwellings because of the 15' access easement and yard requirements (assuming the proposed Lot Line Adjustment is approved). This is a very narrow lot. The applicant's proposed building envelope is 35' wide.
- **Does the Commission feel this is minimum necessary to alleviate the hardship?**

ACCESS VARIANCE—V.16.20

DISCUSSION:

SHMC Chapter 17.84.070 states that the minimum access width for two dwelling units/lots is 15 feet in width, with a minimum pavement width of 10 feet. The applicant is proposing a 2nd floor cantilevered encroachment (aerial encroachment) of 2 feet into the proposed 15-foot access easement. The proposed driveway width will still meet the minimum required width of 10 feet.

CRITERIA:

SHMC 17.84.150 Access Variance Approval Standards

- (1) It is not possible to share access;
- (2) There are no other alternative access points on the street in question or from another street;
- (3) The access separation requirements cannot be met;
- (4) There are unique or special conditions that make strict application of the standards impractical;
- (5) No engineering or construction solutions can be applied to mitigate the condition;

- (6) The request is the minimum variance required to provide adequate access;
- (7) The approved access or access approved with conditions will result in a safe access and will not result in the degradation of operational and safety integrity of the transportation system;
- (8) The visual clearance requirements of Chapter 17.76 SHMC will be met; and
- (9) No variance shall be granted where such hardship is self-created.

The Commission needs to find all these criteria **(1) – (9)** are met in order to approve the variance.

FINDINGS:

(1) It is not possible to share access.

- Staff comment: This criterion does not apply since the applicant is proposing to share access.

(2) There are no alternative access points on the street in question or from another street.

- See applicant's narrative.
- Staff comments: The public right-of-way is not suitable to provide access to Lot 22. Therefore, the shared access through Lot 21 is the preferred alternative. The proposed shared access location along the northern property line minimizes the impacts to the building envelopes for both lots.

(3) The access separation requirements cannot be met.

- Staff comment: This criterion does not apply. There are no access spacing standards between driveways on local streets.

(4) There are unique or special conditions that make strict application of the standards impractical.

- See applicant's narrative.
- Staff comment: There are special and unique circumstances applicable to these lots, including limited capability of the public right-of-way to serve Lot 22 and topography challenges.

(5) No engineering or construction solutions can be applied to mitigate the condition.

- See applicant's narrative.
- Staff comment: The applicant is proposing to utilize a cantilevered building solution that will increase the livable space of the detached single-family dwelling, while limiting impacts to the access easement. The vehicular clearance under the cantilevered structure is over 11'.

(6) The request is the minimum variance required to provide adequate access.

- See applicant's narrative.

- Staff comments: The access variance requested does not change the minimum access easement width, which is still 15'. It also does not change the minimum driveway width, which is 10'.

(7) The approved access or access approved with conditions will result in a safe access and will not result in the degradation of operational and safety integrity of the transportation system.

- See applicant's narrative.
- Staff comments: One of the purposes of requiring a 15' minimum access width is to allow for flexibility in the placement of the minimum 10' driveway approach. This is especially important when there are existing trees, difficult topography, or other natural features that would affect driveway placement. The Commission could consider that there are no natural features that would require altering the route of the driveway, that there is 11' clearance under the 2' aerial encroachment, and that 13' will remain for unimpeded access, all of which increases the odds that this variance will maintain adequate function.

(8) The visual clearance requirements of SHMC Chapter 17.76 will be met.

- Staff comment: This access variance will not impact the vision clearance standards.

(9) No variance shall be granted where such hardship is self-created.

- The Commission needs to determine that this Variance is not a self-imposed hardship.

CONCLUSION & RECOMMENDATION

Based upon the facts and findings herein, staff recommends approval of these Variances with the following conditions:

1. These Variance approvals are valid for a limited time pursuant to SHMC 17.108.040 for V.15.20 and SHMC 17.84.140 for V.16.20.
2. This Variance and Access Variance are valid based on the development scheme presented included the type of development, arrangement of development, and adjustment of property lines, all which require subsequent permitting. These Variances shall not be valid or applicable to any development plan that significantly departs from that presented with these Variance requests.
3. **Prior to the issuance of any building or development permit of Lot 21 and/or Lot 22, the unpermitted gate and fence in the S. 2nd Street right-of-way shall be removed.**
4. These Variances do not supersede staff determination of acceptable surface type for vehicles pursuant to SHMC 17.80.050 (10).
5. << Does the Commission want to require a permeable or semi-permeable driveway as part of the plans for development of the lots? >>

6. << Does the Commission want to require any additional landscaping/screening/buffering between the proposed variances and the affected properties? >>
7. Owner/applicant and their successors are still responsible to comply with the City Development Code (SHMC Title 17), except for the Variances granted herein.

Attachments: *Applicants Narrative (4), Site Plan, Elevations (2), Renderings (3)*

October 9, 2020

Re:

495 and 497 S. 2nd St.,
St. Helens, OR 97051
4N1W03-CA-00500
Block 24, Lot 21 and north portion of Lot 22

Property zoning:

AR Apartment residential

Access easement required width:

15 feet wide with a paved driveway width of ten feet

Variance request to encroach 2 feet vertically for a length of 16 feet and 11 feet above a 15-foot-wide vehicular access easement:

A cantilevered portion of the project's second floor level is proposed to encroach 2 feet vertically for a length of 16 feet and 11 feet above a 15-foot-wide vehicular access easement (see attached site plan and elevation drawings).

As described in this project's variance request for reducing the required setback from its vehicular access easement, development of Lot 22 requires an access easement from Lot 21 due to the incapacity of the public right of way to serve the frontage of lot with an access point (see separate variance request to reduce easement setback for full details).

In configuring a shared driveway access and garage / approach backup area for both lots, Lot 21 has as an undue burden of dedicating otherwise buildable portions of the lot to automobile circulation. Of a 5,075 square foot lot over 1,300 s.f are utilized for a shared garage approach/ back up area and 1,050 s.f. are apportioned for a shared driveway. To take advantages of site's scenic river views with the remaining buildable area on the lot presents formidable challenges for the project.

The configuration of the encroachment into the easement has been carefully configured to not conflict with the actual driveway's paved area and is sufficiently above the access easement (eleven feet) to avoid any impact on vehicular ingress and egress from the site.

Allowing a vertical encroachment into a fifteen foot wide access easement that is not directly over the driveway will:

- o Not reduce safety for pedestrian or vehicular access. The proposed 10 ft. driveway is not located under the two-foot encroachment and at eleven feet above grade level does not present obstacles to sight lines for driveway ingress and egress.

- o Not adversely affect neighboring properties in terms of light, noise levels or fire hazard. The proposed townhouse on Lot 21 is setback fifteen feet from the north property and twenty-eight feet from the west property line. The townhouse is further away from the property lines than a detached single-family residence project or a multi-family residence project configured to the minimum zoning standards of the AR (apartment residential) zone. A detached single-family residence is required to have a minimum of 5 ft. side and rear yards. A multi-family dwelling project is required to have a minimum of 10 ft. side and rear yards
- o Not be detrimental to the purpose and scope of the zoning code. The lots AR (apartment residential) zoning allows for higher density, taller building height (35 ft. maximum) and narrower side and rear yards. A detached single-family residence is required to have a minimum of 5 ft. side and rear yards. A multi-family dwelling project is required to have a minimum of 10 ft. side and rear yards. The proposed project's cantilevered portion is 13 feet from the north property line.
- o Not adversely affect physical systems any more than if the project strictly conformed to the zoning standards without a variance request. Allowing the encroachment into the easement will not create additional load on public infrastructure of sanitary sewer, storm water drainage, electrical, and water supply systems

October 9, 2020

Re:

495 and 497 S. 2nd St.,
St. Helens, OR 97051
4N1W03-CA-00500
Block 24, Lot 21 and north portion of Lot 22

Property zoning:

AR Apartment residential

Access easement setback requirements:

ten-foot minimum setback from edge of access easement

Access easement variance request:

The proposed project provides the minimum required easement access width and requests to reduce the setback from the easement to zero feet

Lots 21 and the north portion Lot 22 were purchased together with the aim of developing two single family residences with scenic river views while minimally impacting the surrounding existing residences. A design strategy of utilizing flat and shallow roofs and generously sized open spaces at the side and rear yards are intended for the new building structure to fit into the existing neighborhood context with a "good neighborly" height and three dimensional bulk. Traditional steeply pitched roof forms built to the maximum allowable building height and maximizing the site's allowable floor areas with habitable space have been foregone in consideration of the site plan and building's effect on its neighbors' views and access to natural light and the relationship between the new construction's scale and the existing neighborhood context.

Lot 22 cannot be developed separately from Lot 21. Vehicular access from the front of Lot 22 is precluded by a narrowly truncated public right of way with steeply sloping topography. A public street cannot be developed to serve the frontage of Lot 22. The only available option for vehicular access to Lot 22 is by a site plan and building design configuration with a vehicular access easement and a shared driveway over Lot 21 along its northern property line and a shared garage approach/ backup area adjacent to the west property line of Lot 21. (see attached site plan and elevation drawings).

The incapacity of the public right of way to serve the frontage of Lot 22 with vehicular access creates a physical and economic disadvantage with a resulting site and building design configuration that requires either an additional fifteen or twenty more feet of lot width dedicated to non-buildable lot width than if the two lots were able to be developed in a standard fashion with vehicular access at their frontages.

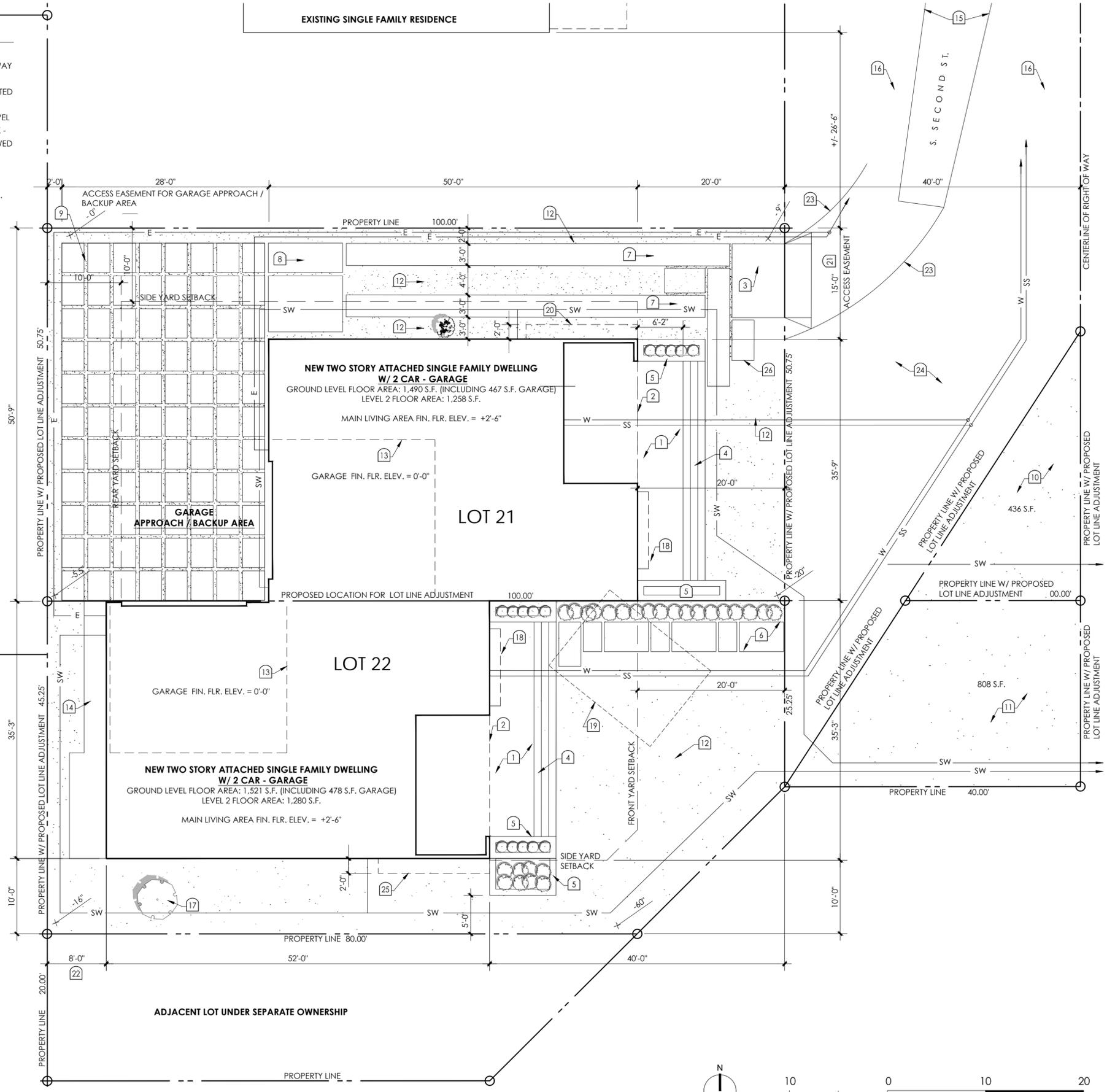
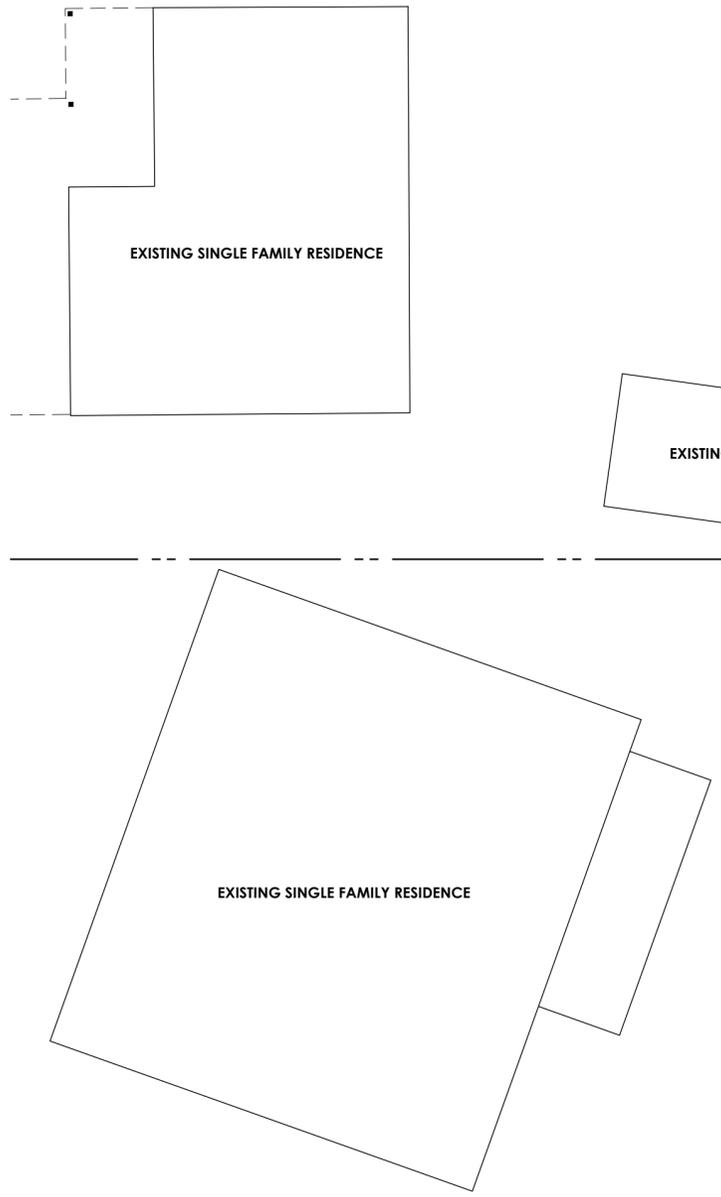
Reducing the setbacks at the south and east edges of the access easements for the driveway and garage approach/ backup area will not:

- o Reduce safety for pedestrian or vehicular access. The proposed 10 ft. driveway and 28 ft. garage approach/ backup are provided with sufficient landscape area buffers to ensure adequate lines of sight
- o Adversely affect neighboring properties in terms of light, noise levels or fire hazard. The proposed townhouse on Lot 21 is setback from the north property line 15 ft. and 28 ft. from the rear property line. The townhouse is further away from the property lines than a detached single-family residence project or a multi-family residence project configured to the minimum standards of the AR (apartment residential). A detached single-family residence is required to have a minimum of 5 ft. side and rear yards. A multi-family dwelling project is required to have a minimum of 10 ft. side and rear yards
- o Be detrimental to the purpose and scope of the zoning code. The lots AR (apartment residential) zoning allows for higher density, taller building height (35 ft. maximum) and narrower side and rear yards.). A detached single-family residence is required to have a minimum of 5 ft. side and rear yards. A multi-family dwelling project is required to have a minimum of 10 ft. side and rear yards.
- o Adversely affect physical systems any more than if the project strictly conformed to the zoning standards without a variance request. Reducing the setbacks for the easement setback will not create additional load on public infrastructure of sanitary sewer, storm water drainage, or water supply systems

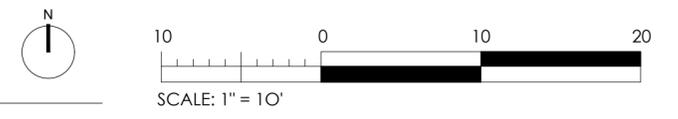
The variance request to reduce the access easement setback requirement is related directly to the unusual circumstances of Lot 22. Relief from strict conformance to the easement setback requirements will allow for the lot's development (otherwise likely unbuildable in terms of construction and development economics) with additional tax revenues for the city without detriment to the community.

SITE PLAN KEYNOTES

- | | | |
|--|---|--|
| 1. RAISED WOOD DECK (< 30" ABOVE, FIN. GR.) | 12. LANDSCAPING OR LAWN AREA - TYPICAL | 23. PORTION OF EXISTING COMPACTED GRAVEL DRIVEWAY TO REMAIN |
| 2. LINE OF SECOND FLOOR ABOVE | 13. LINE OF GARAGE | 24. PORTION OF EXISTING VEGETATED RIGHT OF WAY TO REMAIN |
| 3. CONC. DRIVEWAY APRON | 14. CONCRETE WALKWAY | 25. PORTION OF BEDROOM AT LEVEL 2 CANTILVERED INTO SETBACK - VARIATIONS UP TO 20% ALLOWED INTO REQUIRED YARDS W/ ADMINISTRATIVE APPROVAL |
| 4. WOOD STEPS | 15. EXISTING ROADWAY IMPROVEMENT | 26. PEDESTRIAN SITE ENTRANCE - PATHWAY WIDTH : 3'-0". CONC. SLABS W/ 4" GRASS JOINTS BETWEEN SLABS |
| 5. PLANTER W/ DRY STACK STONES | 16. UNIMPROVED PORTION OF RIGHT OF WAY | |
| 6. PEDESTRIAN SITE ENTRANCE - PATHWAY WIDTH : 4'-0". - CONC. SLABS W/ 4" GRASS JOINTS BETWEEN SLABS | 17. EXISTING TREE | |
| 7. CONC. DRIVEWAY STRIP | 18. LINE OF MASTER BEDRM. BAY WINDOW AT LEVEL 2 | |
| 8. CONC. SLAB | 19. SHED STRUCTURE TO BE REMOVED | |
| 9. CONC. SLABS - 3'-0" X 4'-0" W/ 6" GRASS JOINTS TYPICAL | 20. LINE OF LEVEL 2 BEDROOM'S CANTILEVERED PORTION INTO ACCESS EASEMENT - SEE EXTERIOR ELEVATIONS | |
| 10. SEPARATE LOT UNDER SAME OWNERSHIP - PROPOSED TO BE PART OF LOT 21 W/ PROPOSED LOT LINE ADJUSTMENT - 436 S.F. | 21. ACCESS EASEMENT - 15'-0" WIDE W/ 10'-0" DRIVEWAY PAVEMENT | |
| 11. SEPARATE LOT UNDER SAME OWNERSHIP - PROPOSED TO BE PART OF LOT 22 W/ PROPOSED LOT LINE ADJUSTMENT - 808 S.F. | 22. 2 FT. ENCROACHMENT AT GROUND LEVEL & LEVEL 2 INTO SETBACK - VARIATIONS UP TO 20% ALLOWED INTO REQUIRED YARDS W/ ADMINISTRATIVE APPROVAL | |



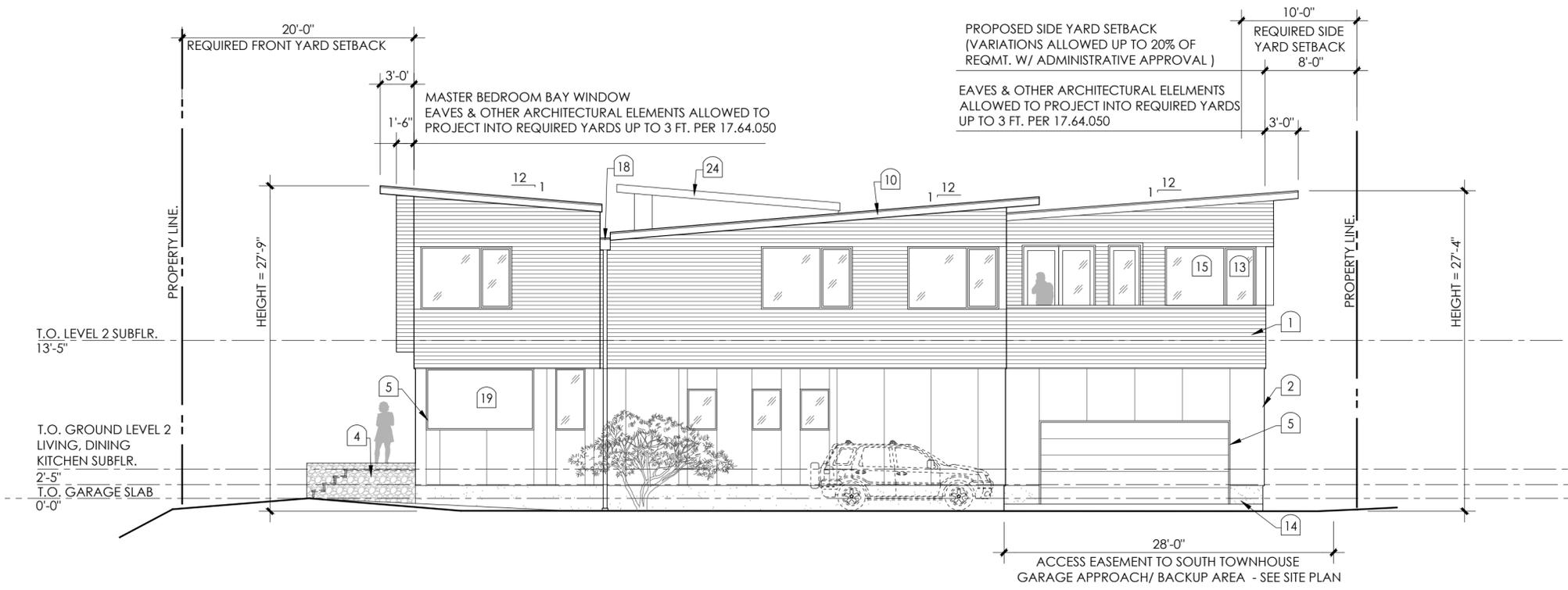
1 SITE PLAN NOTE: SEE EXTERIOR ELEVATIONS FOR ADDITIONAL INFO



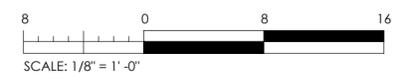
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brian.zender@live.com

Knob Hill Townhouses **Variance Request**
495 & 497 S. Second Street
St. Helens, OR 97051

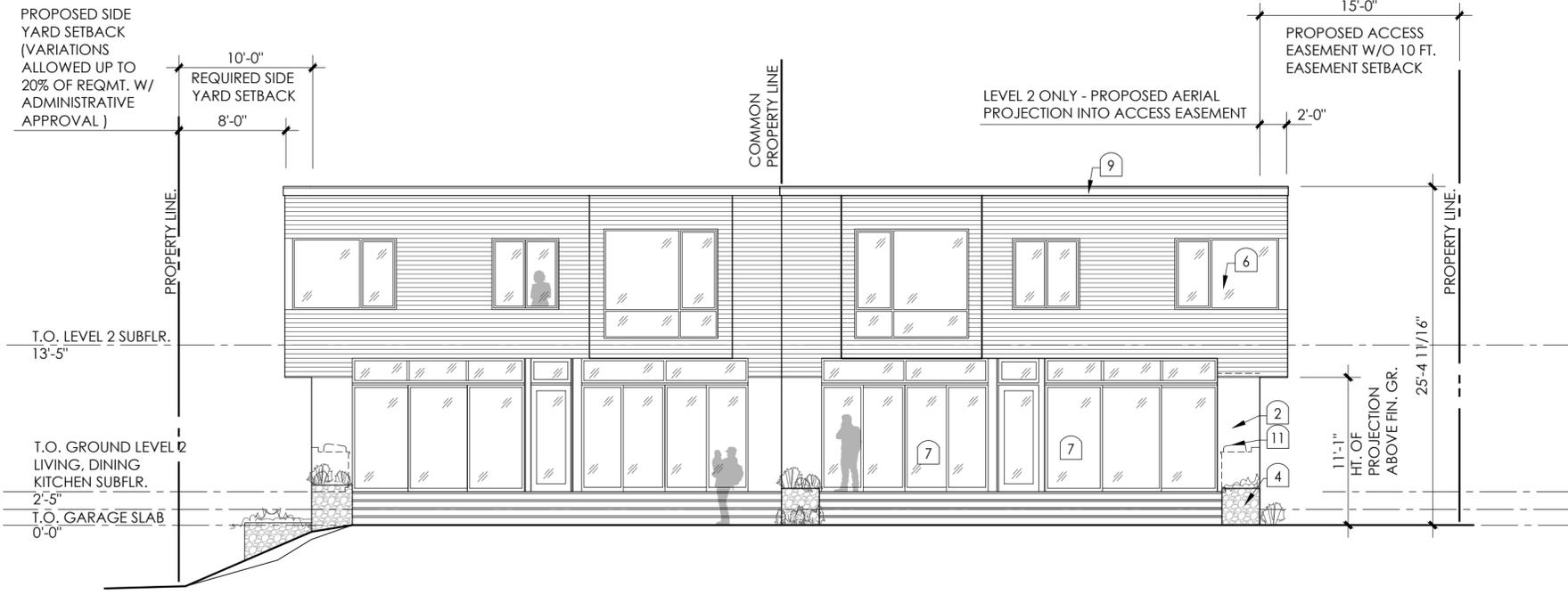


1 NORTH ELEVATION



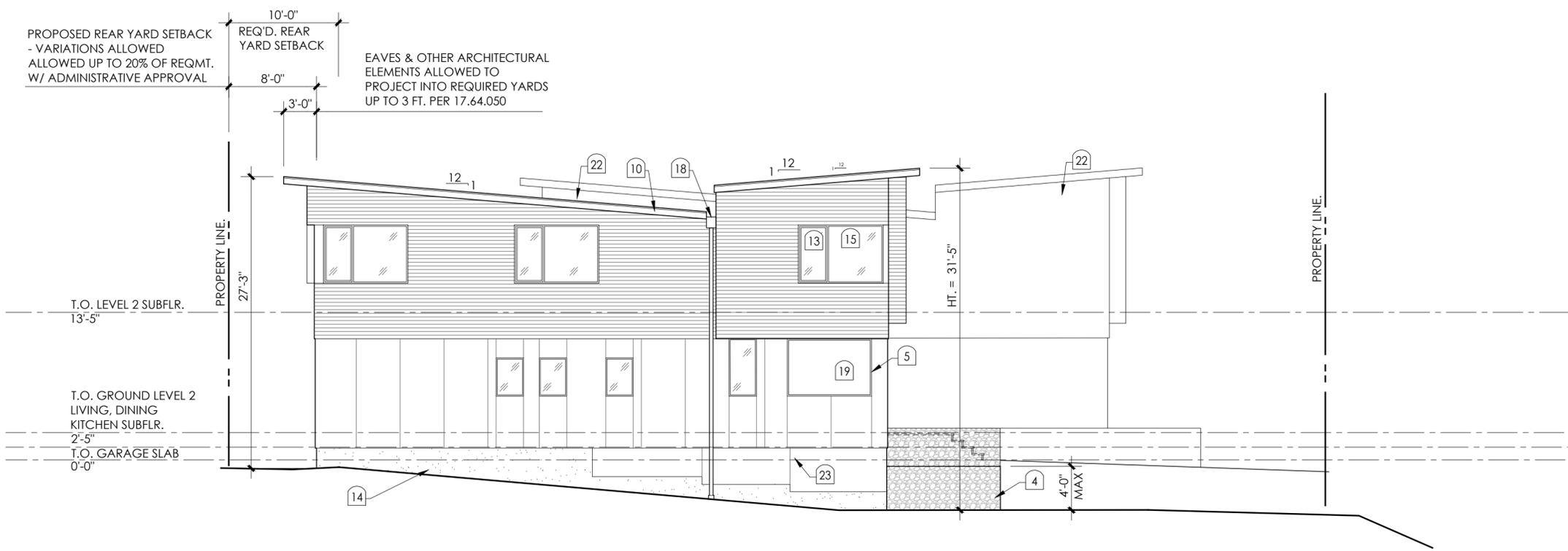
ELEVATION KEYNOTES

1. FIBER CEMENT SIDING (4" EXPOSURE TO WEATHER) W/PAINTED MTL. CORNERS - JAMES HARDI ARTISAN SERIES, 7/16" THICK
2. SMOOTH FIBER CEMENT PANEL (4 x 10 - VARY WIDTH AS SHOWN)
3. FRENCH DOOR W/ FIXED TRANSOM LITE ABOVE
4. PLANTER W/GABION WALL CONSTRUCTION (DRY STACK STONES IN WIRE CAGE)
5. 2 x WD. TRIM OR FRAME AT DOOR, GARAGE DOOR, & WALL OPENINGS - TYP.
6. WD. POST ENCASED W/ 1 x SMOOTH CEDAR FIN. LUMBER
7. SLIDING GLASS DOOR ASSEMBLY
8. PREFINISHED SHT. MTL. CAP @ GUARDRAIL WALLS AT ROOF DECK
9. FACIA BD. W/ ENCLOSED EAVE - SMOOTH T & G 1 x 3 CEDAR W/ CLEAR COATING AND CONT. SOFFIT VENTING
10. STANDING SEAM MTL. ROOF W/ METAL RAKE & EAVE TRIM
11. CABINETS W/ BUILT-IN GRILL - BEYOND (SHOWN W/ DASHED LINE)
12. SOFFIT OVER COUNTER TOP W/ MECH. EXHAUST SYSTEM - BEYOND (SHOWN WITH DASHED LINE)
13. OPERABLE WINDOW SASH - TYP.
14. EXTENDED CONC. STEM WALL
15. FIXED WINDOW SASH - TYP.
16. OVERHEAD GARAGE DOOR - (5 PANEL W/SMOOTH FIBER CEMENT PANEL FINISH
17. CLERESTORY WINDOWS @ MASTER BEDRM. BEYOND
18. SHT. MTL. LEADER BOX & DOWNSPOUT
19. WALL OPENING
20. WALL PORTION ADJACENT TO WINDOWS PROJECTS 8" BEYOND EXTERIOR LOAD BEARING WALL FOR WINDOW SOLAR PROTECTION
21. NOT USED
22. SOUTH EXTERIOR WALL OF NORTH TOWNHOUSE BEYOND - SHOWN WITHOUT FINISH MATERIALS FOR GRAPHIC CLARITY
23. CEMENT FIBER PANELS OVER CRIPPLE STUD WALL BELOW GROUND LEVEL FLOOR ASSEMBLY (HT. OF CONCRETE STEM WALL TO ACCOMMODATE FULL LENGTH 4 x 8 AND 4 x 10 PANELS)
24. NORTH EXTERIOR WALL OF SOUTH TOWNHOUSE BEYOND - SHOWN WITHOUT FINISH MATERIALS FOR GRAPHIC CLARITY



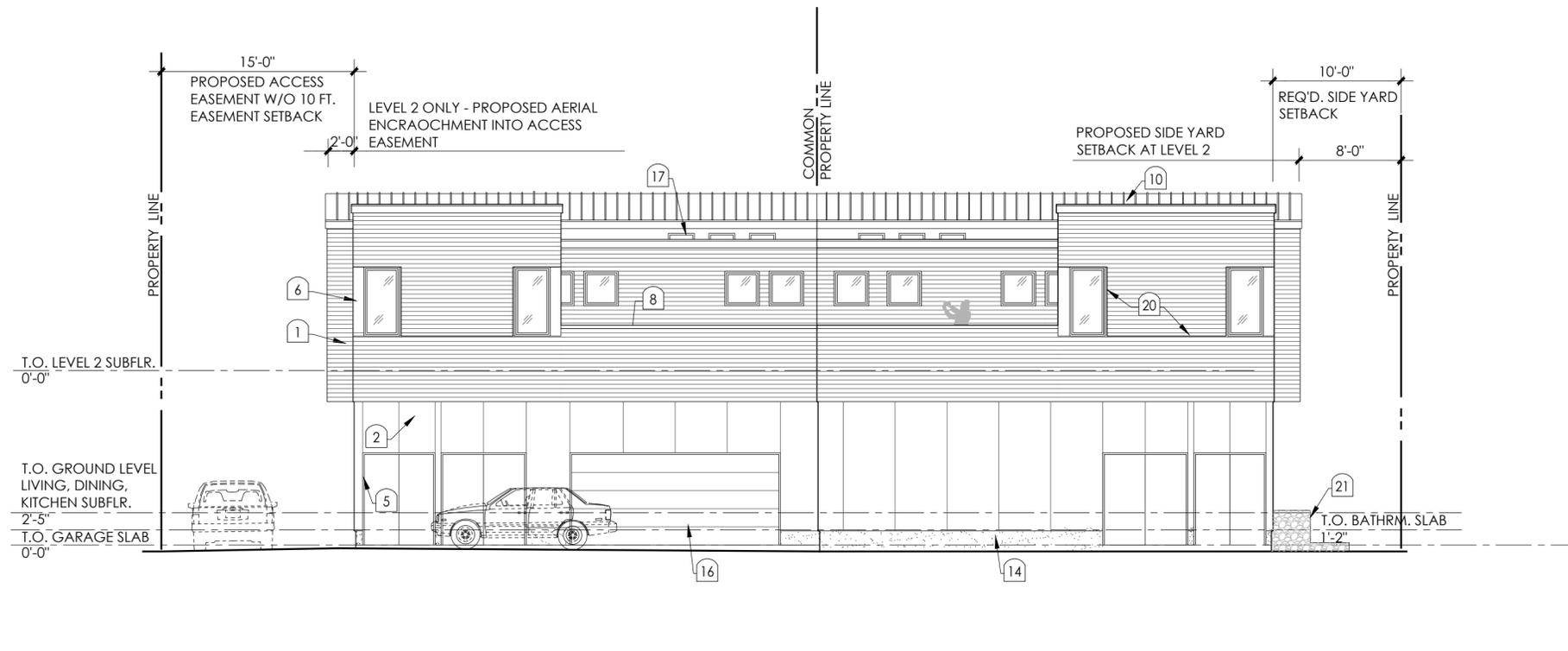
2 EAST ELEVATION





3 SOUTH ELEVATION

- ELEVATION KEYNOTES**
1. FIBER CEMENT SIDING (4" EXPOSURE TO WEATHER) W/PAINTED MTL. CORNERS - JAMES HARDI ARTISAN SERIES, 7/16" THICK
 2. SMOOTH FIBER CEMENT PANEL (4 x 10 - VARY WIDTH AS SHOWN)
 3. FRENCH DOOR W/ FIXED TRANSOM LITE ABOVE
 4. PLANTER W/GABION WALL CONSTRUCTION (DRY STACK STONES IN WIRE CAGE)
 5. 2 x WD. TRIM OR FRAME AT DOOR, GARAGE DOOR, & WALL OPENINGS - TYP.
 6. WD. POST ENCASED W/ 1 x SMOOTH CEDAR FIN. LUMBER
 7. SLIDING GLASS DOOR ASSEMBLY
 8. PREFINISHED SHT. MTL. CAP @ GUARDRAIL WALLS AT ROOF DECK
 9. FACIA BD. W/ ENCLOSED EAVE - SMOOTH T & G 1 x 3 CEDAR W/ CLEAR COATING AND CONT. SOFFIT VENTING
 10. STANDING SEAM MTL. ROOF W/ METAL RAKE & EAVE TRIM
 11. CABINETRY W/ BUILT-IN GRILL - BEYOND (SHOWN W/ DASHED LINE)
 12. SOFFIT OVER COUNTER TOP W/ MECH. EXHAUST SYSTEM - BEYOND (SHOWN WITH DASHED LINE)
 13. OPERABLE WINDOW SASH - TYP.
 14. EXTENDED CONC. STEM WALL
 15. FIXED WINDOW SASH - TYP.
 16. OVERHEAD GARAGE DOOR - (5 PANEL W/SMOOTH FIBER CEMENT PANEL FINISH
 17. CLERESTORY WINDOWS @ MASTER BEDRM. BEYOND
 18. SHT. MTL. LEADER BOX & DOWNSPOUT
 19. WALL OPENING
 20. WALL PORTION ADJACENT TO WINDOWS PROJECTS 8" BEYOND EXTERIOR LOAD BEARING WALL FOR WINDOW SOLAR PROTECTION
 21. NOT USED
 22. SOUTH EXTERIOR WALL OF NORTH TOWNHOUSE BEYOND - SHOWN WITHOUT FINISH MATERIALS FOR GRAPHIC CLARITY
 23. CEMENT FIBER PANELS OVER CRIPPLE STUD WALL BELOW GROUND LEVEL FLOOR ASSEMBLY (HT. OF CONCRETE STEM WALL TO ACCOMMODATE FULL LENGTH 4 x 8 AND 4 x 10 PANELS)
 24. NORTH EXTERIOR WALL OF SOUTH TOWNHOUSE BEYOND - SHOWN WITHOUT FINISH MATERIALS FOR GRAPHIC CLARITY



4 WEST ELEVATION





