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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 14-229920 DZM
PC # 14-197851
19th + Overton Apartments
REVIEW BY: Design Commission
WHEN: January 22, 2015
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

Bureau of Development Services Staff: Jeff Mitchem 503-823-7011 / Jeffrey.Mitchem@portlandoregon.gov

GENERAL INFORMATION

Applicant/Contact: Agustin Enriquez | GBD Architects
1120 NW Couch #300 | Portland, OR 97209

Owner: Jill Sherman | Gerding Edlen
1477 NW Everett St | Portland OR 97209

NW 19th LLC
851 SW 6th Ave #1900 | Portland, OR 97204

Site Address: 1313 NW 19TH AVE

Legal Description: BLOCK 265 LOT 3&4, COUCHS ADD
Tax Account No.: R180224050
State ID No.: 1N1E33AB 09700
Quarter Section: 2928

Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Mike Conklin at 503-226-6126., Pearl District Business Association, contact Adele Nofield at 503-223-0070.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Northwest
Zoning: EXd, Central Employment with Design Overlay
Case Type: DZM, Design Review with Modifications
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

19+Overton Apartments
Project Summary:

Site Area	10,000 square feet
Max FAR	6:1
Max Built Area	60,000 square feet
Max Height	75'-0" (45' base, up to 75' with housing per 33.562.230)
% of Built Area	8,900 square feet (89%)
Actual FAR	5.19:1
Actual Built Area	51,829 square feet
Actual Height	73'-9"
Number of Stories	6 (5 wood / 1 concrete)
Number of Units	58 (approx. unit mix: 9%, studio; 74%, 1 bdr; 10%, 2 bdr)
Average Unit Size	654 square feet

Ground Floor – NW Overton St. Three two-level residential apartments are proposed on the ground floor fronting NW Overton St. each fronted with an at-grade 78 square-foot (6.5'x12') patio space including hard-scaped seating area and perimeter landscape planter.

Ground Floor – NW 19th Ave. Bike storage room, parking garage entrance, residential lobby entrance and leasing office at the corner.

Upper Stories. The north-facing units on levels 3-6 will have bolt-on steel canopies (w/ glass railings) approximately 60 square feet (5'x12') in area.

Long-term bike parking demand is met within the bike storage room (60 spaces), 3 spaces in the ground floor units and one in the garage for a total of 64 spaces (64 spaces are required). Short-term bike parking is not provided and the project will be paying into the bike fund.

Vehicular parking is located within the building in the northern half of the ground floor. Total parking for the building is 33 stalls: 32 automated, mechanical parking stalls, one accessible stall. On-site loading demand is proposed to be met interior to the parking garage adjacent to the mechanical parking (see Modifications #3 and #4.)

Rooftop program includes an amenity space of 698 square feet including fire pit, bbq, seating, and a covered trellis. It is served by two stairs and an elevator that are architecturally integrated into the overall massing of the building. The two stair enclosures exceed the height limit by 8 feet (allowed), yet are not set back from the building edge by 15' as required by code (see Modification #5). The elevator overrun exceeds the height limit by 14' (allowed).

Stormwater management is proposed in above grade flow-thru planter on ground floor adjacent to the north property line. Water to be collected from the rooftop, sloped to drain to downspouts on the north elevation, day lit to the metal roof on the second floor and conveyed to the flow-thru planter via metal downspouts.

Six (6) Modifications and one (1) Design Exception are required:

Modification #1
33.140.230.A-D. Ground Floor Windows in the EX Zones. Requires exterior ground floor walls have windows (with views into working areas) at least 50% of the length and 25% of the ground floor wall area. The project proposes the following: south elevation – 39% length / 41%; east elevation – 42% length / 39% area.

Modification #2
33.266.130.C.2. Building Setbacks. Requires garage setback of 18 feet where there is no forward ingress/egress and the project site is not within the Central City Plan District. The project proposes the garage door be setback approximately 3 feet from the east property line.

Modification #3
33.266.130.F. Parking Area Layouts. 1. Access to parking spaces. a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle. The project proposes to locate on-site loading adjacent to mechanical parking temporarily blocking six parking stalls.

Modification #4
33.266.310.F.1. Forward Egress. Outside the Central City Plan District, requires loading be designed for forward ingress/egress. The project proposes that loading access be limited to forward ingress/egress in one direction only.

Modification #5
33.140.210.B.2. Height, Rooftop Access. Rooftop mechanical equipment and enclosures of stairwells must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Stairwell enclosures and other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10 feet above the height limit. The project proposes the stairwell enclosures be flush to the building face and the rooftop mechanical + stairwell enclosures = 11.7%.

Modification #6
33.266.220.C.3.b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes the bikes racks be stacked and staggered at 18" on center.

Design Exception
OSCC 3202.3.2. / IBC/32#1. Window Projections into a Right-of-Way. Width of projections are limited to 12 feet. The project proposes a width of projection of approximately 30 feet on the east elevation.

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

- 33.825 Design Review
- 33.825.040 Modifications that will better meet Design Review requirements
- Community Design Guidelines
- 33.562 Northwest Plan District

ANALYSIS

Site and Vicinity: The site is located at the corner of NW 19th Avenue and NW Overton Street in the Northwest Plan District. The site is developed with a single-story 2,884 square-foot commercial structure that will be demolished. The balance of the site is paved for surface parking with curb cuts on both NW Overton St and 19th Ave. The site is bordered by two developed parcels: to the west is a two-story commercial building with surface parking, and to the north are two single-story, single family residences.

NW 19th Ave is a boundary street at the transition from the commercially mixed Northwest Triangle to the east and the residentially based Alphabet District to the west. NW Overton St is

predominately residential in character with a number of historic single-family residences, three-story walk up brick town homes, and for rent multi-resident dwellings.

The site is within the "Transition Area" Urban Character Area outlined in the Northwest District Plan. While pockets of the Transition Area include pre-World War II buildings, such as a mix of small apartment buildings and detached houses, much of the area is characterized by large-scale institutional and industrial buildings built since World War II. Portland's Transportation System Plan classifies NW 19th Avenue as a Transit Access Street and City Bikeway, and NW Overton is also a City Bikeway. The site is within the Northwest Pedestrian District and the Portland Streetcar alignment is to the south of the site at NW Northrup Street.

Zoning: The Central Employment (EX) zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area.

The design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

Agency Review: A "Request for Response" was mailed **November 18, 2014**. The following Bureaus have responded with no issues or concerns:
- **Bureau of Environmental Services** (Exhibit E-1)
- **Life Safety** Section of BDS (Exhibit E-2)
- **Water Bureau** (Exhibit E-3)
- **Bureau of Parks / Urban Forestry Division** (Exhibit E-4)
- **Fire Bureau** (Exhibit E-5)
- **Bureau of Transportation** (Exhibit E-6)

Neighborhood Review: A Notice of a Public Hearing on a Proposal in Your Neighborhood was mailed on **January 2, 2015.** At the time of this Staff Report, no written responses have been received in response to the proposal.

Procedural History: A Request for Response was mailed on **November 18, 2014** to public agencies and recognized organizations within 1,000 feet of the site. A Notice of a Public Hearing on a Proposal in Your Neighborhood was mailed on **January 2, 2015**. The proposal is scheduled for the **January 22, 2015** Portland Design Commission hearing.

ZONING CODE APPROVAL CRITERIA

[1] DESIGN REVIEW

Section 33.825.010 Purpose of Design Review
Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be

compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria
A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Community Design Guidelines.

Community Design Guidelines
The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality,** which establishes Portland's urban design framework; **(E) Pedestrian Emphasis,** which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design,** which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

PORTLAND PERSONALITY GUIDELINES
P1: Community Plan Area Character. Enhance the sense of place and identity of community plan areas by incorporating site and building design features that respond to the area's unique characteristics and neighborhood traditions.

Findings:
Continuing the area's established pattern of partial block building massing.
The proposed building massing is modulated to break the façade into lengths of sixty feet or less through the use of material variations and massing modulations.

Maintaining and re-establishing the area's historic street grid.
This development will maintain the existing street grid recognizing the primary (NW 19th Ave) and secondary (NW Overton St) streets by the placement of vehicle and pedestrian entrances. No changes to the existing grid are proposed.

Orienting the primary entrances, lobbies, and activity areas to the surrounding neighborhood instead of interior streets.
While this goal is intended primarily for large multi-block developments many of the goal's sentiments are appropriate for smaller infill developments. The parking garage, bike room, lobby and leasing office are oriented to the NW 19th Ave street frontage reinforcing the existing pattern of street development. Additionally, this development orients unit entries for ground floor apartments to the NW Overton St frontage. This placement also provides activity along the primary street frontage reinforcing the intended pedestrian nature of NW Overton Street cited in the Northwest District Plan.

Along streets where residential uses predominate, utilizing design elements that serve to distinguish residential streets from hardscaped main streets and street car alignments. Design elements that characterize the residential side streets from more intensely hardscaped main streets include: façade articulation created by elements such as entrance treatments, balconies, and vertically divided building volumes.

The proposed building incorporates a recess and overhead canopy at the entrance on NW 19th Ave. The entrance is within a full-height recess (approximately 16') at the base of the building's primary residential mass which is projected over the right-of-way by 4'. (see Design Exception). Defined by a metal canopy and contained within a six-foot recess (including the Oriel projection) into the face of the building the entrance clearly articulates it's hierarchy as the main entry to the building.

The building envelope is articulated by a series of elements that provide a level of subtle planar richness to the façade. "Eyebrow" sunshades paired with full floor height glazing along the NW Overton St massing provide a pattern of shade relief along this elevation. The two foot deep canopies provide shade and protection to the large living room openings and articulate the living spaces within the building. The ground floor apartments are buffered from the sidewalk by a 78 square-foot entry patio spaces including harscape with perimeter landscaping planters. These patios are covered by metal canopies and set within a building recess of approximately 6'.

A rhythm of vertical standing seam metal panels (vertical circulation), iridescent glazed brick (living volumes) and dark profile metal panel (2" box rib) window panel elements create vertical subdivisions within the façade that are programmatically derived. These elements in combination with the setbacks of the building massing along the façade vertically divide the building's volumes. Great care has been taken within the building's façade to create layers of articulation within the building envelope. These layers include vertical window panels set between the metal panels. The elements of these panels include the windows set at each floor framed by dark profile metal panels. The windows are recessed three inches from the face of the metal siding and up to 6" from the face of the brick cladding. This varied recess emulates the "punched" opening typical of traditional masonry buildings common to this neighborhood.

Respecting the historical Industrial character of the District.
The materials selected for the primary building elevations reflect varied elements of the eclectic residential - industrial past of the neighborhood. The standing seam metal siding is an industrial material by nature being repurposed in this project as a design element to recall the warehouses and industrial buildings that have long dominated the neighborhood. The detailing of the metal trim within the metal panel system provides a level of subtle richness to the metal building skin that reflects the nature of these industrial buildings.

This guideline is therefore met.

P2: Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.

Findings: This guideline does not apply to this project since it is not in a Historic or Conservation District.

P3: Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans.

Findings: This site is not adjacent to an identified gateway location, therefore this guideline does not apply.

THE PEDESTRIAN NETWORK

E1: Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

Findings:

Providing safe, attractive, and convenient pedestrian connections and transitions from sidewalks to building entrances.

The proposed design provides a direct connection from the building lobby to the sidewalk with a generous recess at the entrance protected by an overhead canopy. Ground floor residential units area accessed from the sidewalk via patios with perimeter landscape planters. These features allow direct physical connection to, yet visual partial visual separation from, the adjacent public right-of-way. Access to the long-term bicycle storage is provided via both the main garage entry and a separate bike-only entry on the north elevation.

Providing space for different activities that take place along sidewalks and walkways.

The public sidewalks along NW 19th Ave and Overton St are twelve feet wide with on-site planters and art glass along the north 20 feet of the east building face. The generous width of the sidewalk will allow a variety of future uses along the sidewalk. The black CMU planters reinforce the commercial theme of the street and provide a buffer and informal pedestrian seating enhancing the pedestrian experience.

This guideline is therefore met.

E2: New large scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet and rest.

Findings:

Incorporating seating opportunities in the design of planters and walls.

The proposed design provides an informal seating opportunity by incorporating a bench height planter along the edge of the sidewalk near the art glass display area which can serve as a convenient place for informal seating to stop, rest, visit and observe the neighborhood activity. This planter occurs along the NW 19th Ave street face of the building for approximately 20 feet. *This guideline is therefore met.*

E3: Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating the street level facades.

Findings:

Differentiating between the building façade at the sidewalk level and the floors above.

The project design utilizes several elements to create a differentiation from the street level of the building and the residential floors above. The east elevation is composed of aluminum storefront providing views into the building entry, lobby and leasing office/work room. The scale and detail of the storefront system add interest to the pedestrian zone and emphasize the active ground floor uses of the building. Vertical cedar siding is provided at ground floor residential unit entries as well as vertical art glass panels demarking each unit. These features help reinforce the residential character of the NW Overton St frontage and provide a level of subtle human scale details along the pedestrian zone of the building.

The building materials clearly differentiate the ground level of the building from the upper floors – cedar siding on the unit entry walls and lobby storefront windows differentiate

ground floor multi-level apartments from upper-story flats which are clad in white brick. Additionally, the walls of the ground floor units are recessed by between two and six feet which further differentiate façade components.

Placing building walls, columns and trees to create a sense of enclosure within the pedestrian path.
Set between the sidewalk and the building façade combinations of planters and art glass create an intimate pedestrian scale along the sidewalk. Material shifts, minor reveals and wall plane depth variances in the ground floor reinforce the connection to the building design and give a level of detail to these walls. The seasonal changes in the planter's native plantings will provide visual interest throughout the year.

Locating active indoor uses in areas with ground floor windows adjacent to sidewalks and public places.
All of the public "active" uses of the building are located along the street faces of the building. Ground floor two-level apartments, the building entry, lobby, leasing office/work room and bicycle parking uses reinforce the public nature of the ground floor. The bicycle parking area at the northeast corner of the building reinforces the intermodal transit nature of the building.

This guideline is therefore met.

E4: Create corners that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas and entrances.

Findings:
Providing access to the interior of the building at the corner.
The entrance to the leasing office/work room is placed at the highly visible southeast corner of the building. This entry provides access to the portion of the building where business is conducted and where all new tenants will be introduced to the building.

Reinforcing the intersection by placing the highest or most interesting portion of the building near the corner.
The southeast corner of the building is emphasized in the design by wrapping the unit sun shade canopy elements around the corner at levels 2-6. Floor-to-ceiling glazing creates a strong vertical element that is unique to this portion of the building. In addition, the rooftop terrace features a prominent canopy that extends gracefully from the elevator overrun. These elements combine to mark the corner as one of the more prominent features of the building.

Locating parking to the side or to the rear of the site and bring the building up to the corner.
The vehicle parking has been placed at the northeast interior of the building's ground floor. The most active program elements (leasing office/work room, lobby entrance, etc.) of the building are placed at the corner of the property providing definition to the corner of the block.

E5: Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.

Findings: The proposed project is a dense development with very few outdoor areas. The major features enhancing the pedestrian experiences are the multiple ground floor entries, landscaping and art glass, and the oriel projection and entry canopy. Street trees along the street edge and trees in the planters will grow to provide shade around the base of the building in the sidewalk zone cooling the building and protecting pedestrians from the glare

of the sun. The continuous canopy protecting all entrances on the south and east sides of the building will provide protection from the sun and rain for pedestrians entering or leaving the building. The canopy will serve as a transition area between the sidewalk and building providing a covered area and a spot to dry off from the rain before entering the building. *This guideline is therefore met.*

PROJECT DESIGN GUIDELINES

D1:Outdoor Areas: When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians.

Findings: The zoning for this Central Employment zone allows 100% site coverage. The use of the building, as well as design guidelines, have required the building to be set back from property lines for window openings, light and air, as well an improved massing response. As such, areas that have been made available to the ground level, have been landscaped and treated to improve both the required egress circulation, but also landscaped to improve the experience. The main entrance to the building is recessed to improve the entry sequence, but also allows small covered areas for pedestrians to step out of the sidewalk travel path. *This guideline is therefore met.*

Main Entrances
D2: Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible and transit oriented.

Findings:
Providing a front porch to shelter the front entrance and provide a transition from outdoor to indoor space.
The proposed design provides a six foot deep covered area at the entry canopy providing protection for pedestrians as they enter and exit the building. Framed by planters and recessed two feet into the building the entry area provides a covered transition area between the street and the building lobby. *This guideline is therefore met.*

Landscape Features
D3 – Enhance site and building design through appropriate placement, scale and variety of landscape features.

Findings:
Protecting and Planting street trees
The proposed project will replace the existing street trees to accommodate required right of way improvements.

This guideline is therefore met.

Parking Areas and Garages
D4: Integrate parking in a manner that is attractive and complimentary to the site and it's surroundings. Locate parking in a manner that minimizes negative impacts on the community and it's pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings:
Screening parking with landscaping, fences, walls or a combination. Screening indoor parking from pedestrians.
The proposed design incorporates two methods for screening and minimizing the impact of the parking garage. Firstly, the NW 19th Ave garage entry will incorporate panelized glazing

which will partially screen direct views while allowing enough visual transparency for safety purposes. Additionally, the street side of the garage will be dedicated to long-term bicycle parking which will buffer the vehicular parking from the sidewalk. A separate bicycle access is provided on the north end of the building well away from the entry to the parking garage. *This guideline is therefore met.*

D5 – Use site design and building orientation to reduce the likelihood of crime through design and placement of windows, entries, active ground level uses and outdoor areas.

Findings:
Locating windows in active rooms to promote "eyes" on the street.
The proposed ground floor design has active uses (residential patios and entries) along the private and less trafficked street frontage of NW Overton St. Along NW 19th Ave the southern portion of the street frontage is the most active use of the building – the main building entry, ground floor lobby and work room. Additionally, a high quality, fast acting (as fast as one second opening time) garage door is proposed to lessen the possibility of intruders sneaking into the building through the garage door.

These active ground floor use areas will keep eyes on the street. The manager's office and tenant lobby in particular have views of the building frontage and entry areas throughout the day. The units above also have views of the entire streetscape into the surrounding neighborhood to observe activities on the street. Low growing shrubs and other landscaping will be used in the planters on the north face of the building allowing for uninterrupted views from the entry, lobby and managers office.

Orienting entrances to Public streets.
The proposed design concentrates garage and lobby entries at mid block (24' separation) which will protect tenants entering the building and allow them to observe street activities as they enter or leave the building or wait for a friend in the lobby. The leasing office / work room location allows the people to monitor activities along the sidewalk, in the building entry and lobby.

This guideline is therefore met.

D7: Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

Findings:
Incorporating elements and details found in nearby structures.
The proposed design embraces the character of the traditional workforce apartment buildings characteristic of this neighborhood since the turn of the century. Its solid massing with simple form and materials are reminiscent of the many apartment buildings in Northwest Portland.

The public activities including lobby, leasing office/work room and garage uses are placed in the post tensioned concrete base. The primary residential floors are defined by the large windows with prominent sun shades, smaller scaled bedroom windows, and white iridescent brick siding. Vertical circulation is defined by the use of the standing seam metal panel siding, while the finer scale of the 2" box rib panels defines residential fenestration.

The use of standing seam metal panels incorporated as an accent material recalls the industrial character of the adjacent neighborhood. The warm dark brown and gray color palette used in the project finishes (canopies, storefront, window mullions, etc.) picks up

the colors of new buildings on adjacent lots as well as the metal facades of industrial buildings from the neighborhood's past.

Divide large wall areas into distinct smaller planes that are more in keeping with the scale of surrounding elements.
The building massing is clear and simple with minor steps in planes at the vertical circulation on the both the east and southwest sides of the building. The primary residential masses – one oriented to NW Overton St and one to NW 19th Ave – are expressed in the identical white iridescent brick with floor-to-ceiling glazing and prominent canopies on the south façade.

This guideline is therefore met.

D8: All Parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

Findings:
Using cast stone, brick, terracotta and other long lasting materials
The building envelope consists of very durable brick, prefinished metal wall panels and dark stained cedar accents. These materials are part of the vocabulary of modern construction projects and continue to prove their worth as long lasting efficient building materials. Each of these components is carefully detailed to ensure that they are appropriately installed, fully integrated into the building composition and protect the building from the dynamic weathering forces of our Northwest climate.

Metal wall panels have been incorporated into building envelopes since the 1930's and are increasingly used in contemporary construction projects. The project proposes two types of metal panel systems – Standing Seam Metal Panel (primary material at stair enclosures) and Profile Metal Panel (accent material at unit widows). The applicant has specified the following

> *Standing Seam Metal Panel.* Select Seam by AEP Span. Non-structural batten seam system with a 16" panel width and a concealed fastening system to be painted with Custom "Crystal Face 2WC". This 22 gage material is proposed to clad the entirety of each stair core from finished floor (within touch zone) to parapet cap. As shown in the drawings supporting this Design Review submittal the careful application and detailing of these wall panels will be needed to ensure the high quality, ease of maintenance and long-term durability of the material in a ground floor application.
>
> *Profile Metal Panel.* Flex Series by AEP Span. 2" box rib corrugated profile with a concealed fastening system and painted with Custom "Crystal Face 2WC". The 22 gage material is proposed to clad the panels accenting the upper-story residential windows.

At the recessed residential entry locations at the ground floor, dark stained cedar trim is employed. This trim was selected due to the inherent stability, durability and longevity of the product. Reminiscent of the wood frame and panels often used at the window bays of masonry buildings this feature evokes the qualities of this traditional compositional element.

Using a variety of textures and colors in exterior finish materials.
The proposed design incorporates a variety of building material textures in the building composition – the smooth hard surface of the dark CMU base (near utilitarian areas) and cedar siding (near residential entries) of the ground level, the finer texture of the vertical standing seam metal siding the vertical circulation, the upper-floor accent metal panel, and the smoothness and detail of the iridescent white brick cladding (floors 2-6). In addition, art

glass is proposed at each ground-floor apartment entry (opaque window element at stairwells) and within a raised planter along the blank wall adjacent to the bike storage room. These materials are cohesively organized reflecting the building's single-use program, simple parti and varied context.

Incorporate details that add interest to buildings.
A finer scale of detail is provided to the primary elevations with the interplay between the metal siding and the vertical bands of windows at circulation elements. The recess of the windows and framed box rib metal siding with shade canopies provides subtle shadows lines along the façade which give the surface more visual depth. These features along with the large glazed openings provide human scale elements that break up the length and height of the building face.

The metal and wood wrap-around canopy serves to anchor the NW Overton St façade while engaging the street and welcoming tenants to the building. The large windows form a rhythmic uniformity to the upper story residential massing. Large glazed openings with canopies celebrate the living spaces. These features are coupled to celebrate the main corner of the building at NW 19th Ave and Overton St. Smaller bedroom windows play counterpoint to the large living room windows. These smaller windows are set in framed flat panels that further accent the composition introducing a different material and color at these locations. The windows selected for this project are the Arcade Classic by Intus Windows. They are a triple-glazed unplasticized-polyvinyl chloride(U-PVC) product with steel-reinforced frames.

This guideline is therefore met.

(1) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:
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 design review process. These modifications are done as part of design 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 design 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 design guidelines. The resulting development will better meet the applicable design guidelines; and*

B. *Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

The following six (6) Modifications are requested:

1. 140.230.A-D. Ground Floor Windows in the EX Zones

Standard
B. Required amounts of window area. In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza or other public open space or right -of –way must have windows. The windows must be at least 50% of the length and 25% of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the

walls of residential units and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to the L2 standard.
C. Qualifying window features: Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 4 feet above the adjacent grade.

Proposal. The south elevation along NW Overton St (including residential units) meets the requirement for required windows, both for overall window length (54%) and area (41%.) However, because the requirement specifically excludes residential units, the code calculation drops to 39% (does not comply) for window length and 41% (complies) for area. The east elevation along NW 19th does not meet the required amount of window length (42%) and meets the requirement for amount of window area (39%.) The project proposes to incorporate art glass into the northern 20 feet of the east perimeter wall. However, the project is not proposing to coordinate that work with the Regional Arts and Culture Council. *Therefore a modification is required for length of ground floor windows on both ground floor frontages.*

Purpose. In the EX zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

Findings: While the project meets the ground floor window standard for the entire length of ground floor frontage on both street-facing elevations (approximately 54%), only non-residential frontage and views into working areas may be applied to calculate compliance with code. Considering this, the percentage of glazed frontage is: south elevation – 39% of length / 41% of area; east elevation – 42% of length / 39% of area. To offset the reduction in glazing on the east elevation, the applicant is proposing art glass set within on-site planters along the north 20 feet of the NW 19th Ave frontage.

A. *The resulting development will better meet the applicable design guidelines.* The quarter-block site yields relatively compressed frontages of 100' on both NW Overton St and 19th Ave. Given this constraint and parking concerns on the part of the NWDA, the project seeks to meet two fundamental design objectives: the inclusion of a significant amount of vehicular parking (33 stalls for 58 units) and setting the building back 6'-0" from the north property line to continue to provide access to natural light and air to the adjacent single family residence. Glazing on the NW 19th Ave exterior wall does not view "working areas", but instead views the interior drive aisle via the glazed roll-up garage door. On the NW Overton St. exterior wall, the intent is better met when considering the ground floor apartments as being working (active) areas.

   In keeping with the City's vision for active ground floor uses, the project proposes primary access to at-grade apartments from NW Overton St. via entry patios. The patios are designed as a "front porch" with approximately 78 square feet (6.5'x12') for a table and seating. The patios and unit entries reinforce connections to the public right-of-way, while the ground floor transparency creates a welcoming sense of enclosure and eyes-on safety. These conditions are conducive to increased street vibrancy and are therefore supportive of the Community Design Guidelines, particularly guidelines E3 and E4. Activating the ground floor in this manner is consistent with NW Overton St context proximate to the site. Orienting access to the parking garage, long-term bicycle

storage and the residential lobby to NW 19th Ave is also contextually compatible given this street's commercial character and higher multi-modal traffic volumes.

The reduced amount of ground floor windows along NW Overton St will better meet the guidelines by orienting active at-grade residential patios to the sidewalk. The reduced amount of ground floor windows along NW 19th Ave will better meet the guidelines by consolidating service and vehicle access to one portion of the site, further enhancing the pedestrian environment along both along this multi-modal corridor.

B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* Among the purposes of the required ground floor window standard are to provide a diverse pedestrian experience, encourage surveillance opportunities by restricting fortress-like facades at street level, and to avoid a monotonous pedestrian environment. By providing a well-glazed residential frontage, visual access from the residential lobby and garage to the streetscape, and by providing art glass and planting, many of the stated purposes are accomplished. Taking into account the desires of the broader community for a significant amount of parking and a design that allows access to natural light and air to the adjacent home, the proposal is consistent with the overall intent of the ground floor window standard.

The overall solution is consistent with the purpose of the ground floor windows standard. *This Modification therefore merits approval.*

2. 33.266.130.C.2. Building Setbacks

Standard. Building setbacks for structures that contain vehicle areas *outside the Central City Plan District*. Structures that contain vehicle areas are subject to the building setbacks of the base zone. However, structures that contain vehicle areas where there is no forward ingress and egress from the street are subject to the garage entrance setback of 18 feet. The project proposes the garage door be set back from NW 19th Ave by approximately 3 feet.

3. 33.266.130.F. Parking Area Layouts

Standard. 1. Access to parking spaces. a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle. The project proposes that the internal loading space block two mechanical parking units (6 spaces total).

4. 33.266.310.F. Forward Motion

Standard. Generally. Outside the Central City plan district, loading facilities must be designed so that vehicles enter and exit the site in a forward motion. The project proposes that loading access be limited to forward ingress/egress in one direction only.

Findings for Modifications 2-4: The applicant proposes one on-site loading space within the at-grade parking garage intended to serve truck loading demands associated with apartment move-in/outs. The entrance to the parking garage will be provided by a 23-foot wide driveway along NW 19th Ave, approximately 74 feet north of the extended curb line on NW Overton St. The entrance will include a spiral "roll-down" security gate located 15.5 feet from the finished curb line and inset 3.5 feet from the property line.

Loading movements will be forward ingress and back-out egress. A queuing analysis prepared by the applicant's representative (Kittelson and Associates) indicates that there will be sufficient stopping sight distance available for drivers traveling southbound on NW 19th Avenue to stop before reaching a single-unit truck backing out from the proposed site

access driveway. In addition, drivers of single-unit trucks (26 feet in length or less) will be able to see if vehicles or bicyclists are present along NW 19th Avenue before attempting a backing maneuver onto the adjacent roadway. Under these conditions, it is our conclusion that backing maneuvers by single-unit trucks will not negatively affect traffic safety of drivers or bicyclists.

A. *The resulting development will better meet the applicable design guidelines.* The proposed development better meets the applicable design guidelines by enhancing pedestrian convenience and safety through consolidating vehicle ingress/egress, parking and loading and internal garage access. The high speed of the garage door operations (1-7 seconds) and vision glazing combine to enhance pedestrian safety and building security – allowing a resident to open the garage door quickly without straddling the sidewalk and view pedestrians on either side of the door and proceed cautiously. Finally, the door closes quickly upon a car pulling into the garage and alleviates a significant security concern of intruders sneaking in through a garage door after a vehicle exits the garage.

   A forward motion solution would displace a significant amount of program contributing to pedestrian convenience and safety (long-term bike parking, lobby access, mechanical parking, etc.) The location of the loading facility within the internal drive aisle should relieve congestion off-site within the public ROW. Similar loading situations occur in comparable buildings in the City and are handled with attentive building management.

B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The proposal is consistent with the intent of the standard. The intent of the 18'-0" setback is to allow for a car to turn off a street, cross the sidewalk, and queue in front of the garage door such that pedestrians can cross the sidewalk without having to walk around a car. In practice, the garage door operates so quickly that upon vehicular ingress, this condition is alleviated from occurring. From a vehicular egress perspective, there is little practical difference between queuing within the building or queuing outside the building.

   The purpose of the standard is described as ensuring adequate areas for loading. As stated above, very similar conditions in comparable buildings exist in Portland and are handled without issue by attentive building management through careful loading scheduling. The standard also describes the need to ensure the appearance of loading areas will be consistent with that of parking areas. The parking area and loading facility are accessed via the same high-quality, fast acting overhead garage door.

The overall solution is consistent with the purpose of the parking development and loading standards. *This Modification therefore merits approval.*

5. 33.140.210.B.2. Height, Rooftop Access & Mechanical

Standard. Rooftop access and mechanical equipment. When above the maximum building height, all rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.

Findings: The project requires a two-part Modification to this standard – (1) stairwell enclosure setback of less than 15'and (2) rooftop mechanical equipment coverage in excess of 10%. While the project complies with the maximum height standard of 75' to top-of-parapet, the two stair overruns exceed the height limit by approximately 8'. Pursuant to the code standard (33.140.210.B.2.), stair stairwells are allowed to exceed the height limit by

10 feet *if* they are set back at least 15 feet from the roof edge. The project's two stairwell enclosures do not comply with this standard, therefore a Modification is required. The stairwell enclosure fronting NW 19th Ave is treated architecturally as a singular mass extending from the ground plane to its parapet cap bifurcating the adjacent residential building massing. The stairwell enclosure fronting NW Overton St, likewise treated as a singular mass from ground plane to parapet cap, is setback from the right-of-way by approximately 6' thereby creating a "book end" effect to the residential massing fronting the street. The rooftop mechanical enclosure plus the stairwell enclosure exceed the 10% coverage limit by 1.7% or 145 square feet – 878 square feet is allowed, 993 square feet is proposed.

A. *The resulting development will better meet the applicable design guidelines.* The design of the stairwell enclosures exemplifies the Community Design Guidelines intent to be considerate of how street-facing elevations contribute to community character – their location, orientation and architectural character combines to create a successful design solution. Each stairwell enclosure is uniformly clad in dark standing seam metal panel and is recessed by between 4'-6' from the adjacent face of the main facades. The effect of the recessed dark metal panel is thoughtfully composed and well resolved as follows
   - **Functionally Expressive**. Their graceful verticality implies upward movement which is programmatically derived and reinforced by a vertically oriented window pattern.
   - **Proportionally Appropriate**. Diminutive in stature as a building element, their massing relationship is subordinate to adjacent residential building components. The relatively modest increase in rooftop coverage of 145 square feet would represent a visually insignificant impact given the orientation of the massing toward center roof.
   - **Unified and Coherent**. The singular materiality, color, fenestration and planarity of the elements create an articulate whole that serves to break down, anchor and frame other building elements.
   - **Sensitively Disposed**. Their mid-block positioning, horizontally recessed massing and vertical orientation combine to reduce impacts to adjacent single-family residence.

B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The primary purpose of the required height standard is to control overall bulk and intensity of development. By designing the stairwell enclosures as described above, these building elements serve to reduce the building's overall bulk by visually dividing the residential masses into smaller components. The result is a less bulky bipartite of separate but related forms that is consistent with the stated purpose. Taking into account the desires of the broader community for restrained development intensity and designs that allow access to natural light and air, the proposal is consistent with the overall intent of the height standard.

The overall solution is consistent with the purpose of the height standard. *This Modification therefore merits approval.*

6. 33.266.220.C.3.b. Standards for all bicycle parking

Standards. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes the bikes racks be stacked and staggered at 18" on center.

Findings: The project includes 64 total long term bicycle parking spaces, which is the amount required by code.

A. *The resulting development will better meet the applicable design guidelines.* Accommodating these bicycle parking spaces in a horizontal rack would consume considerable floor area. Relying upon a vertical/stacked bike rack is a more efficient use of space, and is identical to the parking system recently approved in numerous Design Reviews throughout Central City. The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as office lobby space and retail tenant spaces.

B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The primary purpose of the standard is to ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and damage. The proposed bike rack system is engineered to stack bikes vertically to allow the handle bars to overlap. This allows the proposed racks, within an 18" space, to provide the same level of service that would be provided by a standard 24" on center spacing. The staggered clearance between adjacent bikes and allowance for sliding hangers ease the hanging and locking of a bike. A 5' minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room within the parking garage. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards.

The overall solution is consistent with the purpose of the bicycle parking standard. *This Modification therefore merits approval.*

Exception to "Window Projections into the Public Right-of-Way" IBC/32/#1

Windows that project into the public right-of-way have a maximum width of 12'. When approved through design review, the width may vary. The proposal includes a 31'-10" wide window projecting into the NW 19th Ave public right-of-way at the east elevation near the SE corner of the building.

A. Projection. Maximum projection of 4 feet into the right-of-way including trim, eaves and ornament.

Findings: The maximum projection is 4'-0". *This Criterion is met.*

B. Clearance. Clearance above grade as defined in Chapter 32, Section 3202.3.2 of the current Oregon Structural Specialty Code. (The 2004 edition of the Oregon Structural Specialty Code states that no projection is allowed for clearances less than 8 feet above grade. For clearances above grade greater than 8 feet, 1 inch of projection is allowed for each additional inch of clearance, provided that no such projection shall exceed a distance of 4 feet.)

Findings: Minimum clearance above grade is 18'-3" and the maximum projection is 4'-0". *This Criterion is met.*

C. Area. Maximum wall area of all windows which project into public right-of-way on a wall is 40% of the wall's area.

Findings: Projecting wall area is well under 40% on NW 19th Ave. *This Criterion is met.*

D. Wall Length. Maximum width of any single window which projects into public right-of-way is 50% of its building wall length.

Findings: Projecting wall length is well under 50% on NW 19th Ave. *This Criterion is met.*

E. Window Area. Minimum of 30% window area at the face of the projecting window element. Projections greater than 2 feet 6 inches must have windows at all sides. Required side windows must be a minimum of 10% of side walls.

Findings: Front-facing window area of the projecting bay window is well over 30%. All sides of the projection are glazed well over 10%. *This Criterion is met.*

F. Width. Maximum width of 12 feet for each projecting window element. When approved through Design Review, the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length.

Findings: The proposed projection is 31'-10" wide. This Criterion is not met but is approvable with (1) compliance with standards C and D, and (2) a favorable recommendation through Design Review. Standards C and D are met. With regard to Design Review consideration, the building is stronger and more compelling with the proposed bay window as follows:

- proportionally appropriate for the high-exposure southeast corner
- containing primary living/dining area which will provide eyes on the street below
- well resolved exterior elements including operable windows and sun shades.

Staff recommends approval of this requested exception.

G. Separation. Minimum separation of 12 feet measured from other projecting window elements on the same elevation or plane of wall. When approved through Design Review, required separation may vary provided the area of all projecting window elements on a wall does not exceed 40% of the wall's area and the width of any single projecting window element over the right-of-way does not exceed 50% of its building wall's length.

Findings: There are no other projections on the NW 19th Ave elevation. *This criterion does not apply.*

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.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends approval of a six-story apartment building including 58 residential units, 33 mechanized parking spaces and 64 long-term bike parking spaces.

Approval of the following six (6) Modifications and one (1) Design Exception.

Modification #1
33.140.230.A-D. Ground Floor Windows in the EX Zones. Requires exterior ground floor walls have windows (with views into working areas) at least 50% of the length and 25% of the ground floor wall area. The project proposes the following: south elevation – 39% length / 41%; east elevation – 42% length / 39% area.

Modification #2
33.266.130.C.2. Building Setbacks. Requires garage setback of 18 feet where there is no forward ingress/egress and the project site is not within the Central City Plan District. The project proposes the garage door be setback approximately 3 feet from the east property line.

Modification #3
33.266.130.F. Parking Area Layouts. 1. Access to parking spaces. a. All parking areas, except stacked parking areas, must be designed so that a vehicle may enter or exit without having to move another vehicle. The project proposes to locate on-site loading adjacent to mechanical parking temporarily blocking six parking stalls.

Modification #4
33.266.310.F.1. Forward Egress. Outside the Central City Plan District, requires loading be designed for forward ingress/egress. The project proposes that loading access be limited to forward ingress/egress in one direction only.

Modification #5
33.140.210.B.2. Height, Rooftop Access. Rooftop mechanical equipment and enclosures of stairwells must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Stairwell enclosures and other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10 feet above the height limit. The project proposes the stairwell enclosures be flush to the building face and the rooftop mechanical + stairwell enclosures = 11.7%.

Modification #6
33.266.220.C.3.b. A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes the bikes racks be stacked and staggered at 18" on center.

Design Exception
OSCC 3202.3.2. / IBC/32#1. Window Projections into a Right-of-Way. Width of projections are limited to 12 feet. The project proposes a width of projection of approximately 30 feet on the east elevation.

A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.3. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 14-229920 DZM. No field changes allowed."

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Procedural Information. The application for this land use review was submitted on **October 24, 2014**, and was determined to be complete on **November 12, 2014**.

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 **October 24, 2014**.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on March 12, 2015:**

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 recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the review body, only evidence previously presented to the review body will be considered by the City Council.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of $5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

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

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

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

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

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

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

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

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

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).

Jeffrey Mitchem
January 8, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
B. Zoning Map (attached)
C. Plan & Drawings

1. Material + Photos
2. Design Drawings + Details (Site Plan & Corner Rendering attached)
3. Supporting Attachments

D. Notification information:
1. Request for response
2. Posting letter sent to applicant
3. Notice to be posted
4. Applicant's statement certifying posting
5. Mailed notice
6. Mailing list

E. Agency Responses:
1. Bureau of Environmental Services
2. Life Safety Section of BDS
3. Water Bureau
4. Bureau of Parks / Urban Forestry Division
5. Fire Bureau
6. Bureau of Transportation

7. Letters – None received at time of Staff Report
Please contact the notice desk if you received a letter from anyone who is not on the original mail list.
8. Other
1. Original LUR Application

ZONING

Site

Historic Landmark

NORTH

This site lies within the:
NORTHWEST PLAN DISTRICT

File No. LU 14-229920 DZM
1/4 Section 2928
Scale 1 inch = 200 feet
State_Id 1N1E33AB 9700
Exhibit B (Oct 28,2014)

19TH + OVERTON

Design Review Hearing / January 22, 2015

APPENDIX B: DESIGN DRAWINGS + DETAILS

PROJECT SUMMARY

SITE AREA	10,000 SF
MAX FAR	6:1
MAX BUILT AREA	60,000 SF
MAX HEIGHT	75'-0"
ACTUAL FAR	5.19:1
ACTUAL BUILT AREA	51,829 SF
ACTUAL HEIGHT	73'-9"
% OF SITE BUILT AREA	89%
% OF SITE OPEN	11%

SITE PLAN

APPENDIX B: 5