



## **REVISED STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 15-248782 DZM  
PC # 15-232430  
***NW 19<sup>th</sup> & Quimby Apartments***  
REVIEW BY: Design Commission  
WHEN: March 3, 2016 at 1:30 PM  
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:** Staci Monroe 503-823-0624 /  
staci.monroe@portlandoregon.gov

### **GENERAL INFORMATION**

**Applicant:** Kurt Schultz | SERA Architects | 338 NW 5th Avenue | Portland, OR 97209  
Tim O'Brien | Urban Asset Advisors | 1306 NW Hoyt Street, Suite 400 | Portland, OR 97209

**Owner:** S & T Northwest LLC | 1526 NW 19th Ave | Portland, OR 97209

**Site Address:** 1502 NW 19TH AVENUE

**Legal Description:** BLOCK 252 W 25' OF LOT 1&4 LOT 2&3, COUCHS ADD;  
BLOCK 252 LOT 6, COUCHS ADD

**Tax Account No.:** R180222680, R180222720

**State ID No.:** 1N1E28DC 05700, 1N1E28DC 05600

**Quarter Section:** 2928

**Neighborhood:** Northwest District, contact John Bradley at 503-313-7574.

**Business District:** Nob Hill, contact Mike Conklin at 503-226-6126.

**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

**Plan District:** Northwest

**Zoning:** EXd – Central Employment zone 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:**

The applicant seeks Design Review approval for a 6-story building in the Northwest Plan District. The 70' tall building would provide 90 residential units and approximately 2,100 SF of commercial floor area. A total of 46 parking spaces (34 mechanized) would be provided in the ground level and accessed off of NW Quimby. One 9'x18' loading space and parking for 120 bicycles would also be provided within the building. Outdoor areas are provided in individual balconies, a 2<sup>nd</sup> floor courtyard at the northeast corner and a rooftop amenity deck at the southwest corner. The rooftop would include an elevator overrun and mechanical units. The predominant building materials include brick in two colors, fiber cement composite panel (Viroc), flat metal panel, aluminum storefront system and vinyl windows.

The following Modification is requested:

1. *Bike Parking* – To reduce the 2' width requirement to 18" for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

**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:

- Community Design Guidelines
- Section 33.825.040 - Modifications

**ANALYSIS**

**Site and Vicinity:** The subject property is located at the northeast corner of the intersection of NW Quimby Street and NW 19<sup>th</sup> Avenue. NW 19<sup>th</sup> Avenue is designated as a City Walkway and Bikeway, and Transit Access Street and NW Quimby is designated as a local Service Walkway and Bikeway, and Local Service Street in the City Transportation System Plan. The site is comprised of two tax lots totaling 17,500 SF in area with 150' of frontage along NW 19<sup>th</sup> Street, 125' of frontage along NW Quimby. The site is also located in the Eastern Edge sub-district of the Northwest Neighborhood, the most architecturally varied portion of the Northwest District. The northern lot consists of a one-story modified Queen Anne single-family residence built in 1880, which is on the Historic Resource Inventory. Existing development on the southern lot consists of a modest brick commercial structure built in 1947 with adjacent parking lot.

To the east on the same block is a four-story medical office building constructed in 2004, with a paved parking area to the north. Across NW 19<sup>th</sup> Avenue is the 1929 Lane-Miles Standish Company building, a Late Gothic Revival former printing press, individually listed on the National Register of Historic Places. The building is one-story with a crenellated octagonal 2<sup>nd</sup> story corner bay with pointed arch entrance. To its south, is a 6-story residential building constructed in 2007. Across NW Raleigh Street to the north is a 1951 bank building, separated from the subject property by a large parking lot. Across NW 19<sup>th</sup> Avenue from the bank is the 1891 Beaux Arts St. Patrick's Roman Catholic Church and the 1888 shingled Queen Anne rectory, both listed on the National Register of Historic Places. Approximately one block to the north, northeast and east of the subject property, is the elevated I-405 ramp, fully visible from the block.

**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 “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. 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 prior land use reviews for this site.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **December 30, 2015**. The following Bureaus have responded with no issue or concerns:

- Plan Review Section of BDS (Exhibit E.1)
- Site Development Section of BDS (Exhibit E.2)
- Bureau of Environmental Services (Exhibit E.3)
- Water Bureau (Exhibit E.4)
- Fire Bureau (Exhibit E.5)
- Bureau of Transportation Engineering (Exhibit E.6)
- Bureau of Parks-Forestry Division (Exhibit E.7)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **December 30, 2015**. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Steve Pinger for Northwest District Association, dated 1/21/16, stating concerns with garage entry location on 19<sup>th</sup> and noting support of staff report findings.

*Staff Response:* The project has been revised since the hearing on January 21, 2016. The revisions include relocating the garage entry to Quimby and are discussed in detail in the findings below.

**Project History:** The proposal has been before the Design Commission on one prior occasion on January 21, 2016. At this hearing, Staff was not recommending approval of the project and the Commission indicated more attention to the massing, composition, ground level, and materials were needed.

**ZONING CODE APPROVAL CRITERIA**

**(1) DESIGN REVIEW - CHAPTER 33.825**

**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.*

**E1. The Pedestrian Network.** 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:** The proposed mixed-use building will abut the street lot lines and provide direct pedestrian access from the building to the sidewalk. The 12' sidewalks will also be rebuilt to provide a 6' pedestrian zone along both street frontages. The garage door, which is the only visible portion of the parking, will be placed within 3' of the building façade providing clear sight lines of cars entering or exiting the site for pedestrians on the sidewalk. *This guideline has been met.*

**E3. The Sidewalk Level of Buildings.** 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 street level facades.

**Findings:** The ground floor level of the proposed new building is distinguished from the upper floors by the large storefront windows, metal and wood canopies, exterior lighting, distinct reveal joint between the lower and upper floors and a projecting cornice. The new building wall and projecting canopies create a strong sense of enclosure along the sidewalk. The rhythm of exterior light fixtures, storefront window bays and canopies develop a visually interesting ground floor wall both day and night. *This guideline has been met.*

**E4. Corners that Build Active Intersections.** Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas, and entrances.

**Findings:** At the hearing on January 21, 2016, the Commission expressed concerns with ground floor program in terms of use, depth and access. Several changes have occurred that result in a more active ground floor and that better responds to the characteristics of each frontage, including:

- Garage entry was relocated from 19<sup>th</sup> to Quimby, which is more consistent with vehicle access points in the area on streets with the lower street classification.

- Retail was extended to the north along 19<sup>th</sup>, which is the more commercial corridor of the two frontages.
- Transformer was removed from the building and will be within a vault in the 19<sup>th</sup> Avenue sidewalk.
- Live-work units on Quimby were eliminated.
- Lobby was shifted to the quieter Quimby Street.
- The retail entry at the corner now includes an entry facing both streets with a canopy above each bay.

The Commission also indicated the depth of a portion of the ground floor space along 19<sup>th</sup> (then the fitness room) was too shallow to function. Now, as a retail space at the same depth (17' at recessed entry and 20' elsewhere), the space remains rather shallow. The applicant prefers not to increase the depth due to the parking impacts. The mechanized parking stacker holds 3 spaces vertically. Increasing the depth of the retail space would result in the loss of 6 spaces. However, there are no minimum parking requirements for this project, so increasing the depth of the retail space would not put the project out of conformance with the parking standards. Therefore, Staff recommends a Condition of Approval that all of the retail floor area along 19<sup>th</sup> be at least 25' in depth. This depth is consistent with the ground floor active use standards of the zoning code and is sufficient to allow for back-of-house functions associated with retail spaces (storage and offices) to occur at the rear of the space so the activity of the tenant is focused near the sidewalk.

As revised and conditioned, the building corner is highlighted by active, tall glass, large bays of glazed storefront, canopies and two glazed retail entrances on both street frontages allowing direct visibility into the retail space. The active uses, building entries and large clear glazing extend from this corner to the east (lobby) and north (more retail space) helping to draw pedestrians to the area and into the building.

*As conditioned, to increase the depth of the retail space along NW 19<sup>th</sup> to 25', this guideline has been met.*

**E5. Light, Wind, and Rain.** 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 metal and wood canopies at the proposed building's storefronts and entrances will enhance the comfort of pedestrians and protect them from the weather.

At the hearing on January 21, 2016, the Commission requested additional canopies and more consistency in the locations. In response, canopies now occur above all building entries, including both retail entries at the southwest corner, are all steel and wood, and of similar proportion. *As revised, this guideline has been met.*

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

**Findings:** The upper stories are in an “L” shape configuration facing NW 19<sup>th</sup> and Quimby with a small courtyard and light court located in the northeast corner. The courtyard provides private residential terraces on Level 2 as well as stormwater planters. The 5-story volume at the southwest corner provides a rooftop terrace amenity on level 6 for the residents. Landscape planters within both spaces provide a variety of plant species that provide interest within the amenity areas as well as along the building edge at the southwest corner. *This guideline has been met.*

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

**Findings:** The proposed design includes several features that reduce the likelihood of crime. These include building entries that are well-lit with clear sight lines in all directions, card-key secured parking and residential entries, and transparent glazing and active uses on the ground floor that provide “eyes on the street”. *This guideline has been met.*

**P1. Plan Area Character.** Enhance the sense of place and identity by incorporating site and building design features that respond to the area’s desired characteristics and traditions.

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

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

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

**D8. Interest, Quality, and Composition.** All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

**Findings for P1, D2, D4, D7 and D8:** The site is located within Urban Character Area C: Eastern Edge, which is an architecturally diverse portion of the Northwest Plan District. This area once served the as the transitional boundary between the residential and industrial portions Northwest Portland. Partial block development is characteristic of this area with apartment buildings typically occupying no more than 100 feet of street frontage. The desired characteristics of the Eastern Edge include continuing the architectural diversity and partial block building massing and screening parking behind buildings. The design is noted as a contemporary interpretation of the Slabtown warehouse and mill district. The lower mass at the southwest corner seeks to break down the mass of larger facades. The at-grade parking is located in the center and north and east edges of the site allowing for the active floor area to occur along the street frontages. The mechanized parking system provides more spaces within a smaller footprint as well. The only evidence of the ground level parking is the garage door. The overhead door is located within 3’ of the building face increasing sight lines for both pedestrians and drivers.

The brick material, finer-grained details, façade rhythm, and proportions are similar to those found in the broader Northwest Plan District. The design includes a visually defined base with distinct reveals in the brick, a metal

cornice, and large storefronts. An articulated metal cornice caps the building. Architectural details such as steel and wood canopies, brick soldier course, brick sills, deep insets in the ground level bays and recessed windows (4") embellish the overall design by providing this additional layer of visual interest and quality. The brick with detailed patterning provides a sense of permanence and a finer-grain texture and visual scale relative to the overall size of the building façades. The brick, aluminum storefront, VPI vinyl windows, and metal and steel accent elements are all durable and long-lasting finishes.

At the hearing on January 21, 2015, the Commission identified the following concerns, which have been addressed accordingly:

Massing & composition:

- Volume at the southwest corner was simplified to be more responsive to the Slabtown precedents - white brick changed to red to match the rest of the building, brick parapet was raised, heavy timber trellis was pulled back from the building edge, reduced in scale and incorporates steel elements, windows were simplified, and some horizontal banding was eliminated.
- To be more consistent with storefronts in the district, brick sills were added at each bay without an entry.
- Simplified and unified the facades by eliminating some horizontal metal banding, replaced steel headers with brick soldier course, and changed sheet metal cornice to a metal coping with a reveal.
- Gas meters were relocated within the building with only the regulator and stand pipe on the exterior within an alcove at the north end of the 19<sup>th</sup> frontage.
- Light fixtures changed from a contemporary sconce to a more industrial wall mount type.

Material – The Commission expressed concern with the incompatible nature of the Viroc in the district and limited the use to the courtyard facades. Metal is now proposed as the infill panel on the street facades. The “shedding” of the sanded Viroc panel was also noted as an issue, so the applicant has opted for the “Brut” finish panel, which apparently does not shed.

North end wall – As the most visible and exposed of the two end walls, the north elevation was noted as needing a higher quality material and more articulation. The brick now extends to the north end wall with a small return on the courtyard façade. The soldier course near the upper portion helps to provide some detail. If the Commission concludes the large façade needs to be further articulated a condition of approval could be added to express the floor lines on the north wall perhaps by reveals or additional soldier course details.

Canopies – As noted in the findings above, more canopies have been added of a consistent design and placement on the ground level façade.

Garage door screening – A combination of perforated and solid panels was recommended to provide the necessary ventilation for the garage while obscuring the activities within the garage. Alternating perforated and solid panels is now proposed. Should the Commission conclude grouping the solid panels together where the headlights and pedestrian eye level occur is more desirable, a condition of approval could be added.

Easternmost storefront bay on south elevation – The egress stair was folded into the bike room entry bay to eliminate a dark, small recess at the exit stair. This

bay was previously half storefront (bike room) and half metal panel and solid egress door. The glazed storefront now extends across the entire bay for a more coherent bay condition.

Juliette balconies – Wider, more operable doors were noted behind the Juliette balconies for a more true Juliette condition. In response, the single slider doors have been replaced with French in-swing doors and the width of the opening has been increased by 6”.

*As revised these, these guidelines have been met.*

## **(2) 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 Modification is requested:

- *Bike Parking* – To reduce the 2’ width requirement to 18” for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

**Findings:** The project includes 120 total long-term bicycle parking spaces, which is based on proposed residential and live-work units, and retail floor area. Accommodating 120 bicycle parking spaces in a horizontal rack would consume considerable floor area. Relying upon a vertical/wall hanging bike rack is a more efficient use of space, and is identical to the parking system recently approved in numerous Design Reviews throughout the 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 a lobby and retail tenant spaces.

The proposed bike rack system is engineered to stagger 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. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room in ground level bike room. 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. *These criteria have been met.*



**DEVELOPMENT STANDARDS**

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

**CONCLUSIONS**

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The revisions that address the Design Commission concerns from the 1<sup>st</sup> hearing result in a building that complements the simplicity of the Slabtown fabric brick buildings in the Northwest plan district and contributes to the vitality of the pedestrian district. The proposal meets the applicable design guidelines and the Modification criteria and therefore warrants approval.

**TENTATIVE STAFF RECOMMENDATION**

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

Approval of a Design Review for a 6-story building (NW 19<sup>th</sup> & Quimby Apartments) with 90 residential units, approximately 2,100 SF commercial floor area and 46 parking spaces in the Northwest Plan District, subject to the conditions below:

Approval of the following Modification:

- 1. Bike Parking – To reduce the 2’ width requirement to 18” for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

Recommended conditions of approval:

- A. As part of the building permit application submittal, the following development-related conditions (B-C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 15-248782 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The depth of the entire retail space along 19<sup>th</sup> Avenue shall be increased to at least 25’, as indicated on Exhibit C.17.
- C. No field changes allowed.

=====

**Procedural Information.** The application for this land use review was submitted on October 9, 2015, and was determined to be complete on November 17, 2015.

*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 9, 2015.

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 extended the 120-day review period by 42 days, as indicated in Exhibit G-6. As extended, the 120-day review period will end on April 27, 2016.

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the 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.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

**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.

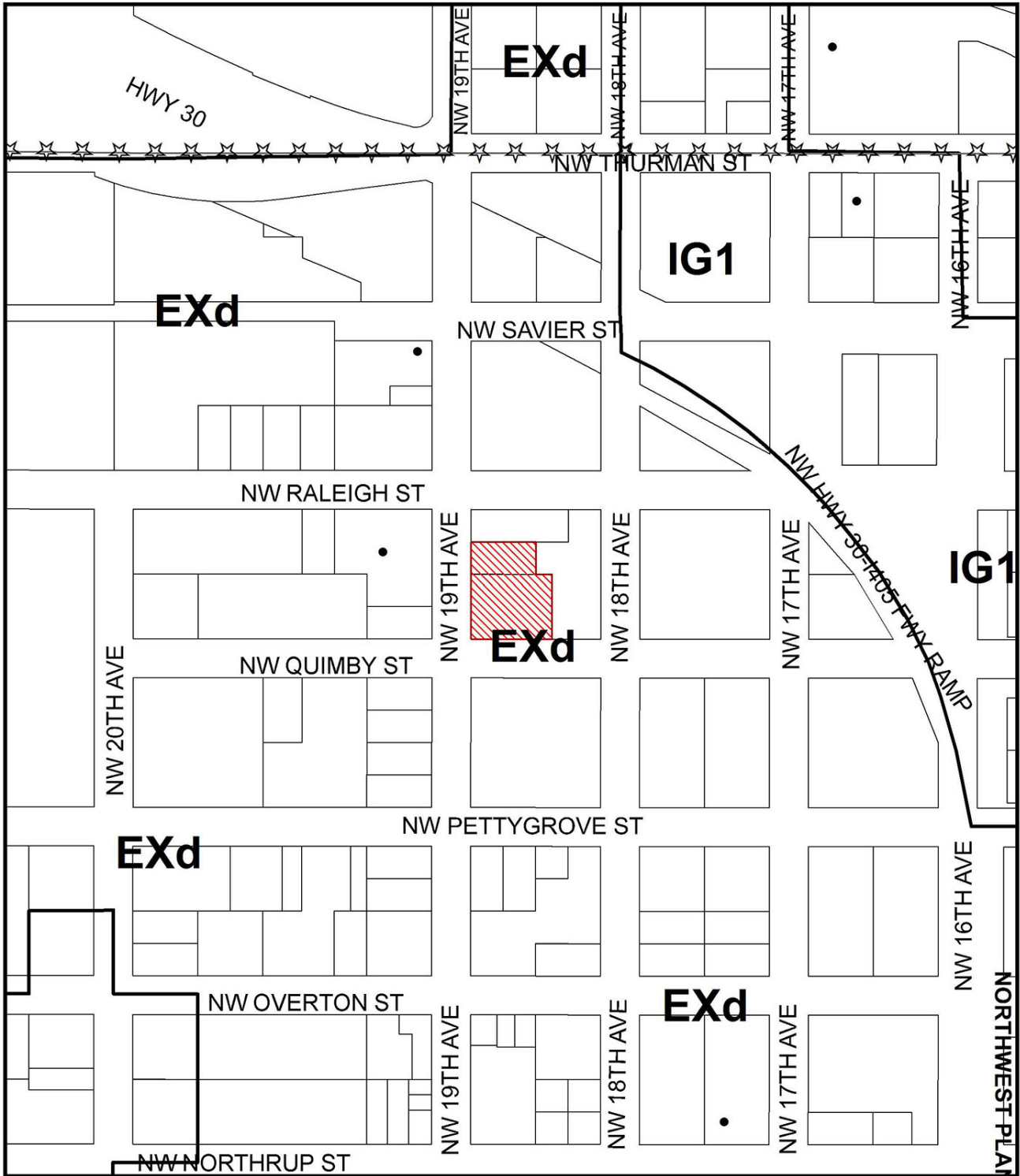
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five**

**business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**




Staci Monroe  
February 25, 2015

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  - 1. Written Narrative - Project Description, LEED, Approval Criteria responses, Development Standard Summary
  - 2. Geotechnical Report dated 4/27/15
  - 3. Stormwater Report dated 10/8/15
  - 4. Original drawings dated 10/8/15
  - 5. Revised drawings dated 11/13/15
  - 6. Revised drawings dated 1/21/15
  - 7. Letter from PGE dated 2/11/16 accepting sidewalk vault location
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. through C.47 (C.17, C.23, C.25, C.26, C.28, C.29 attached)
  - 48. Manufacturer Cutsheets
- 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. Plan Review Section of BDS (Exhibit E.1)
  - 2. Site Development Section of BDS (Exhibit E.2)
  - 3. Bureau of Environmental Services (Exhibit E.3)
  - 4. Water Bureau (Exhibit E.4)
  - 5. Fire Bureau (Exhibit E.5)
  - 6. Bureau of Transportation Engineering (Exhibit E.6)
  - 7. Bureau of Parks-Forestry Division (Exhibit E.7)
- F. Letters
  - 1. Steve Pinger for Northwest District Association, dated 1/21/16, stating concerns with garage entry location on 19<sup>th</sup> and noting support of staff report findings.
- G. Other
  - 1. Original LUR Application
  - 2. Incomplete Letter dated 11/6/15
  - 3. Staff Memo to Commission dated 1/14/16
  - 4. Staff Report & Recommendation to Commission dated 1/11/16
  - 5. Copy of Staff Presentation to Commission on 1/21/15
  - 6. Signed copy of 120-day review extension form
- H. Post First Hearing
  - 1. Email to applicant summarizes outstanding concerns from 1/21/16 hearing
  - 2. Applicant's memo dated 2/15/16 summarizing revisions



# ZONING

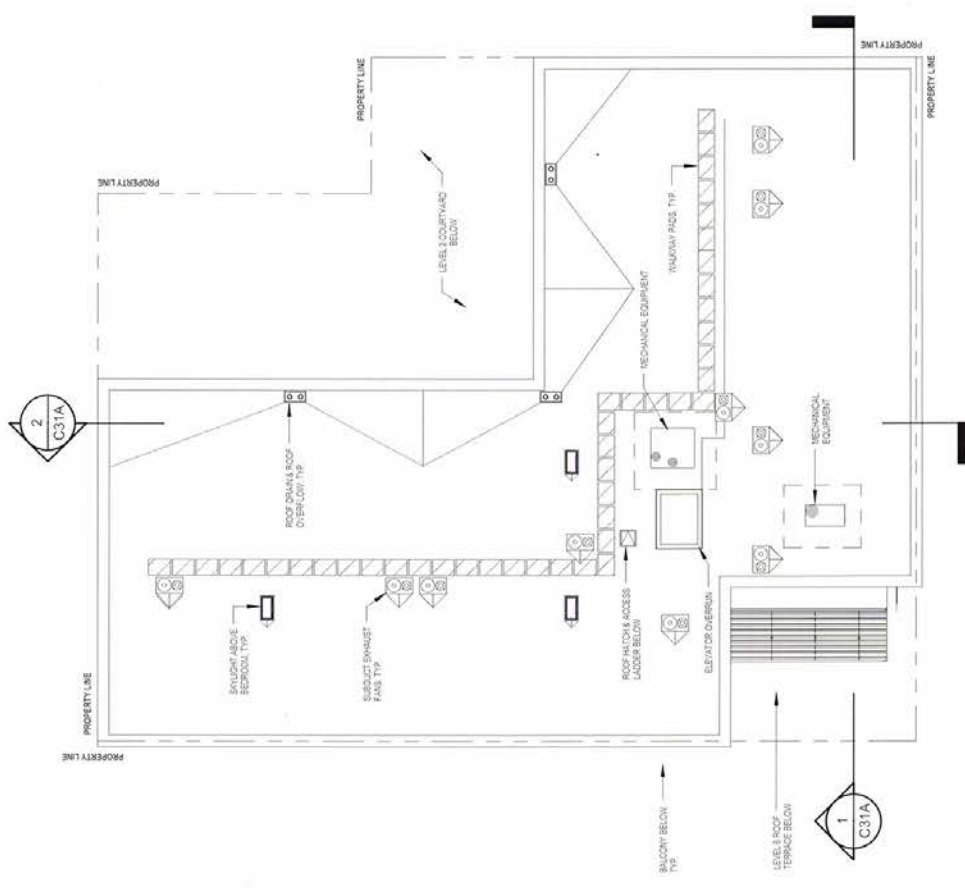
-  Site
-  Recreational Trails
-  Historic Landmark

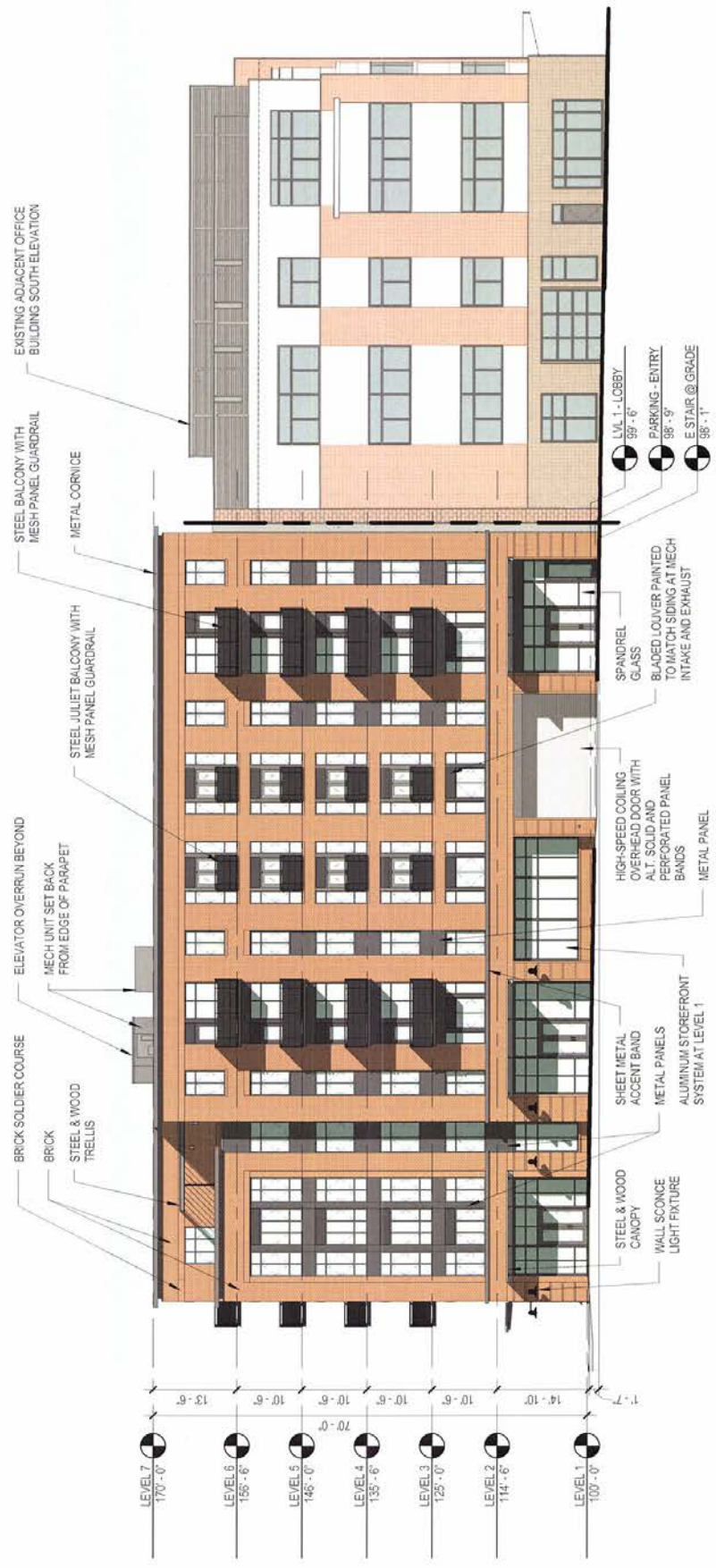
This site lies within the:  
NORTHWEST PLAN DISTRICT



File No. LU 15-248782 DZM  
 1/4 Section 2928 2828  
 Scale 1 inch = 200 feet  
 State\_Id 1N1E28DC 5700  
 Exhibit B (Oct 13, 2015)



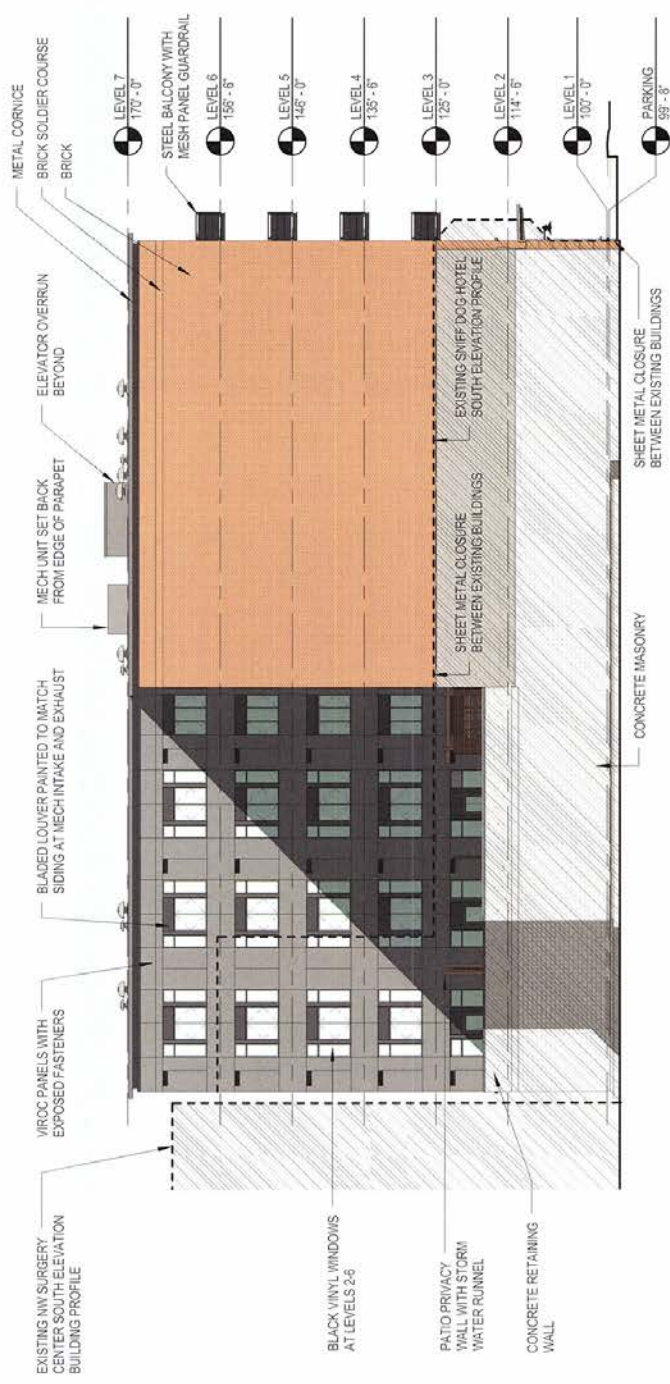








NOTE: SEE SHEET C25 FOR TYPICAL NOTES NOT INDICATED HERE





NOTE: SEE SHEET C28 FOR TYPICAL NOTES NOT INDICATED HERE