



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

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

CASE FILE: LU 16-184524 DZM; PC # 16-106400

*Ankeny Apartments*

REVIEW BY: Design Commission

WHEN: October 6, 2016, 1:30pm

WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:** Grace Jeffreys / 503-823-7840  
[Grace.Jeffreys@portlandoregon.gov](mailto:Grace.Jeffreys@portlandoregon.gov)

**Please note:** Areas of proposal that do not meet the Approval Criteria are in boxed text.

**GENERAL INFORMATION**

**Applicant:** Brian Durban, YGH Architecture  
707 SW Washington St., Suite 1200, Portland OR 97205

**Owner:** Landon K Crowell  
1122 SE Ankeny St., Portland, OR 97214

**Site Address:** **1122 SE ANKENY ST**

**Legal Description:** BLOCK 238 W 34' OF LOT 7&8, EAST PORTLAND; BLOCK 238 S 30' OF E 66' OF LOT 7, EAST PORTLAND

**Tax Account No.:** R226515860, R226515880

**State ID No.:** 1N1E35CD 03600, 1N1E35CD 03900

**Quarter Section:** 3031

**Neighborhood:** Buckman, contact Zachary Brooks at 503-482-8252.

**Business District:** Central Eastside Industrial Council, contact Debbie Kitchin at [ceic@ceic.cc](mailto:ceic@ceic.cc).

**District Coalition:** Southeast Uplift, contact Leah Fisher at 503-232-0010.

**Plan District:** Central City - Central Eastside

**Zoning:** **EXd**, Central Employment (EX) with Design (d) overlay

**Case Type:** **DZM**, Design Review (DZ) with Modification (M) requests

**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 new 6-story, seventeen (17) unit apartment building in the Central Eastside Subdistrict of the Central City Plan District. Located on an "L" shaped, 5,380 SF site, the ground floor contains a retail space and parking ingress fronting SE Ankeny, and a lobby and parking egress fronting SE 12<sup>th</sup>. Three (3) car parking and fifteen (15) long-term bike parking spaces are proposed in garage; the remaining required long-term bike

spaces will be located within the units. Flow-through stormwater planters are proposed at ground and second levels. Proposed materials include: honed concrete masonry blocks, tmemec coated steel, anodized flat-lock metal panels, board-on-board Western Red cedar, stainless steel cable mesh, wood and aluminum-clad windows, perforated metal doors, and solar panels. Additional reviews are also requested:

Modification request (PZC 33.825.040):

1. *Long-term Bike Parking Space width* (33.266.220) - to reduce the required 2'-0" bike parking spacing to be stacked and staggered at 18" on center.

Exception request (OSSC/32/#1):

1. *Window Projections into the Right-of-Way* (OSSC/32/#1) - to increase the maximum width of the oriel projections from 12' to 15'-9.5" on SE Ankeny and 14'-8" on SE 12th.

Design review is necessary because the project proposes new development within a design overlay zone, per section 33.420.041 of the Portland Zoning Code.

**Relevant Approval Criteria:**

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

- Central City Fundamental Design Guidelines
- Special Design Guidelines for the Design Zone of the Central Eastside District
- Design Review, 33.825
- Modifications Through Design Review, 33.825.040

## ANALYSIS

**Site and Vicinity:**

The proposal is located on a 5,380 SF square foot, "L" shaped site located in the Central City Plan District, within the Central Eastside Subdistrict. The site contains two mid-block lots with abutting rear lot lines. Two existing adjacent lots not owned by the client front the corner, breaking what would be a quarter-block, into an L-shaped site. The lot fronting SE Ankeny contains a one and one-half story house constructed in 1903, and the lot fronting SE 12<sup>th</sup> currently sits vacant. The site is bordered by SE 12<sup>th</sup> Avenue [Transit Access Street, Traffic Access Street, City Bikeway, City Walkway, and Community Corridor] and SE Ankeny Street [City Bikeway and Local Service for other modes of transport], and is not located in a pedestrian district. The site is conveniently located close to bus routes along SE 11<sup>th</sup> and SE 12<sup>th</sup>, and N Burnside and NE Couch. Ankeny Street and 12<sup>th</sup> Avenue both begin to drop in elevation as they head West or South; however, they do so at a relatively equal rate, creating similar elevations for both mid-block street elevations of the site.

The site is surrounded by a mix of residential building types, from long existing single-family dwellings (some of which have been converted into business uses), to newer multi-story mixed-use housing buildings. The later becoming the dominant new development in the immediate area as the housing demand in Portland increases and available land decreases, with four new multi-unit residential buildings a block away. The site is a block south of the Burnside and Sandy intersection, an area with a revitalized and lively commercial presence that continues west along both Burnside and Couch.

**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.***

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Central Eastside Subdistrict of this plan district.

**Land Use History:** No prior land use reviews were found.

**Agency Review:** A “Request for Response” was mailed **August 10, 2016**. The following Bureaus have responded with no issues or concerns:

- Fire Bureau (Exhibit E.1)
- Site Development Section of BDS (Exhibit E.2)
- Life Safety Section of BDS (Exhibit E.3)
- Water Bureau (Exhibit E.4)

The **Bureau of Environmental Services** responded with the following comments (Please see Exhibit E-5 for additional details):

*Stormwater Management, Onsite Stormwater Management:*

*The Simplified Approach Form provided by KPFF indicates 175 square feet is proposed to be unmanaged but the Proposed Site Plan and Utility Connections plan indentifies 288 square feet of unmanaged area.*

***Note that this discrepancy will need to be resolved at the time of building permit review. Approval through the Special Circumstances process may be required for the proposed unmanaged area and does not appear to impact the Design Review proposal.***

The **Bureau of Parks-Forestry Division** responded with the following comments (Please see Exhibit E-6 for additional details):

1. *Right-of-Way Improvements*

*SE Ankeny St: The site has approximately 34 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are overhead power lines. There are no street trees.*

*SE 12th Ave: The site has approximately 30 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are no overhead power lines. There is an existing street light on the south side of the frontage. There are no street trees.*

2. *Proposed Street Tree Removal and Required Mitigation (11.50.040)*

***Based on the proposed development it appears that a pear tree adjacent to 113 SE 12th Ave is proposed for removal. Since this tree is partially or wholly adjacent to 113SE 12th Ave, written permission from this properties’ owner is needed to permit removal. Due to the species and condition of the tree no mitigation will be required if the tree is permitted to be removed.***

### 3. *Street Tree Planting (11.50.060C)*

*One street tree must be planted or retained for each full increment of 25 linear feet (11.50.060 C1). SE Ankeny St: There are approximately 34 feet of street frontage at this location, requiring one tree to be planted or preserved.*

*SE 12th Ave: There are approximately 30 feet of street frontage at this location, requiring one tree to be planted or preserved. Street tree planting may be exempt under 11.50.060 B when existing above or below grade utilities prevent planting street trees or when the existing planting strip is less than 3-feet wide.*

**The Bureau of Transportation Engineering** responded with the following comments (Please see Exhibit E-7 for additional details):

*Driveway Gate Location: A Driveway Design Exception (DDE) for the garage entry gate to be located less than 20-ft from the back of the sidewalk along the site's SE Ankeny frontage is required. PBOT has not yet received said request from the applicant. NOTE – there is also a driveway and proposed gate along the site's SE 12th Ave frontage. A DDE was not necessary for this gate because it will serve exiting vehicles from the building, only; the potential r.o.w. conflicts that triggered the DDE for the SE Ankeny gate are not relevant in relation to the SE 12th Ave gate.*

***Because of the outstanding issue with respect to the proposed gate along the site's SE Ankeny frontage, PBOT is unable to provide a recommendation for the proposed Design Review at this time.***

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on September 8, 2016. A total of two written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal:

- Jeff Burns, 9/18/16, stating concerns with the proposal, including: Zero lot-line setbacks on all sides, height and massing in relation to adjacent houses, quality of the visible side walls, safety of driveway access on both streets, activeness of frontages, concern with solar panel cladding, and the lack of applicant's engagement with neighbors and neighborhood association (Exhibit F.1).
- Mary Roberts and Michael J. Beglan, 9/27/16, Stating concerns regarding the relation to the adjacent neighborhood and context, the scale of the proposal, and the safety of pedestrians on adjacent sidewalks (Exhibit F.2).

**Staff Response:** *Staff has similar concerns. Please refer to findings below, especially those regarding the scale and massing, contextual response, design of sidewalls, ground floor activeness, and pedestrian safety at frontages.*

## **ZONING CODE APPROVAL CRITERIA**

### **(1) DESIGN REVIEW (33.825)**

#### **Chapter 33.825 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 the site is located generally within the Central City Plan District, the applicable design guidelines are the Central City Plan Fundamental Design Guidelines. As the site is also specifically located within the Design Zone of the Central Eastside District, the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan also apply.

**Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan and Central City Fundamental Design Guidelines**

The Central Eastside is a unique neighborhood. The property and business owners are proud of the district's heritage and service to the community and region. Light industry, distribution/warehousing, and transportation are important components of the district's personality. To the general public, retail stores and commercial businesses provide the central focus within the district.

The underlying urban design objective for the Central Eastside is to capitalize on and emphasize its unique assets in a manner that is respectful, supportive, creative and compatible with each area as a whole. Part of the charm and character of the Central Eastside District, which should be celebrated, is its eclectic mixture of building types and uses. An additional strength, which should be built on, is the pattern of pedestrian friendly retail uses on Grand Avenue, East Burnside and Morrison Streets, as well as portions of 11<sup>th</sup> and 12<sup>th</sup> Avenues.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

**Central Eastside Design Goals**

The following goals and objectives define the urban design vision for new development and other improvements in the Central Eastside

- Encourage the special distinction and identity of the design review areas of the Central Eastside District.
- Provide continuity between the Central Eastside and the Lloyd District.
- Provide continuity between the Central Eastside and the river, downtown, and adjacent residential neighborhoods.
- Enhance the safety, convenience, pleasure, and comfort of pedestrians.

**Central City Plan Design Goals**

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;

8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

**A5-3. Plan for or Incorporate Underground Utility Service.** Plan for or Incorporate Underground Utility Service to development projects.

**Findings for A5-3:** The utility transformer and service will be pole mounted, and routed underground to the electrical room via buried conduit. The applicant has indicated early communications with PGE with regard to the proposed building's power needs. PGE is generally supportive of a pole-mounted transformer, in this case. Accordingly, no below grade transformer vault is necessary and no further review from PBOT is warranted.

*This guideline is met.*

**A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings for A7:** In general, the massing of the building is placed at the property line, set back slightly at the ground level, and projects out above ground level. The slightly recessed glazed main entry doors covered with canopies will provide adequate weather protection at the entries. New street trees proposed will enhance the street and pedestrian sidewalk. *This guideline is met.*

**A9-1. Acknowledge the Sandy River Wagon Road at the Sandy Boulevard/East Burnside Street Central City Gateway.** Design the Central City gateway located at East Burnside Street and Sandy Boulevard in a manner that celebrates the significance of the Sandy River Wagon Road.

**Findings for A9-1:** This project does not actually have any street frontage onto Sandy Boulevard or East Burnside, however effort has been placed on shaping the mass of the building to aid in the experience and highlight the historical context. The shape of the oriel windows on Ankeny has been developed to accentuate views of the Willamette River, Sandy Boulevard (in general) and the Sandy intersection with East Burnside. When viewing perpendicular out the oriel window, a view to the west is captured by the window's extension over the ROW, and due to the slight angle of the window on the street side, a focus is placed towards the Sandy and Burnside intersection. *This guideline is met.*

**B6. Develop Weather Protection.** Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

**B6-1. Provide Pedestrian Rain Protection.** Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

**Findings for B6 and B6-1:** Building overhangs and canopies have been integrated into the design to enhance the sidewalk experience and provide weather protection.

*This guideline is met.*

**C1. Enhance View Opportunities.** Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

**Findings:**

*Oriels.* The oriel window projections on Ankeny project into the ROW, capturing views to the west with Sandy Boulevard in the foreground, the Willamette River and the city skyline beyond. Viewing north from the same windows, the focus is the Sandy and Burnside intersection (see also A9 above) through the open space view created by this non-orthogonal intersection. The level 6 balcony on Ankeny Street also takes advantage of these views. On 12th Street the oriel window projections aim to take advantage of the rise in elevation at this site and provide extended views to the south. Levels 5 and 6 balconies on 12th allow views towards the east. The light wells and circulation system of the building allow natural daylight and ventilation into all the units and provide varying panoramic views of the city while moving vertically throughout the building.

*Balconies.* With a mere 34' of frontage on Ankeny and an even smaller 30' of frontage on 12th street, much attention has been given to the design and articulation of the facades. In addition to the oriel windows which constitute the 'big' architectural moves, balconies are provided above the oriels. The sixth floor balcony on Ankeny is placed to take advantage of views both north and west as previously mentioned. The level 5 and 6 balconies on 12th Street are articulated to orient north to the open space and southeast to take advantage of possible views towards Revolution Hall.

*This guideline is met.*

**C1-2. Integrate Signs.**

- a. Retain and restore existing signage which reinforces the history and themes of the district, and permit new signage which reinforces the history and themes of the East Portland Grand Avenue historic district.
- b. Carefully place signs, sign supports, and sign structures to integrate with the scale, color and articulation of the building design, while honoring the dimensional provisions of the sign chapter of the zoning code.
- c. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/ architect. Submit a Master Signage Program as a part of the project's application for a design review.

**C13. Integrate Signs.** Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

**Findings for C1-2 and C13:** Not applicable. Applicant has advised that signage will be integrated into the design but is not proposed as part of this review. If not exempt, exterior building signage will be a separate design review at a later date.

*These guidelines are therefore not applicable.*

**C10. Integrate Encroachments.** Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

**C8-1. Allow for Loading and Staging Areas on Sidewalks.** On local service streets, adjacent businesses may use the sidewalk area for temporary loading and staging as long as pedestrian access through it is maintained.

**Findings for C10 and C8-1:** Building projections into the ROW create physical and visual shelters, visual keys, and enhanced visual sidewalk interest above. The ground level canopies are minimal encroachments, and will provide shelter for the sidewalk pedestrian realm. The oriel window encroachments are used to create city views from within the building and provide architectural interest and articulation on the exterior façade. An exception is requested to the length of the oriel windows, refer to findings below. The oriel

windows will enhance the building’s integration within the Central City and the Central Eastside District by incorporating a common theme and providing design variation. This project does not anticipate the need for loading and staging on the sidewalks. *This guideline is met.*

**C11. Integrate Roofs and Use Rooftops.** Integrate roof function, shape, surface materials, and colors with the building’s overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City’s skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective storm water management tools.

**Findings:** On the second level podium (Exhibit C.2), integrated stormwater planters provide green spaces within the semi-public circulation areas. On the roof (Exhibit C.7), applicant states the mechanical equipment has been located to minimize necessary vents in order to allow for a maximized area of solar PV panels. However, no rooftop external mechanical equipment, venting, or louvers are indicated.

According to the applicant, parapets have been integrated into the form of the façade to minimize visual clutter, and the shape of the roof is articulated to maximize the amount and efficiency of the solar panels, expressing the design intent of the building as a Net-Zero energy building.

***With further clarification of locations of all external mechanical equipment, venting, and louvers, this guideline could be met.***

**C12. Integrate Exterior Lighting.** Integrate exterior lighting and its staging or structural components with the building’s overall design concept. Use exterior lighting to highlight the building’s architecture, being sensitive to its impacts on the skyline at night.

**Findings:** At the ground level, exterior sconces will help to illuminate the areas adjacent to the building entrances, while limiting light pollution (Exhibit C.46). At the mid-block, open stair wells, strip LED lighting is proposed underneath the stair treads (Exhibit C.47). While the stairwells are located within the block, because the adjacent buildings are 1-2 stories, the stairwells will be very visible to the surrounding areas. The stairwells are enclosed with a light stainless steel cable mesh, therefore they are visibly open, and any lighting within them will also be very visible. Additionally, the detail section appears to indicate the LEDs will be located on the outside of the stringers.

***With further development, the impact of the stairwell lighting can be better addressed, and this guideline could be met.***

***Please note: The following Areas of Concern, as related to specific Design Guidelines and Modifications not yet met, are detailed in the “boxed text” findings below:***

**Area of Concern #1: Massing and compatibility**

**Area of Concern #2: Ground floor activation**

**Area of Concern #3: Permanence and quality of materials**

**Area of Concern #1: Massing and compatibility**

*Applicable Design Guidelines*

**A3. Respect the Portland Block Structures.** Maintain and extend the traditional 200-foot block pattern to preserve the Central City’s ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that



reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**A5. Enhance, Embellish, and Identify Areas.** Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

**C3-1. Design to Enhance Existing Themes in the District.** Look to buildings from throughout the district for contextual precedent. Innovation and creativity are encouraged in design proposals, which enhance overall district character.

**C3-2. Respect Adjacent Residential Neighborhoods.** Respect the architectural character and development patterns of adjacent residential neighborhoods.

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**C5. Design for Coherency.** Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

**Findings:** As noted under "Zoning" above, "*Design Review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.*" While care has been taken to try to provide a contextual response within the constraints of the stated program, in this case, the program appears much too large for this site:

- Height and mass on SE 12th: The Central Eastside District has a variety of building types and styles, from larger, full block, multi-story structures on the western side of the district closer to the river, to smaller, 1-2 story, 1/4-block industrial buildings and small-lot, single-family residential buildings at the eastern edge of the district, especially along SE 12<sup>th</sup>. Some larger multi-unit buildings have been and are being constructed along SE 12<sup>th</sup>, including the 52', 106-unit St. Francis Apartments three blocks south of this site. The St. Francis development is part of a two-block site, and is surrounded by larger-scaled development.

However, on this particular block, the SE 12<sup>th</sup> frontage contains five original, 2-story residences. And, while the small size of this infill lot provides the opportunity to maintain this smaller-scaled urban texture, the proposed 6-story height is very much out-of character with the adjacent 2-story residential and 1-story industrial buildings on the remainder of the block. With contextual reductions in height, especially along SE 12<sup>th</sup>, the massing could provide a more respectful response to adjacent existing development.

- Extruded design: The proposal is built tight to the property lines, and the resultant 6-story extrusion creates an awkward "L" shaped mass which hovers over its 1-2-story neighbors. The two through-building light wells proposed mid-block are intended to diminish the overall mass of the project, but these appear to have little effect on the overall building mass as viewed from the surrounding area. With contextual setbacks, especially along SE 12<sup>th</sup>, the massing could provide a more respectful response to adjacent existing development.
- Side walls: Due to the massing of the proposal, the mid-block "L" shape of the site, and the low-scaled adjacent context, the side walls of this scheme will be more visible than the front elevations, which will only be viewed obliquely. With greater attention to these large, flat side wall elevations, these most visible faces

of the building could better enhance the area.

**With reductions in the 6-story massing and contextual setbacks, especially along SE 12th, as well as further development of the sidewalks, these guidelines could be met.**

**Area of Concern #2: Ground floor activation**

*Applicable Design Guidelines*

**A1. Integrate the River.** Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access-ways for pedestrians that provide connections to the Willamette River and greenway.

**A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development’s overall design concept.

**A2-1. Recognize Transportation Modes, Produce, and Commerce as Primary Themes of East Portland.** Recognize and incorporate East Portland themes into a project design, when appropriate.

**A5-2. Acknowledge the Sandy River Wagon Road (Sandy Boulevard).** Acknowledge the historical significance of the Sandy River Wagon Road (Sandy Boulevard) from East Burnside to 7th Avenue with an upgrade of the public right-of-way to be more pedestrian accommodating and which is related to its historical context. New development located adjacent to this diagonal alignment also should acknowledge the historical significance in a creative way that is attractive, informative, and appropriate.

**A5-5. Incorporate Water Features.** Enhance the quality of public spaces by incorporating water features.

**A8. Contribute to a Vibrant Streetscape.** Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings’ active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

**B2. Protect the Pedestrian.** Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

**B3. Bridge Pedestrian Obstacles.** Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

**B4. Provide Stopping and Viewing Places.** Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

**B5. Make Plazas, Parks and Open Space Successful.** Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building’s overall design concept.

**C1-1. Integrate Parking.**

**a.** Integrate parking in a manner that is attractive and complementary to the

site and its surroundings.

**b.** Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

**C5. Design for Coherency.** Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**C8. Differentiate the Sidewalk-Level of Buildings.** Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

**C9. Develop Flexible Sidewalk-Level Spaces.** Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

**Findings:** As noted above, while care has been taken to try to provide active frontages within the constraints of the stated program, on this constrained site, the ground floor parking proposal does not allow for safe and active frontages:

- Ground floor parking: Efforts have been made to design the sidewalk level of the proposal to create small stopping and viewing places protected from sun and rain by canopies and building projections. Additionally, the main entry doors are glazed and placed with views into commercial space or the residential lobby. However, due to the narrowness of the site frontages on both streets, the proposed parking for 3 vehicle spaces severely compromises the entire ground floor. And, while parking may be desirable, there is no parking minimum in the Central City Plan District. Truly safe, active frontages are not possible with the adjacent curb cuts and garage entry/ exits. If the ground floor parking was replaced with active uses, and the curb cuts were removed from both frontages, more active and safe frontages could be developed.
- Elevator access: Proposed residential lobby is accessed off SE 12th, however, the elevator is located in the middle of the parking garage. If the elevator was accessed directly from the lobby rather than from the garage, the building's overall design concept would better provide access systems for all people.
- Ground floor storefronts: Planter boxes rather than full height glazing are proposed on street frontages, creating barriers rather than connections between outside and inside spaces. If the planter boxes were removed and full height glazing was added, these frontages would provide more active transitions and better engage the sidewalks.

**With the removal of the ground floor parking for 3 vehicles and the garage access on both frontages, added lobby access provided to the elevator, and the removal of planter boxes and the increase in storefront glazing, these guidelines could be met.**

**Area of Concern #3: Permanence and quality of materials**

*Applicable Design Guidelines*

**C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

**Findings:** The applicant states that the project is being developed by an owner that intends to retain ownership of the building for many years to come. This is illustrated in the fact that Net-Zero energy is the goal for this project, which will continue to produce added benefits with each additional year of building life. The proposed high quality building envelope is intended to provide a low energy use building, and is coupled with a photovoltaic solar panel system. An insulated rain-screen façade system is proposed along with triple pane windows. The applicant states that the materials and colors were selected for their timeless nature, with the intent to future proof against trends, and promote permanence. However, staff have concerns about the following proposed exterior cladding materials:

- A custom color ground-faced concrete block is proposed at the ground level, along with a dark steel façade panel for durability at the pedestrian level. However, CMU is not an appropriate cladding material for a proposal in the Central City.
- The upper portions of the building will be clad in a mixture of flat-lock metal panel and clear vertical grain board and board cedar. The metal panel will be used in two colors and two different surface textures, with the intention that the added articulation breaks down the scale of the building into understandable component pieces. The use of cedar is intended to add residential warmth to the housing and relate to the residential history of the neighborhood. Used in a rain-screen application, these façade materials should have a life-span well exceeding 50 years. However, exposed wood cladding is not generally considered an approvable wall cladding system in the central city.
- The enclosures for the stairwell are covered in a stainless steel cable mesh which maintains openness, but also allows light spillover into the adjacent properties.
- The top two floors of the south side elevation are proposed to be clad in solar panels (Exhibit C.11). Solar panels are generally not considered an appropriate wall cladding system in the central city.

**With further consideration of the CMU, the wood cladding, and the solar panels to the south, these guidelines could be 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.

**Modification request:** 33.266.220.C.3.b, Standards for all bicycle parking - to reduce the required 2'-0" bike parking spacing to be stacked and staggered at 18" on center.

**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 15 total long term bicycle parking spaces within the ground floor parking area, and the remainder within the units.

- ***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 eases floor plan demands and results in additional opportunities for active uses at the street, such as lobby space and retail tenant spaces which contributes to the project better meeting Guidelines *A8 Contribute to a Vibrant Streetscape* and *B1 Reinforce and Enhance the Pedestrian System*. Therefore this criterion is met.

- ***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. While the proposed bike rack system can be fixed to stack bikes vertically to allow the handle bars to overlap, the proposed rack is not from the Portland Bureau of Transportation handbook, and the proposal does not appear to meet other requirements of the standard:

- Be securely anchored to the wall,
  - Provide 5’ minimum aisle behind each bicycle rack, and
  - Provide required security.
- For these reasons, the bicycle parking system cannot yet be determined to be safe and secure. Therefore this criterion is not yet met.
- Staff does not yet recommend approval, however, with further consideration, this Modification could be met.**

**(3) EXCEPTION (33.825)**

**Exception request [OSSC/32/#1]:** *Window Projections into the Right-of-Way* (OSSC/32/#1) to increase the maximum width of the oriel projections from 12’ to: 15’-9.5” on SE Ankeny and 14’-8” on SE 12th.

**Findings.** 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 project includes window projections along/over the site’s SE Ankeny and SE 12th Ave frontages. These projections must be review pursuant to the BDS Code Guide – Window Projections into Public Right-of-Way (OSSC/32/#1). The applicant has submitted adequate information for the City’s review of the projections – all dimensional limitations are satisfied except one; the applicant is seeking an exception to the 12-ft wide maximum width limitation. The proposed 15’-9.5” projection over SE Ankeny and the proposed 14’-8” projection over SE 12th Ave are acceptable to PBOT – given the angled projection of both windows, the overall impact of the additional widths are minimized (Exhibit E.7).

**Standards for windows allowed to project into public right-of-way.**

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

**Findings.** The maximum projection of both oriels 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 2014 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.** The maximum projection is 4'-0" for both oriels. Although not identified on drawings, the applicant has advised the minimum clearance above grade complies as follows: SE Ankeny: 23'-6", SE 12<sup>th</sup>: 13'  
*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.** The projecting wall areas are below the maximum 40% allowed as follows: SE Ankeny Façade 30%, SE 12<sup>th</sup> Façade 27%. *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.** The projecting wall length is under the maximum allowed 50% width of any single window is as follows: SE Ankeny: 47%, SE 12<sup>th</sup>: 50%. *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, and required side windows must be a minimum of 10% of side walls. When approved through design review, the window requirement for side walls may vary. Side windows must meet the requirements of Table 705.8 of the current Oregon Structural Specialty Code, maximum area of exterior wall openings based on fire separation distance and degree of opening protection. The separation distance is measured from the continuation of the property line. No openings will be allowed within 3 feet of the property line continuation.

**Findings.** The oriel projections are both 4'-0", therefore the projections must meet both the minimum 30% front-wall glazing as well as the minimum 10% side-wall glazing.

- SE Ankeny projection has: 38% front-wall glazing and 33% side wall glazing.
- SE 12<sup>th</sup> projection has: 38% front-wall glazing and 31% side wall glazing.

*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 projections are under 40% of the wall areas and do not exceed 50% of the building wall lengths:

- SE Ankeny: 30% of the wall areas and 47% of the building wall lengths;
- SE 12<sup>th</sup>: 27% of the wall areas and 50% of the building wall lengths;

Proposed projections are over the 12' maximum width allowed:

- SE Ankeny: 15'-9.5"
- SE 12<sup>th</sup>: 14'-8"

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 modification will allow articulated massing above the main building entrances, which may help reduce apparent overall massing of proposal. The proposed oriel projections function as follows:

- Identify the main entrances,
- Strengthen the differentiation between street level, bay, and building above, and,
- Reduce apparent overall massing of building.

*This criterion is met.*

**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 is only one window projection proposed on each elevation. *This criterion is met.*

*This approval criterion has 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. As noted under "Zoning" above, ***“Design Review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.”*** While care has been taken to try to provide active frontages and a contextual response within the constraints of the stated program, in this case, the program and ground floor parking appear much too large for this site.

Staff has identified three major **Areas of Concern** as well as a number of outstanding **Items to be Resolved**, where approval criteria and / or standards are not yet met.

### **Area of Concern #1: Massing and compatibility**

Height and mass, extruded design, side walls.

*Design Guidelines not met:*

- A3. Respect the Portland Block Structures.
- A4. Use Unifying Elements.
- A5. Enhance, Embellish, and Identify Areas.
- C3-1. Design to Enhance Existing Themes in the District.
- C3-2. Respect Adjacent Residential Neighborhoods.
- C4. Complement the Context of Existing Buildings.
- C5. Design for Coherency.

### **Area of Concern #2: Ground floor activation**

Ground floor parking, elevator access, ground floor storefronts

*Design Guidelines not met:*

- A1. Integrate the River.
- A2. Emphasize Portland Themes.
- A2-1. Recognize Transportation, Produce, and Commerce as Primary Themes of E. Portland.
- A5-2. Acknowledge the Sandy River Wagon Road (Sandy Boulevard).
- A5-5. Incorporate Water Features.
- A8. Contribute to a Vibrant Streetscape.
- B1. Reinforce and Enhance the Pedestrian System.
- B2. Protect the Pedestrian.
- B3. Bridge Pedestrian Obstacles.
- B4. Provide Stopping and Viewing Places.
- B5. Make Plazas, Parks and Open Space Successful.
- B7. Integrate Barrier-Free Design.
- C1-1. Integrate Parking.
- C5. Design for Coherency.
- C6. Develop Transitions between Buildings and Public Spaces.
- C8. Differentiate the Sidewalk-Level of Buildings.
- C9. Develop Flexible Sidewalk-Level Spaces.

**Area of Concern #3: Quality and permanence**

CMU, wood cladding, mesh at stairwells, solar panels

*Design Guidelines not met:*

- C2. Promote Quality and Permanence in Development.

**Items to be Resolved:**

- PBOT noted Driveway Design Exception (DDE) for the garage entry gate required.
- Locations of all external mechanical equipment, venting, and louvers to be shown.
- Indication that the LED lighting strips are not exposed.
- Indication that Bike parking meets all standards not being modified.

The proposal does not yet meet the applicable design guidelines and modification criteria, and therefore does not yet warrant approval.

**TENTATIVE STAFF RECOMMENDATION**

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

Until the three major **Areas of Concern** and the **Items to be Resolved** identified above are addressed, Staff is not able to support the Design Review and Modification review, and therefore must recommend **denial** at this time.

Staff does recommend approval of the Exception to Window Projections into the Right-of-Way.

=====

**Procedural Information.** The application for this land use review was submitted on June 7, 2016, and was determined to be complete on **August 5, 2016**.

*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 June 7, 2016.

*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 waived the 120-day review period as stated with Exhibit A.2. Unless further extended by the applicant, **the 120 days will expire on: August 5, 2017.**

**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.

**Conditions of Approval.** If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

**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. This Staff Report will be posted on the Bureau of Development Services website. Look at [www.portlandonline.com](http://www.portlandonline.com). On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**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 Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record on hearing or if you testify at the hearing, or if you are the property owner or 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 BDS application fee, up to a maximum of \$5,000.00).**

**Appeal Fee Waivers:** 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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

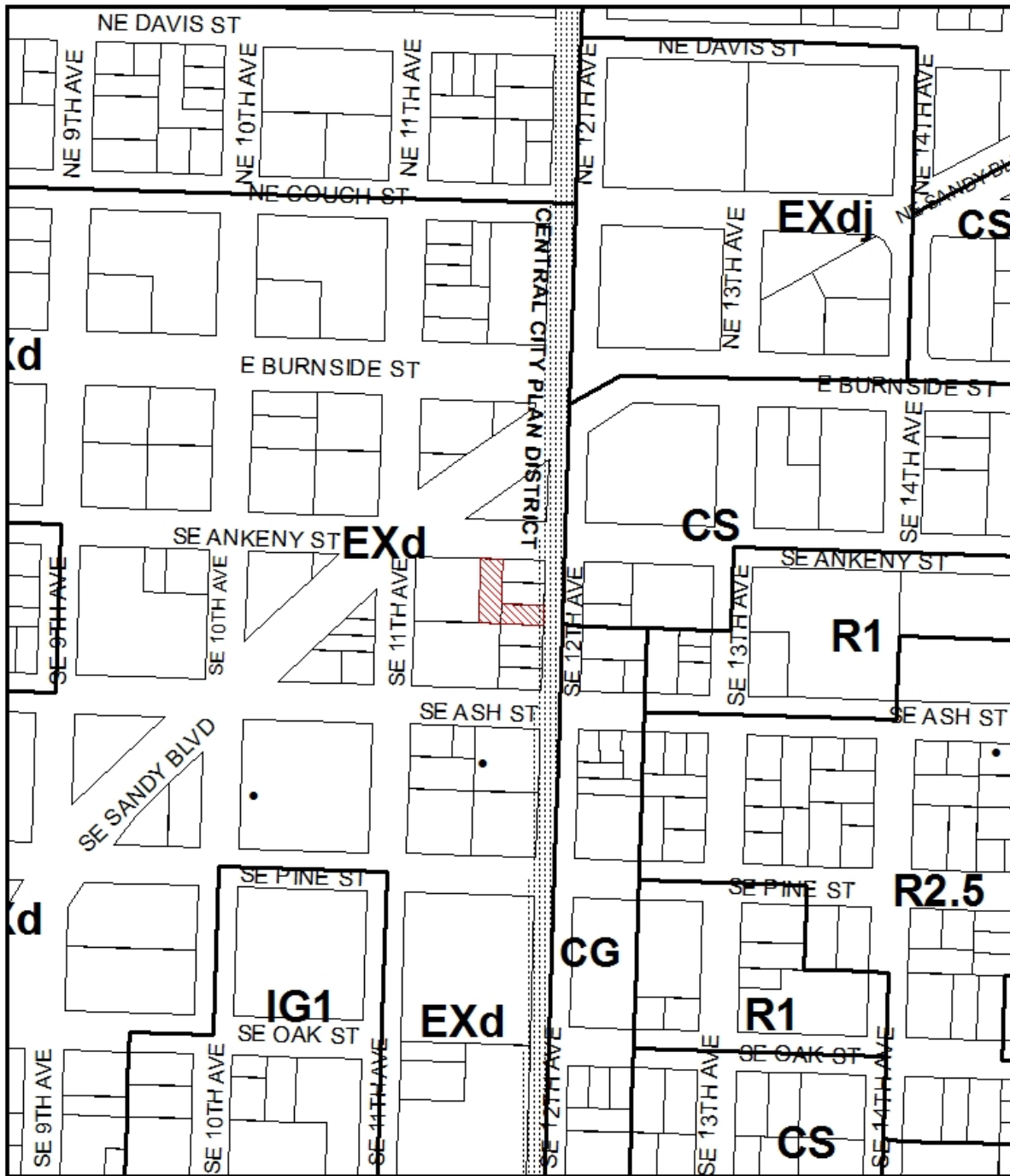
Planner's Name: Grace Jeffreys

Date: September 30, 2016

**EXHIBITS - NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement:
  - 1. Initial application, narratives, stormwater report, drawings, 6/7/16
  - 2. 120-day waiver
  - 3. Revised application, narratives, stormwater report, drawings, 8/5/16
  - 4. Revised drawings and appendix with context, diagrams, renderings, 9/28/16
- B. Zoning Map (attached):
  - 1. Zoning map
- C. Plans & Drawings:
  - 1. Site Plan (attached)
  - 2. Through C.7 Floor Plans
  - 8. Through C.13 Elevations, color
  - 14. Through C.19 Elevations, b/w, (attached)
  - 20. Through C.21 Building Sections
  - 22. Through C.23 Wall Sections
  - 24. Through C.27 Enlarged Elevations
  - 28. Through C.32 Details
  - 33. Through C.39 Materials
  - 40. Through C.45 Landscape
  - 41. Through C.45 Landscape
  - 46. Through C.47 Lighting
  - 48. Through C.49 Civil
  - 49. Through C.63 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. Mailing list
  - 6. Mailed notice
- E. Agency Responses:
  - 1. Fire Bureau
  - 2. Site Development Review Section of Bureau of Development Services
  - 3. Life Safety Review Section of Bureau of Development Services
  - 4. Water Bureau
  - 5. Bureau of Environmental Services
  - 6. Bureau of Parks, Forestry Division
  - 7. Bureau of Transportation Engineering and Development Review
- F. Letters:
  - 1. Jeff Burns, 9/18/16, stating concerns with the massing, building placement on site, side walls, driveways, activeness of frontages, and lack of engagement with neighbors and neighborhood.
  - 2. Mary Roberts and Michael J. Beglan, 9/27/16, stating concerns regarding contextual response, massing and scale, and pedestrian safety.
- G. Other:
  - 1. Original LUR Application
  - 2. Site images
  - 3. Pre-Application Conference notes, 3/2/16
  - 4. RFC, 6/13/16
  - 5. Incomplete letter, 7/6/16

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



# ZONING

- Site
- Historic Landmark



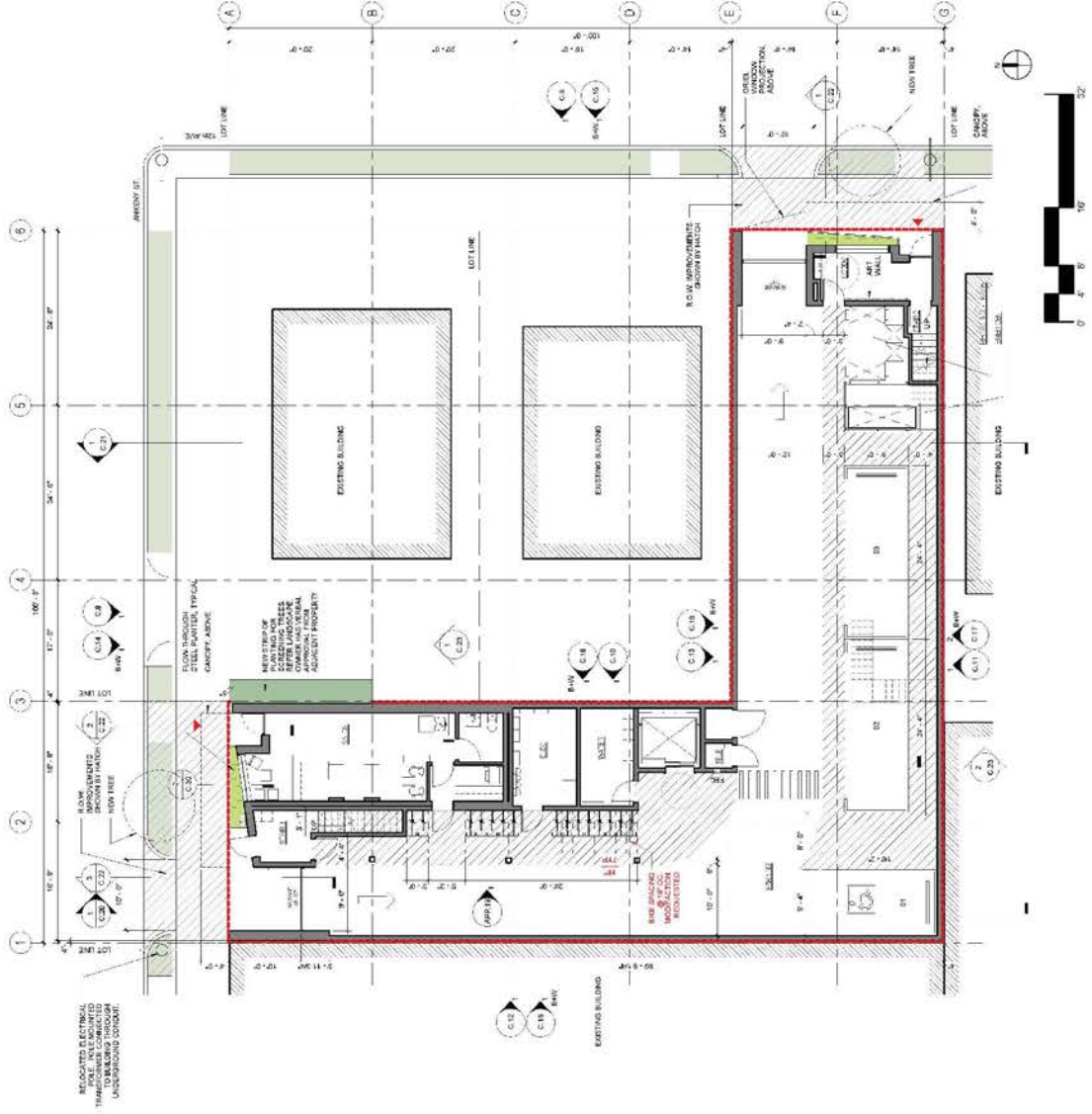
This site lies within the:  
 CENTRAL CITY PLAN DISTRICT  
 CENTRAL EASTSIDE SUBDISTRICT

File No.	<u>LU 16-184524 DZM</u>
1/4 Section	<u>3031</u>
Scale	<u>1 inch = 200 feet</u>
State Id	<u>1N1E35CD 3600</u>
Exhibit	<u>B</u> (Aug 08, 2016)

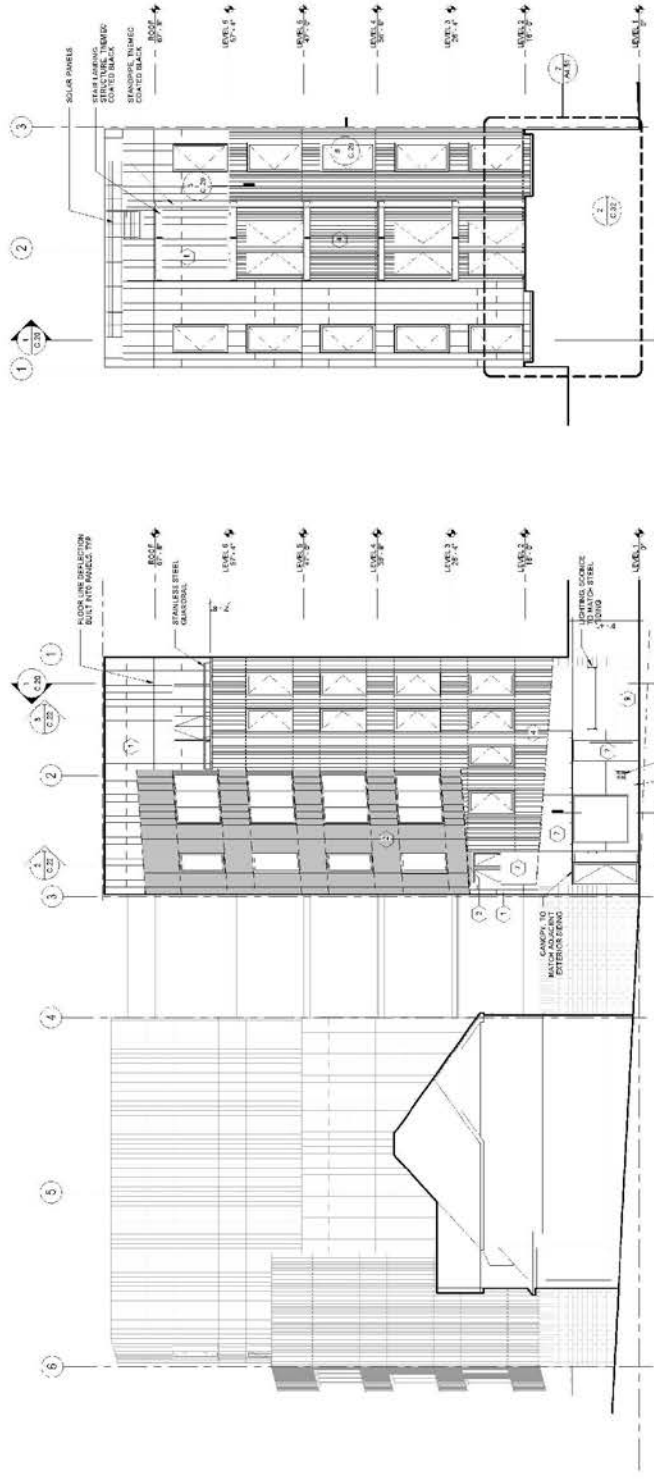
Plan / Site Plan - Level 1  
 1/16" = 1'-0"

Lot Size: 5,380 SF

<b>Level 1</b>	5,268 GSF
Building Area	0.98
<b>Level 2</b>	5,294 GSF
Building Area	0.98
<b>Level 3</b>	4,506 GSF
Building Area	0.84
<b>Level 4</b>	4,506 GSF
Building Area	0.84
<b>Level 5</b>	4,506 GSF
Building Area	0.84
<b>Level 6</b>	4,380 GSF
Building Area	0.81
<b>Total</b>	
Building Area	28,460 GSF
Max Building Area	32,280 GSF
FAR	5.30
FAR Allowed	6



**Building Elevations**  
1/16" = 1'-0"



Ankeny Street - North Elevation

Courtyard - South Elevation

**MATERIAL LEGEND**

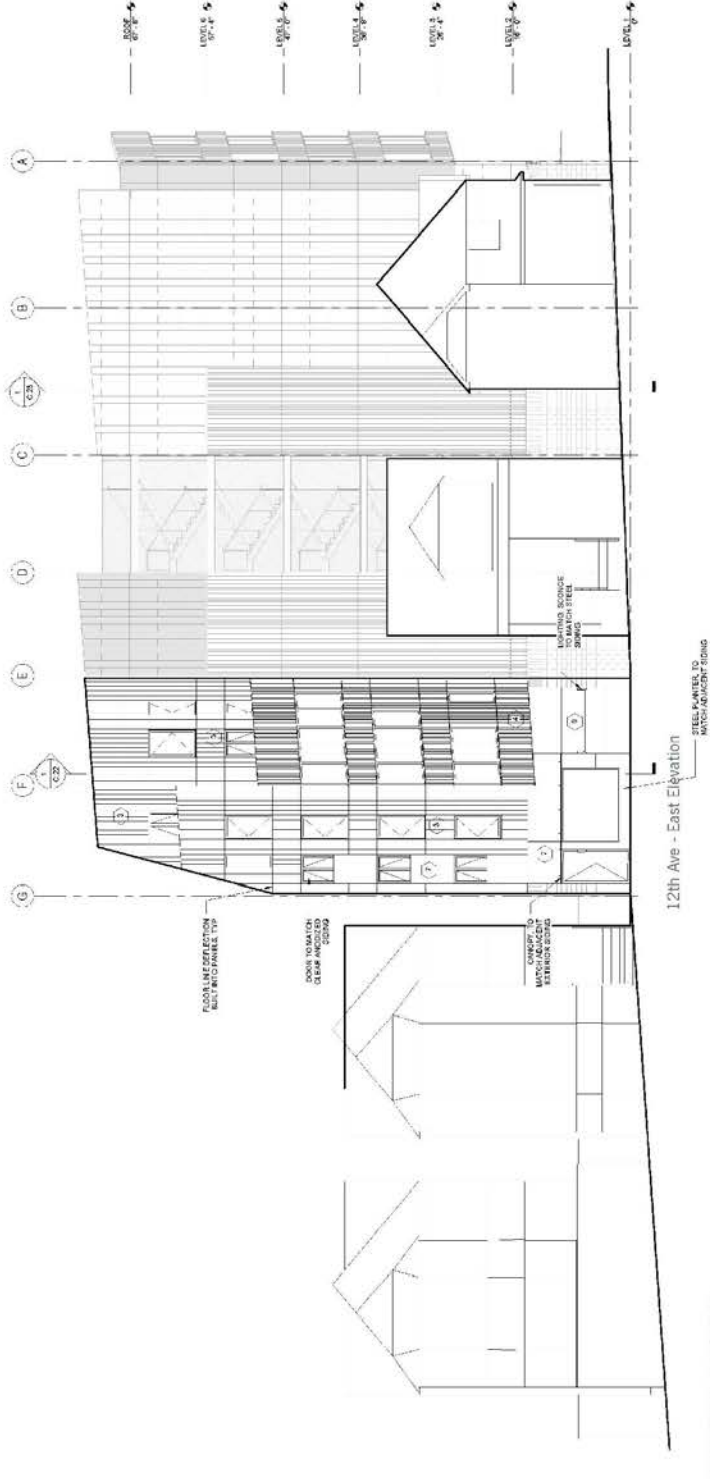
- 1 THIN COATED STEEL, BLACK
- 2 WINDOW AND DOOR FINISH (SEE SPEC)
- 3 PAINTED METAL PANEL, DARK COATED STEEL, BLACK
- 4 PAINTED METAL PANEL, DARK COATED STEEL, BLACK
- 5 STAINLESS STEEL CABLE MESH
- 6 GROUNDSPACE REINFORCED CMU
- 7 GROUNDSPACE REINFORCED CMU IS BLOCK
- 8 TRIMMED METAL PANEL, DARK COATED STEEL, BLACK
- 9 GROUNDSPACE REINFORCED CMU
- 10 STAINLESS STEEL CABLE MESH
- 11 GROUNDSPACE REINFORCED CMU
- 12 GROUNDSPACE REINFORCED CMU IS BLOCK



C.14



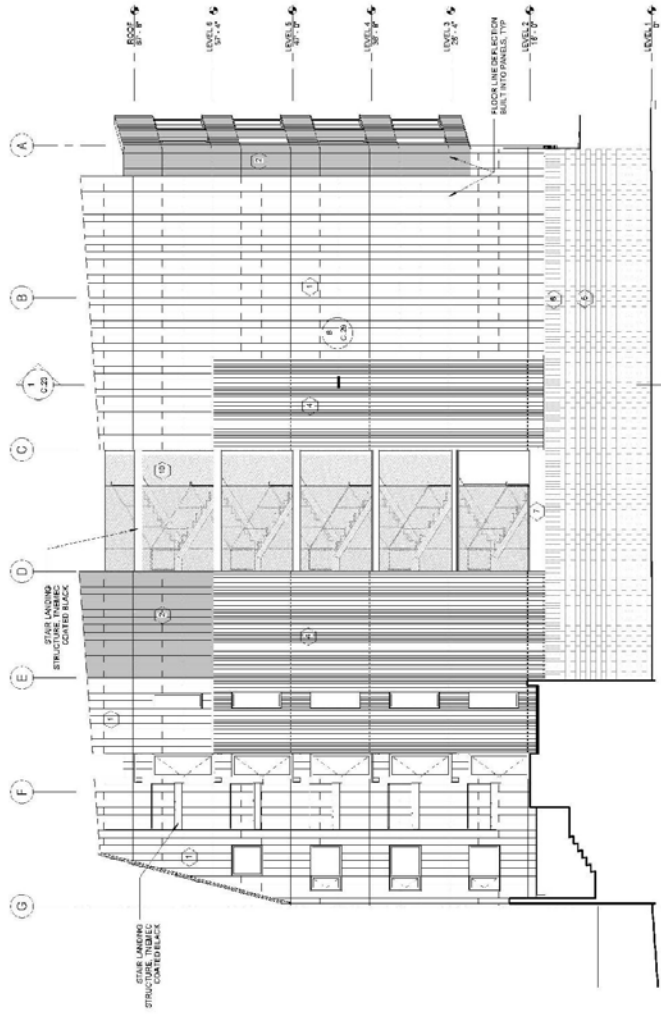
**Building Elevations**  
1/16" = 1'-0"



**MATERIAL LEGEND**

- ① THIN, DARK, FLAT, BLACK ANODIZED ALUMINUM WINDOW AND DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ② FLAT LOCK METAL PANEL, DARK ANODIZED WINDOW AND DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ③ FLAT LOCK METAL PANEL, CLEAR ANODIZED WINDOW AND DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ④ STAINLESS STEEL CABLE MESH
- ⑤ GROUNDFACE REINFORCED CMU
- ⑥ GROUNDFACE REINFORCED CMU (6-FOOT)
- ⑦ THIN, DARK, FLAT, BLACK ANODIZED ALUMINUM WINDOW AND DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ⑧ REPOINTED METAL DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ⑨ GARAGE DOOR FINISH TO MATCH EXTERIOR SIDING FINISH
- ⑩ STAINLESS STEEL CABLE MESH

Building Elevations  
1/16" = 1'-0"



Courtyard - East Elevation

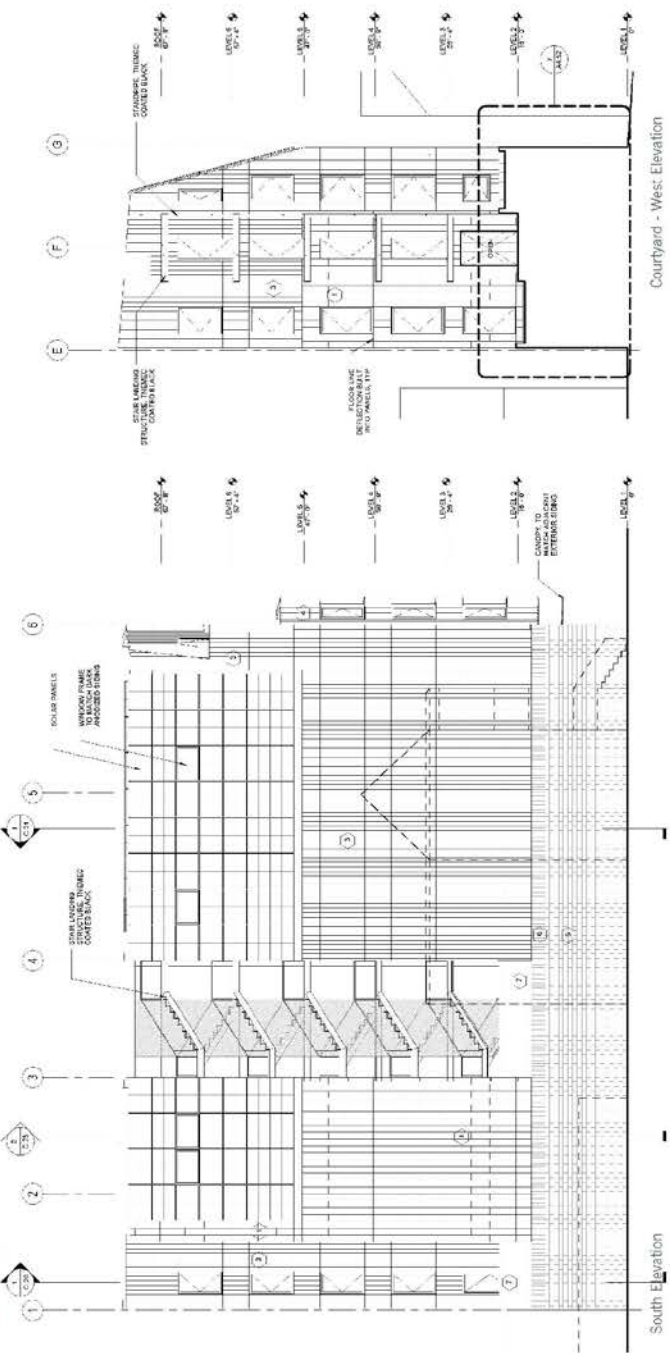
MATERIAL LEGEND

- ① FLAT/LOCUMETAL PANEL, CLEAR FINISH TO MATCH EXTERIOR SIDING FINISH
- ② FLAT/LOCUMETAL PANEL, DARK FINISH TO MATCH EXTERIOR SIDING FINISH
- ③ FLAT/LOCUMETAL PANEL, CLEAR FINISH TO MATCH EXTERIOR SIDING FINISH
- ④ BOMBOCHROME VESTERIN, RED CLEAR COATING, STAINED WITH LOW GLOSS FINISH TO MATCH EXTERIOR SIDING FINISH
- ⑤ GROUND-FACE REINFORCED CMU
- ⑥ GROUND-FACE REINFORCED CMU (POWERS)
- ⑦ THIN BRICK CONTROL STEEL, BLACK CONTROL BLACK TO MATCH EXTERIOR SIDING FINISH
- ⑧ PERFORATED METAL MESH, POWDER COAT TO MATCH THIN BRICK CONTROL STEEL, BLACK
- ⑨ GARAGE DOOR, POWDER COAT TO MATCH THIN BRICK CONTROL STEEL, BLACK
- ⑩ STAINLESS STEEL CABLE MESH



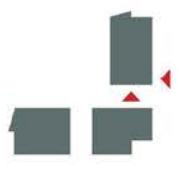


**Building Elevations**  
1/16" = 1'-0"

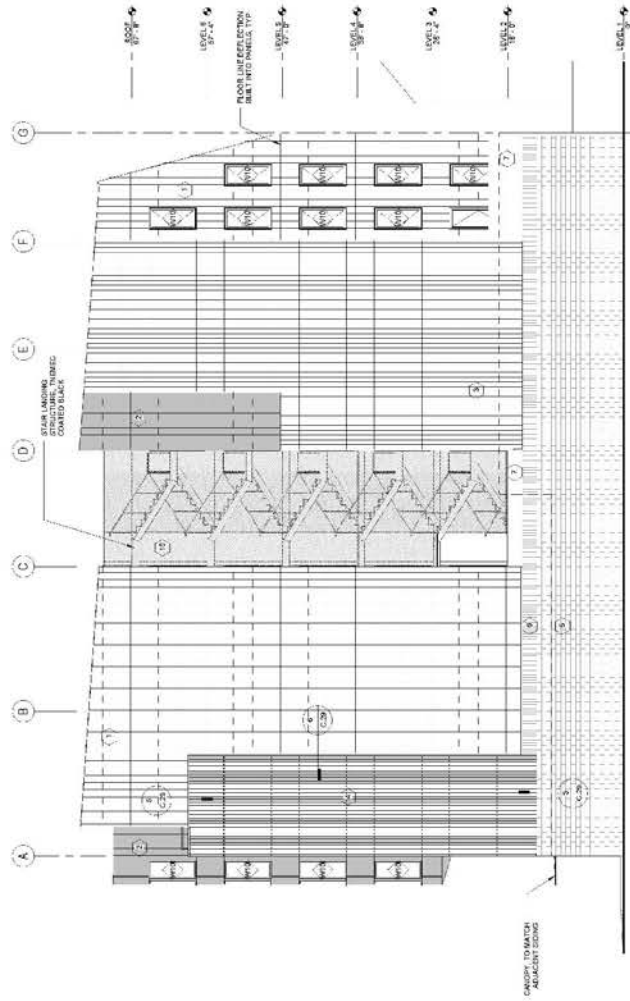


**MATERIAL LEGEND**

- ① ALUMINUM PANEL, CLEAR ANODIZED WINDOW AND DOOR TO MATCH EXTERIOR SOLID PANEL
- ② THINIC COMPOSITE, BLACK FINISH AND PANEL TO MATCH EXTERIOR SOLID PANEL
- ③ ALUMINUM PANEL, CLEAR ANODIZED WINDOW AND DOOR TO MATCH EXTERIOR SOLID PANEL
- ④ SOLAR PANELS, MONOCRYSTALLINE SILICON, ANODIZED THINIC TO MATCH EXTERIOR SOLID PANEL
- ⑤ ALUMINUM PANEL, CLEAR ANODIZED WINDOW AND DOOR TO MATCH EXTERIOR SOLID PANEL
- ⑥ STAINLESS THINIC CORNER BLOCK
- ⑦ THINIC COMPOSITE, BLACK FINISH AND PANEL TO MATCH EXTERIOR SOLID PANEL
- ⑧ THINIC COMPOSITE, BLACK FINISH AND PANEL TO MATCH EXTERIOR SOLID PANEL
- ⑨ COATED STEEL BLOCK
- ⑩ STAINLESS THINIC CORNER BLOCK
- ⑪ STAINLESS THINIC CORNER BLOCK
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**Building Elevations**  
1/16" = 1'-0"

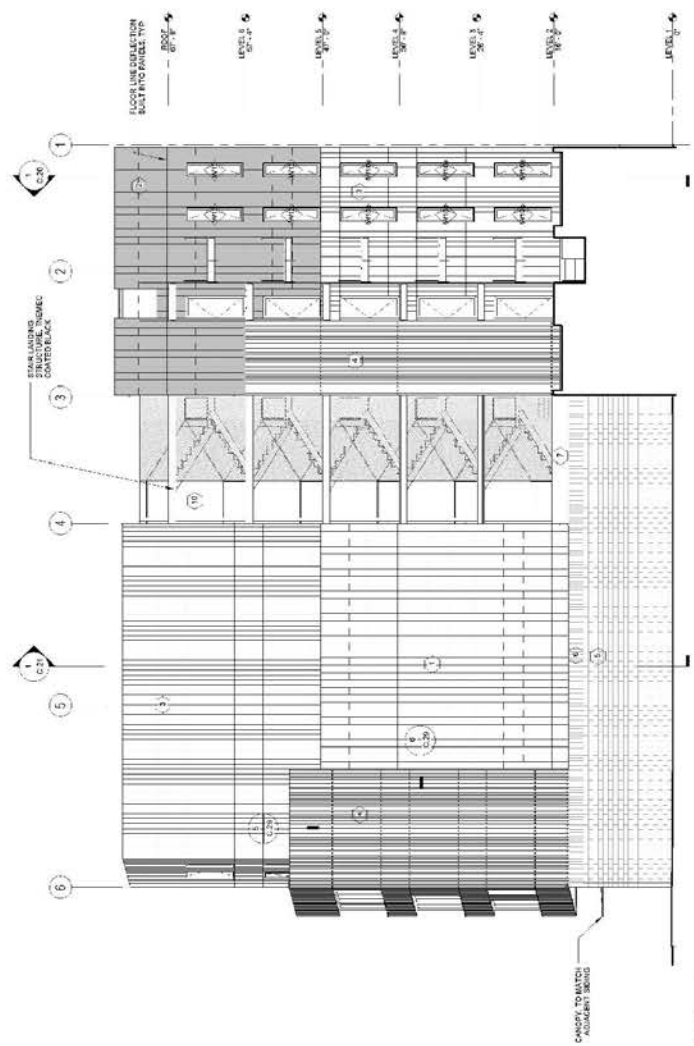
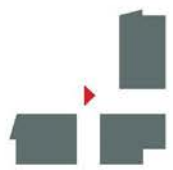


West Elevation

**MATERIAL LEGEND**

- 1 FLAT LOCK METAL PANEL, CLEAR FINISH TO MATCH ADJACENT SIDING
- 2 FLAT LOCK METAL PANEL, DARK ANODIZED ALUMINUM AND COATING TO MATCH OUTSIDE SIDING FINISH
- 3 FLAT LOCK METAL PANEL, DARK ANODIZED ALUMINUM AND COATING TO MATCH OUTSIDE SIDING FINISH
- 4 BOARD ON BLUES WESTERN RED CEDAR SHINGLES TO MATCH OUTSIDE SIDING FINISH
- 5 GROUND FACE MEMORIZED GRU
- 6 GROUND FACE REINFORCED CONCRETE
- 7 THERM-COATED STEEL, BLACK FINISH TO MATCH ADJACENT SIDING
- 8 THERM-COATED STEEL, BLACK FINISH TO MATCH ADJACENT SIDING
- 9 THERM-COATED STEEL, BLACK FINISH TO MATCH ADJACENT SIDING
- 10 THERM-COATED STEEL, BLACK FINISH TO MATCH ADJACENT SIDING
- 11 STAINLESS STEEL CABLE MESH

**Building Elevations**  
1/16" = 1'-0"



Courtyard - North Elevation

**MATERIAL LEGEND**

- 1 FLAT LOCK METAL PANEL, CLEAR ANODIZED FINISH TO MATCH EXTERIOR SMOOTH FINISH
- 2 FLAT LOCK METAL PANEL, DEEP POWDER COAT TO MATCH TRIMMED COATED STEEL BLACK
- 3 FLAT LOCK METAL PANEL, CLEAR ANODIZED FINISH TO MATCH EXTERIOR SMOOTH FINISH
- 4 BOMBED METAL PANEL, CLEAR ANODIZED FINISH TO MATCH EXTERIOR SMOOTH FINISH
- 5 GROUND FLOOR REINFORCED CMU
- 6 GROUND FLOOR REINFORCED CMU 45-200(R)2
- 7 TRIMMED COATED STEEL, BLACK ANODIZED FINISH TO MATCH EXTERIOR SMOOTH FINISH
- 8 TRIMMED METAL, DEEP POWDER COAT TO MATCH TRIMMED COATED STEEL BLACK
- 9 GARAGE DOOR, POWDER COAT TO MATCH TRIMMED COATED STEEL BLACK
- 10 STAINLESS STEEL CHAIR MESH