

STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION - DENIAL

CASE FILE: LU 20-210547 DZM AD
PC # 20-198057
3000 SE Powell
REVIEW BY: Design Commission
WHEN: January 7, 2021, 1:30pm
REMOTE ACCESS: Design Commission Agenda:
<https://www.portland.gov/bds/design-commission>

Due to the City's Emergency Response to COVID19, this land use hearing will be limited to remote participation via Zoom. Please refer to the instructions included with this notice to observe and participate remotely.

Bureau of Development Services Staff: Grace Jeffreys 503-865-6521 /
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GENERAL INFORMATION

Applicant: Mark Schmidt, Holst Architecture
123 NE 3rd Ave, Ste310, Portland OR 97232
mschmidt@holstarc.com , 503.233.9856

Owner: Patrick Rhea, Home Forward
135 SW Ash St, Portland OR 97204

Other: Masaye Hoshide, Portland Housing Bureau
421 SW 6th Ave #500, Portland OR 97204

Site Address: 3000 SE POWELL BLVD

Legal Description: BLOCK 14 LOT 2-4 TL 2200, WAVERLEIGH HTS; TL 1700 1.32 ACRES, SECTION 12 1S 1E; BLOCK 14 W 40' OF LOT 18 LOT 19, WAVERLEIGH HTS; BLOCK 14 LOT 5-7&18 TL 2202, WAVERLEIGH HTS

Tax Account No.: R885301950, R991120330, R991120330, R885302160, R885301980

State ID No.: 1S1E12CA 02200, 1S1E12CA 01700, 1S1E12CA 01700, 1S1E12CA 02201, 1S1E12CA 02202

Quarter Section: 3433

Neighborhood: Creston-Kenilworth, contact Joe Hovey at ckna.landchair@gmail.com

Business District: Greater Brooklyn, contact at greaterbrooklynba@gmail.com

District Coalition: Southeast Uplift, contact Leah Fisher at 503-232-0010 x313

Plan District:	None
Other Designations:	None
Zoning:	CM2d (MU-C) - Commercial/Mixed Use 2 with Design Overlay (Mixed Use – Civic Corridor) CE (MU-C) - Commercial Employment (Mixed Use – Civic Corridor) R2.5 - Residential 2,500
Case Type:	DZM AD , Design Review (DZ) with Modifications (M) and Adjustments (AD)
Procedure:	Type III , with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

Applicant seeks **Design Review** approval for a proposed new four-story multi-family dwelling structure of approximately 137,200 square feet. The large site (86,061 SF) has three street frontages, SE Powell, SE 30th and SE 31st, and three different base zones (CM2d, CE and R2.5). The building program consists of 206 affordable housing units and 28 surface parking spaces. Ground floor uses include lofted housing units, building lobby, property management offices, and residential and community amenity spaces. The project also proposes a new multi-use path connecting SE 30th Avenue through the site to SE 31st Avenue and revisions to the right-of-way at SE 30th off SE Powell. Additional reviews are also requested:

The following **Modification** is requested:

- **Modification #1:** *Setbacks 33.130.215.C.1.* To allow an increase in the maximum setback standard from SE 30th from 74'-6" to 63'-5".

The following **Adjustments** are requested:

- **Adjustment #1:** *Maximum Building Height in the CE Zone 33.130.210.* To allow an increase in the building height in the part of the building that spans the CE zone at the south from 45' to 60'.
- **Adjustment #2:** *Loading Standards 33.266.310.* To not provide the required Standard A loading space on site (to be in the ROW at 30th Ave).
- **Adjustment #3:** *Parking Lot Landscaping 33.266.130.G.* To not provide all of the required 5' of L2 landscaping at the south parking adjacent to the new Multi-Use Path Right-of Way.

Design Review is required for new development in a design overlay zone (Portland Zoning Code 33.420.041). Modifications and Adjustment are required because the applicant is requesting to not meet the Portland Zoning Code standards indicated above.

Relevant Approval Criteria:

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

- *Community Design Guidelines (Design Review)*
- *33.805.040, Approval criteria (Adjustment Reviews)*
- *33.825.040, Modifications Considered During Design Review (Modification Review)*

ANALYSIS

Site and Vicinity: The project area is bound by SE Powell Boulevard to the north, partially bound by SE 30th Avenue to the west and SE 31st Avenue to the east and bound by residential zoned areas to the south. The large, 1.97 acres (86,061 SF) site is zoned with three different zones:

- Northern part of the site: CM2d (MU-C) - Commercial/Mixed Use 2 with Design Overlay (Mixed Use – Civic Corridor)
- Middle of site: CE (MU-C) - Commercial Employment (Mixed Use – Civic Corridor)
- Southern part of the site: R2.5 - Residential 2,500

The site is located in the Inner Neighborhood Pattern Area. The character of the areas surrounding the site include:

- To the south, southwest and southeast of the site, the area is generally residential in use, with varied forms, density and vintage.
- To the north, northwest and northeast along the busy SE Powell traffic corridor, the area is generally commercial in nature.

The City's Transportation System Plan for this area is as follows:

- None of the site is in a Pedestrian District.
- SE Powell Blvd is considered a State Highway. It is classified as a Major City Traffic Street, Major Transit Priority Street, City Bikeway and a City Walkway. It is also considered a Civic Corridor.
- SE 30th Ave is classified as a Local Service Street for all modes.
- SE 31st Ave is classified as a Local Service Street for all modes.

Zoning:

The northern part of the site zoned CM2d: The Commercial/Mixed Use 2 (CM2) zone is a medium-scale zone intended for sites in a variety of centers, along corridors, and in other mixed-use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

The middle of the site zoned CE: The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets. This zone is generally not appropriate in designated centers, except on a site that is currently developed in an auto-oriented manner and where more urban development is not yet economically feasible. The zone allows a mix of commercial uses, including auto-accommodating development and drive-through facilities, as well as some light manufacturing and distribution uses that have few off-site impacts. The emphasis of this zone is on commercial and employment uses, but residential uses are also allowed. Buildings in this zone will generally be up to four stories tall. This zone is intended to allow for development with auto-accommodating configurations, while also including pedestrian-oriented design features that support transit and pedestrian access.

The southern part of the site zoned R2.5: The Residential 2,500 (R2.5) single-dwelling zone is intended to preserve land for housing and to provide housing opportunities for individual households. The zone implements the comprehensive plan policies and designations for single-dwelling housing. The minimum density for new lots in this zone is 1 unit per 5,000 square feet and the maximum density is based on lot size and street configuration. Both detached and attached single dwellings are allowed. Minimum lot size for both types of development is 1,600 square feet with minimum front lot line of 30 feet and minimum depth of 40 feet. There is no required minimum lot width or front lot line for lots that are developed with structures that meet certain additional development standards related to design.

The northern part of the site ONLY, zoned CM2d: 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: There are prior land use decisions on record for these properties, however, the existing building has been recently demolished. The following folders may be of interest:

- IQ 17-136528. Street Vacation, Complete
- CO 18-125012 Commercial Building Permit to demolish existing building.
- CU 95-012497 (LUR 95-00586) SUBMIT PLAN FOR LANDSCAPING & SAFETY REVIEW AS REQUIRED BY 92-132 CU (CU 92-009251). Approval of the landscape plan (Exhibit C.1), and Safety Plan (Exhibit C.2).
- CU 92-009251 (LUR 92-00132) 2 BUILDINGS, 2 STORIES CONTAINING 58 UNITS, MOVED FROM ODD FELLOWS SITE.
- LU 75-003496 (CU 097-75) 4,300 CUBIC YARD LANDFILL, CU 097-75 APPROVAL FOR TWO YEARS ON THE FOLLOWING CONDITIONS: 1. A 6' HIGH SIGHT OBSCURING FENCE BE CONSTRUCTED ALONG THE N PROPERTY LINE OF THE E 10' OF LOT 18 AND LOTS 6 AND 7 BLK 14 WAVERLEIGH., 2. ONLY EARTH AND CONCRETE DEBRIS BE USED AS FILL MATERIALS 3. THAT all other types of metal and wood debris be removed from the fill and 4. That the applicant obtain a grading permit as required by that the applicant comply with any conditions imposed by the City Engineer, particularly, with reference to the sewer line that traverses the property. Waive 14-day waiting period.
- LU 69-029883 (VZ 089-69) TO REDUCE THE WEST FRONT YARD, SE 30TH AVE FROM THE REQUIRED 10' TO ZERO IN ORDER TO ENLARGE THE EXISTING RESTAURANT.

Agency Review: A “Notice of Proposal in Your Neighborhood” was posted online on **December 4, 2020**, and a *Revised* “Notice of Proposal in Your Neighborhood” was posted and mailed on **December 14, 2020**.

The following Bureaus responded with issues or concerns:

- The Bureau of Environmental Services responded on December 18, 2020 providing the following direction (Please see Exhibit E-1 for additional details).

BES does not recommend approval of the design review application at this time due to outstanding information related to public improvements and the proposed private stormwater management system. Although there are no BES-specific approval criteria, required stormwater facilities can affect the design and layout of the site, therefore the applicant should account for them through this review.

BDS Staff Note: Because BES does not yet recommend approval for this design review, this staff report recommends denial.

- The Bureau of Transportation Engineering has not provided a response to the Public Notice, however, they responded to the Request for Response on November 6, 2020 with the following direction (Please see Exhibit E-2 for additional details).

The following items are not needed for completeness, but as a reminder of previous PBOT requirements that must be completed prior to PBOT recommending approval of the land use review.”

- *The applicant must receive approval of 30% public works concept plans that include SE Powell sidewalk reconstruction to 12-ft with a scoring pattern amended through a Public Works Alternative Review for a 5.5-6-1.5 configuration, SE 30th improvements, and the Multi-Use Path that falls within dedicated right-of-way as amended through a Public Works Alternative Review.*
 - *The applicant must receive preliminary approval of an access permit from ODOT.*
 - *The applicant must receive approval of an additional Public Works Alternative Review for the final design of improvements to SE 30th including preliminary approval from ODOT. (PBOT will forward to ODOT the alternative review).*
 - *Any Driveway Design Exceptions (DDE) must be approved prior to land use approval.*
- The Oregon Department of Transportation (ODOT) provided the following response on December 12, 2020 (Exhibit E7).

This is to acknowledge that the Preliminary/Advanced Construction Plans for your State Highway Approach, requested on November 30, 2020, were received on November 30, 2020. The Department will review your submittals and will inform you about the next steps in the development of your highway approach.

The following Bureaus responded with no issue or concerns:

- Water Bureau
- Fire Bureau (Exhibit E3)
- Bureau of Parks-Forestry (Exhibit E4)
- Site Development Section of BDS (Exhibit E5)
- Life Safety Section of BDS (Exhibit E6)

- Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **December 14, 2020**. Three written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.
- Linda Suzuki, December 15, 2020, wrote with concerns about adding additional multi-family housing to the area and about the number of parking spaces (Exhibit F1).
 - Judy Alley, December 15, 2020, wrote with concerns about the adjustment to landscape requirements (Exhibit F2).
 - Nate Silverman, December 18, 2020, also wrote with concerns about the adjustment to landscape requirements (Exhibit F3).

Staff Response:

- Parking and Use. *The purview of this design review includes elements of the project that relate to the approval criteria, in this case, the Community Design Guidelines, 33.825.040 Modifications That Will Better Meet Design Review Requirements (Modification Review), and 33.805.040, Other approval criteria (Adjustment Reviews). Parking requirements and Use allowances (such as multi-family housing) in the Zoning Code are established in a legislative process with review and approval by the Planning and Sustainability Commission (PSC) and City Council. Concerns regarding these, or other development regulations, should therefore be directed to the PSC or Bureau of Planning and Sustainability Staff (BPS)*
- Landscape Adjustment. *With regard to the landscape adjustment request, due to the location of zoning lines, the zoning code requires parking lot landscaping to occur in the middle of the parking area, so the adjustment request is to not provide these landscape areas. All required landscaping will be provided around the perimeter of the parking area.*

Procedural History:

1. A Pre-Application Conference was held on 12.28.18, EA 18-258375 PC (Exhibit G5)
2. A second Pre-Application conference, for a larger site, was held 3.18.20, EA 20-116589 PC (Exhibit G6).
3. The first Design Advice Request (DAR) meeting was held on 5.31.19, EA 19-143851 DAR (Exhibit G6).
4. A second Design Advice Request meeting was held on 7.25.19, EA 19-143851 DAR, (Exhibit G7).
5. A third Design Advice Request meeting, for a larger site, was held on 6.11.20 (written), EA 20-116599 DAR (Exhibit G8).

From the **Executive Summary** for EA 20-116599 DAR.

- **Context.** *The large-scaled massing moves, along with quality materials and texture will provide an appropriate scaled, dynamic road-side character along SE Powell Blvd. With further articulation of the facades, weather protection and more activation focused on the most public frontages, the proposal will be a catalyst that will enhance the sense of place and establish a new more urban context.*
 - **Public Realm.** *The new Multi-use path (MUP) and the positive outdoor spaces created by the dynamic massing are strong moves, however, the project's response to the Public Realm guidelines is still a work in progress and needs more attention and careful studies.*
 - **Quality and Permanence.** *The use of brick enhances the opportunity to create variety and texture along the long facades of the building. Further development of brick detailing at junctions created by massing moves will be important.*
6. The application for this design review was submitted on November 2, 2020 and was determined to be complete on November 16, 2020 (Exhibit G1).
 7. An Incomplete letter was sent on November 6, 2020 (Exhibit G3). The Issues to Consider are listed below, in italics, with their responses:
 - *More activity is needed on 30th along with spill out to activate the multi modal path.” To better activate the ground floor adjacent to the multi-use path, the building program has been reorganized in response to the coordinating use.*
 - *If the purpose of the MUP is to celebrate a new connection between Powell and the neighborhood, the ends should be more conspicuous to invite the public to use it. The design of the MUP has changed considerably at the 30th Ave terminus, and there is a clearer designation of pedestrian activity separate and protected from vehicular activity. Additionally, both the north and south termini will have specially painted surfaces to clearly highlight and celebrate the entry and terminus to the MUP.*
 - *While the mass of the building is well sculpted, additional articulation is needed on the two long facades to break them down further. The current proposal uses texture, the detailing of the two materials, and shifting of windows to create more visual interest along the longer facades.*
 - *Further detailing of fiber cement is needed. Proposal has been revised to emphasize stratification of materials and texture, thus creating a clearer connection to patterns of erosion.*
 - *Further detailing of brick is needed. Requested details have been provided, however the overall conceptual diagram has been revised to better emphasis patterns of erosion. Please reference details on C.18-C.22.*

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 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. Additionally, the findings have been organized under three tenets, "Context", "Public Realm", and "Quality and Permanence".

CONTEXT

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.

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.

Findings for P1 and D7: This proposal meets these guidelines in the following ways:

- SE Powell is a busy traffic street and a unique commercial corridor with various architectural styles and building types. No strong coherent theme or tradition stands out – the historic buildings within the vicinity do not point to one significant historical period of time for this neighborhood. Therefore, the building response is to create context, rather than to respond to it. Form, massing, and materials act to create a cohesive building that responds to site, light, and building program, rather than aesthetics of neighboring structures. Rather than looking to the past for inspiration, the design sets a new precedent for modern materials and modern form, which creates a new context for future development to respond to.
- In response to the busy vehicular commercial corridor of SE Powell at the north end of the site and the quieter residential area at the south end of the site, the

site design is intended to create a more pedestrian friendly context by adding the new Multi-use Path (MUP), by using landscape to enhance these areas, and by strategically placing active uses on the corners of SE Powell, the new entry courtyard, and along the MUP to the west at SE 30th.

- This project also responds to its context by articulating the massing on all four building elevations. Rather than creating large walls that run the length of each frontage, the massing is broken up and carved out to reduce the visual impact and create a playfulness of form rather than a stark and imposing one.

These guidelines are therefore met.

PUBLIC REALM

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.

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

Findings for E1 and E2: This proposal meets these guidelines in the following ways:

- The desire for a pedestrian-friendly experience and connectivity within the neighborhood are major factors in driving the design of this project. SE 30th is currently a dead-end “street” used for parking of the neighboring business, with no connection to SE Francis or SE 31st to the south. This project addresses the site’s landlocked nature by creating a new pedestrian/bike path (the MUP) that extends along SE 30th at the western edge of the property then transitions the path eastward to SE 31st at the eastern edge of the property.
- The pedestrian experience along Powell is also being addressed by the entry plaza on the northern edge of the site. This public plaza is located adjacent to the sidewalk as an area for gathering, seating/waiting, and engaging the public.
- The new public entry plaza along Powell mentioned above, as well as the widening of the sidewalk along SE 30th, provide extensions of the sidewalks and public spaces that are not just building articulations but rather special pedestrian amenities.
- The northern terminus of the Multi-Use path at SE Powell incorporates seating (one bench, shown on Exhibit C.45) as a zone of pausing and reflecting before engaging with the bustling nature of Powell Blvd. Shade trees also keep people protected from the elements along the northern entry plaza and newly provided pedestrian corridor at the multi-use path.
- The middle of the multi-use path widens into a curve to allow for differing velocities of pedestrian travel at the transition from the north-south direction to the east-west direction. The topography slopes away at that transition zone to the west allowing for view corridors into downtown Portland.
- The southern terminus of the Multi-Use path at SE 31st incorporates trees and landscaping, as well as painted paving.

These guidelines are therefore 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.

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.

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 for E3, E4 and E5: This proposal meets these guidelines in the following ways:

- The massing of the building is carved and broken up through all levels of the building facade to create visual interest along the façades, especially at the ground plane. The design of the front entry plaza in particular is intended to create a sense of enclosure and visual interest by the specialty material choices and subtle curving façade details.
- Pedestrian circulation is provided throughout the full perimeter of the building, and is emphasized along the very public frontages on Powell Blvd and the multi-use path at 30th Ave. The northernmost corners, the most public locations, is where the most active uses have been located. The building responds to the primary convergence at the corner of Powell Blvd and 30th Ave by providing entry into the most public component of the building: the community room. The second focus is then on the primary entry of the building at the entry plaza along Powell Blvd.
- Weather protection is provided over the north and south main entry doors, the locations of the highest traffic, which will also add emphasis at building entries. Additional canopies that are integrated into the building façade are proposed at the northeast and northwest corner conditions, which contribute to the larger composition and will add a vertical emphasis for entry wayfinding.
- Shade trees along the multi-use path will create a protection buffer from the summer heat as well as tame the winds along the pathway.

These guidelines are therefore met.

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

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

Findings for D1 and D3: This proposal meets these guidelines in the following ways:

- Outdoor areas are designed to serve both the residents and the public. The SE 30th Ave multi-use path creates connectivity to the neighborhood to the south and will be a respite within the busy and congested SE Powell Blvd. area, while the public plaza at the northern edge of the site engages the main entry of the building with the energy of Powell Blvd. To the south, a large private courtyard provides residents ample outdoor amenity space including a resident garden, a play area and sport court, and outdoor cooking and dining areas. These spaces are all interconnected via the circulation pathways around the building.
- The landscaping around the entire project has been conceived and developed to support the overall site design. The outdoor areas, buffers, and points of entry create different characteristics on the site that create visual interest, shade and enclosure for pedestrian spaces.

- Landscape features include new street trees along frontages, a highly landscaped public plaza along Powell Blvd, and landscaping buffers along the east and west side yards that also reinforce the multi-use path to the west.

These guidelines are therefore met.

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

Findings: This proposal meets this guideline in the following ways:

- The entry to the building is located along SE Powell, off an entry plaza that is geared towards the pedestrian experience. The entry plaza is created by a deep carving of the façade to provide a natural sense of wayfinding. Landscaping at the public plaza reinforces the opening by softening the experience and drawing pedestrians in by path of least resistance.

This guideline is therefore met.

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.

Findings: This proposal meets this guideline in the following ways:

- Parking for the building is located to the south of the site and away from the busy civic corridor of Powell Blvd. Perimeter landscaping provides screening and softening between the surface parking area and the adjacent residential and commercial uses.

This guideline is therefore 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: This proposal meets this guideline in the following ways:

- Throughout the site, transparency of materials and configuration of massing is employed to create spaces that engage with their surroundings. The building has glazing on all sides and the building is designed with “eyes on the street” – glazing on the ground floor at the most active corners to observe and protect passage into the building as well as have a connection to what’s going on in the entry plaza. Exterior lighting and visibility from residential units above will provide additional security to the outdoor residential amenity spaces as well as the parking area.

This guideline is therefore met.

QUALITY AND PERMANENCE

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: This proposal meets this guideline in the following ways:

- The project is designed to be long-lasting and visually interesting, using the following cladding materials:

- Primary ground floor materials are various brick veneer patterns and bonds creating layered textures and key moments of material transition (Exhibit C24).
- Primary upper floor materials are of 5/8" thick painted fiber cement board panels with 2 primary profiles (Exhibit C25). The profile and the locations of the break line varies along the facade.
- Composite metal panels are used at infill locations (Exhibit C25).
- Commercial grade aluminum storefronts are proposed for the glazing at the most public spaces (Exhibit C25).
- Commercial grade vinyl windows are proposed at the units (Exhibit C26).

These products are long-lasting and, through proper detailing, product applications and standard maintenance procedures, can serve the building for many years.

- The proposed building's massing along each façade is broken down into visually separate and distinct volumes. The massing breaks horizontally to emphasize the ground floor experience, and vertically at key moments of building entry to create an arrival experience. Further details at the ground floor create a visually compelling narrative for pedestrian activity with curving brick facades which according to the applicants speak to the larger design concept of natural erosion of a mass from the dynamic forces of circulation currents through the neighborhood.

This guideline is therefore met.

(1) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following one (1) **Modification** is requested:

Modification #1: Setbacks (33.130.215.C.1). To allow an increase in the maximum setback standard from SE 30th from 74'-6" to 63'-5".

Purpose Statement: The required building setbacks promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape. The setback requirements for areas that abut residential zones promote commercial/mixed use development that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: Unless otherwise specified, the maximum a building can be set back from a street lot line is 10 feet, except on Civic Corridors shown on Map 130-1, where the maximum set back is 20 feet. At least 50 percent of the length of the ground level

street-facing facade of the building must meet the maximum setback standard. According to Table 130-2, for the CM2 zone, the maximum setback along a street lot line is 10 feet.

A. Better meets design guidelines. The resulting development will better meet the applicable design guidelines; and

Findings: This modification will better meet the guidelines as follows:

- This modification is requested to the allowed maximum setback standard from a street lot line, and is necessary for the following reasons:
 - A street lot line occurs along 30th Ave. with a façade length of 149'-0". Per requirements, at least 50% of the façade must meet the designated setback requirements. For this façade that length is required to be 74'-6". This project is proposing reducing the length from 74'-6" to 63'-5", for a total difference of 11'-1.
 - An important feature of the design is to break down the long facades along the east and west elevations of the building. Due to the site orientation, the building naturally forms elongated elevations. One of the ways the building is breaking down the mass is by inflecting the façade inward to create a varied visual sightline, as well as a landscape buffer for the new multi-use path along 30th Ave.
- The proposal will better meet the guidelines *P1 Plan Area Character, D7 Blending into the Neighborhood and D8 Interest, Quality, and Composition* by allowing for variation in the building's articulation to occur at an increased depth, reducing the impact of the longer elevation facing west and better enhancing the context. Additionally, the proposal allows for more flexibility of circulation at the confluence of the proposed Multi-Use Path and SE 30th Ave.

This criterion is met.

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

Findings: This modification will be consistent with the purpose of the standard as follows:

- The purpose of the standard is to "*promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape.*" The proposal reinforces the pedestrian orientation through the use of the Multi-Use path, and therefore the building responds by allowing that circulation to impact the physical articulation of the building. Where the MUP terminus occurs, the building is stepped back to allow for that circulation energy to resonate and be celebrated.

This criterion is met.

These modification approval criteria are therefore met.

(2) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended

purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following three (3) **Adjustments** are requested:

Adjustment #1, Maximum Building Height the CE Zone (33.130.210). The building sits on a site with split zoning, CM2 and CE. Per table 130-2, maximum building height for CM2 is 45' with additional bonuses for a total of 60'. Per table 130-3, the bonus height for CE zone is limited to 45' maximum.

The modified building height would allow for overall continuity and coherency of design. The CE zone is currently bifurcated by a BES sewer easement running east to west along the site creating a barrier to the building footprint.

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

Findings: The purpose of the regulation is to create a consistent scale of structure in the CE zone. In this case, the CE zone is abutted by the CM2 zone to the north, and R2.5 zone to the south. In lieu of creating a building mass that encroaches visually on the R2.5 zone to the south, the proposed design would provide an overall cohesive building form by consolidating the mass of the building towards the CM2 zone and away from the R2.5 zone to the south.

This approval criterion is met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: The proposed building is located in two zones, a CM2d and a CE zone. The area of the proposed adjustment is within the CE zone part of the site. The design is consistent with the classifications of adjacent streets and character of the area by providing a continuity of form with the component of the proposal located in the CM2 zone and the overall Civic Corridor plan designation (MU-C).

This approval criterion is met.

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

Findings: The purpose of the CE base zone description is: "The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets."

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. As noted above, the proposal

remains consistent with the medium scale of the base zone and emphasizing the civic corridor by providing continuity of building mass towards Powell Blvd.

This approval criterion is met.

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

Findings: There are no city-designated scenic or historic resources on this site. This criterion does not apply.

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

Findings: The impact is the higher building mass in the CE zone, which is mitigated by the lack of building mass in the R zone, therefore reducing impacts on adjacent residential zones.

This approval criterion is met.

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

Findings: This site is not within an environmental zone. This criterion does not apply.

These Adjustment approval criteria are therefore met.

Adjustment #2, Loading Standard 33.266.310. To not provide the required Standard A loading space on site (to be in the ROW at 30th Ave).

Loading must comply with the setback and perimeter landscaping standards stated in Table 266-8. When parking areas are prohibited or not allowed between a building and a street, loading areas are also prohibited or not allowed.

Table 266-8 states the setback for a loading space at a lot line abutting a street is 5' with L2 landscaping, or 10' with L1 landscaping.

This project proposes providing a Standard A loading space (10'x35') in the ROW at 30th Ave. Please reference forthcoming PBOT alternative review for proposed dead end street at 30th Ave with vehicular turnaround allowing for forward in forward out access.

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

Findings: The purpose of the regulation is to create a minimum number of loading spaces for larger uses and development where the regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation function of the abutting right of way.

The proposal builds on a pattern of use on the site where loading currently occurs along 30th Ave for adjacent properties. Additionally, the proposal has set out to mitigate the impact loading would have on the adjacent neighborhood.

Building on the feedback received through community response and neighborhood contact, the adjacent neighborhoods have voiced concerns over traffic impact on residential side streets. A primary way to respond to this is to create a standard loading area that does not require access from 31st Ave, and thus consolidates this proposed activity along 30th Ave where the use has precedent.

This approval criterion is met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: The proposed design remains consistent with the classifications of adjacent streets and character of the area by providing loading at a designated location away from the residential zone, and within current operating use.

This approval criterion is met.

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

Findings: The purpose of the Base zone description purpose: “The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets.”

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. The purpose of the proposal is to remain consistent with activity along Powell Blvd and Civic Corridor patterns of use. The alternative to the proposal – providing loading at the rear parking area - would be a detriment to the surrounding neighborhoods by moving undesired activity through residential streets.

This approval criterion is met.

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

Findings: The site is not considered a City designated scenic resource; therefore, this criterion will not apply.

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

Findings: As the proposed adjustment equally or better meets the intent of the regulation, there are no negative externalities that necessitate mitigation.

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

Findings: This site is not within an environmental zone. This criterion does not apply.

These Adjustment approval criteria are therefore met.

Adjustment #3, Parking Lot Landscaping 33.266.130.G. To not provide all of the required 5’ of L2 landscaping at the south parking adjacent to the new Multi-Use Path Right-of Way.

Adjustment requested for section 33.266.130.G.2, to provide surface parking in lieu of landscape buffer at lot line:

Perimeter landscaping required where surface parking areas abut a lot line.

5’ of L2 required for CE zone where lot line abuts a street per Table 266-5.

This project proposes providing surface parking at a portion of lot line that abuts public ROW. The multi-use pathway provided opposite the lot line includes 5’ of L2 where it abuts the R2.5 zoned lot to the south, meeting the intent of the code by buffering the parking area from the adjacent property.

The parking aisle that abuts the lot line meets the exception 33.266.130.G.2.b(1) for shared parking aisles that straddle a lot line.

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

Findings: In order to provide access to the site, a new proposed right of way is being dedicated at the southern terminus of the Multi Use Path and SE 31st Ave. This new dedicated right of way will also allow for vehicular access to the CE zone where it would otherwise overlap the R2.5 zone and not be allowed per zoning regulations. Due to the perimeter extents of the R2.5 zone, and the requirement that the right of way must encompass the extent of the remaining R2.5 zone where the activity is to occur, the proposed right of way thus overlaps the parking configuration.

The perimeter of the parking area is landscaped per L2 standards as shown on C.29. The southern edge of the Multi Use path additionally provides the L2 buffer to the R2.5 zone to the south. Therefore, the intent of the of the criteria is met.

This approval criterion is met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: The proposed design remains consistent with the classifications of adjacent streets and character of the area by providing L2 landscaping at the perimeter of the parking area.

This approval criterion is met.

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

Findings: Base zone description purpose: “The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets.”

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. As stated for this adjustment specifically, there is no impact from the approval of this adjustment that would affect the base zone purpose.

This approval criterion is met.

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

Findings: There are no city-designated scenic or historic resources on this site. This criterion does not apply.

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

Findings: As the proposed adjustment equally or better meets the intent of the regulation, there are no negative externalities that necessitate mitigation.

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

Findings: This site is not within an environmental zone. This criterion does not apply.

These Adjustment approval criteria are therefore 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 proposal meets the applicable design guidelines, Modification criteria, and Adjustment criteria; however because BES does not yet support the proposal and because PBOT has not yet indicated their support, the proposal does not yet warrant approval as BES and PBOT requirements may have a substantive impact on the overall design.

TENTATIVE STAFF RECOMMENDATION

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

At this time, Staff recommends denial of this proposal.

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Procedural Information. The application for this land use review was submitted on **November 2, 2020** and was determined to be complete on **November 16, 2020**.

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 November 2, 2020.

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 A6. Unless further extended by the applicant, **the 120 days will expire on: November 16, 2021**

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. Any new written testimony should be emailed to **Grace Jeffreys** at Grace.Jeffreys@PortlandOregon.gov. If you cannot email comments and must mail comments via USPS mail, your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

Please note regarding USPS mail: If you choose to mail written testimony via USPS, due to the Covid-19 Emergency, USPS mail is only received a couple times a week, and testimony must be received before the close of the record. Therefore, please mail testimony well in advance of the hearing date.

If you are interested in viewing information in the file, please contact the planner listed on this decision. The planner can provide information over the phone or via email. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. A digital copy of the Portland Zoning Code is available on the internet at <http://www.portlandoregon.gov/zoningcode>.

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. 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 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.**

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 website: <https://www.portlandoregon.gov/bds/article/411635>. 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 Chairperson 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 will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **a decision of approval has been rendered** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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

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

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

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).

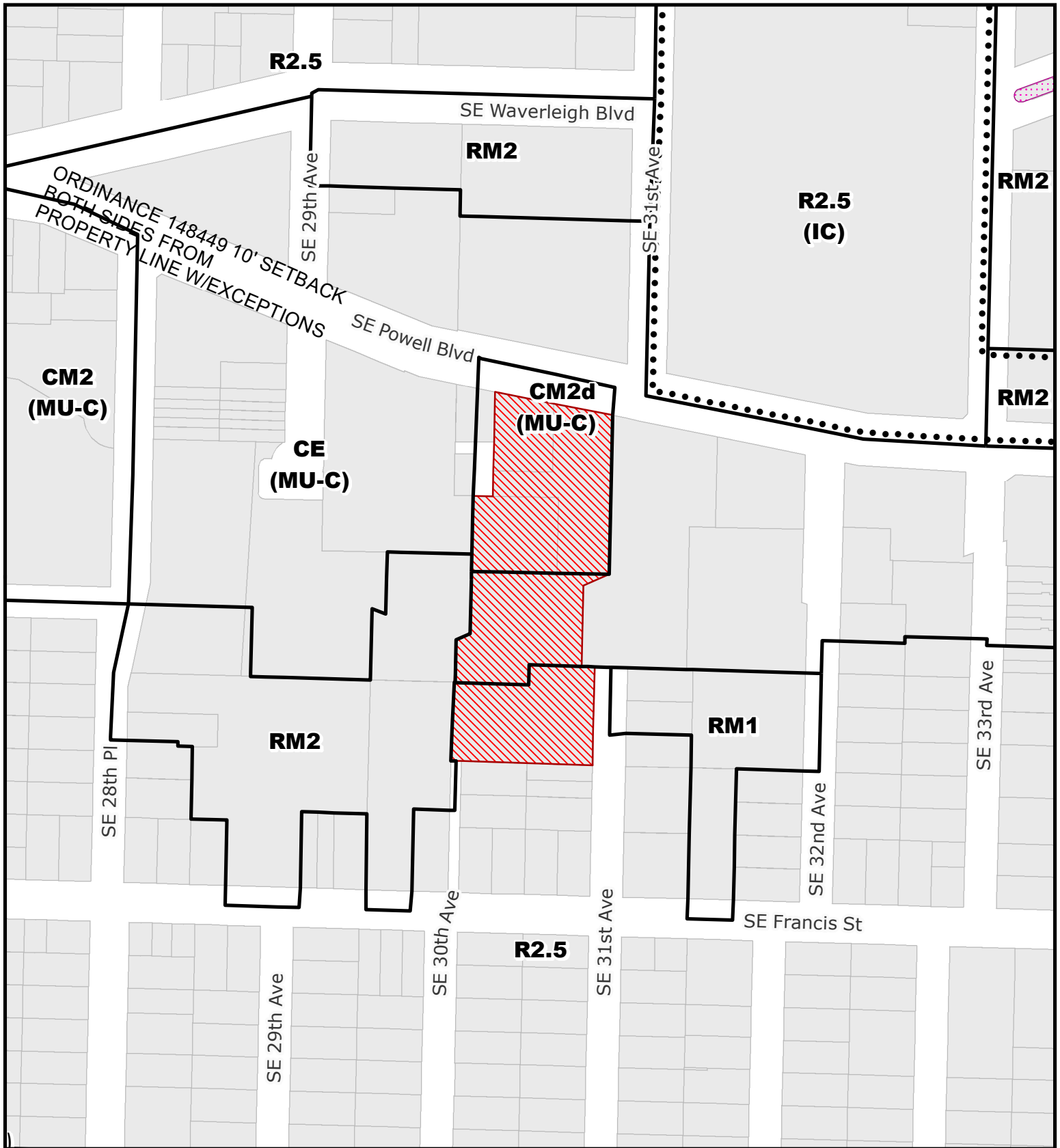
Grace Jeffreys
December 23, 2020

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
1. Narrative
 2. Neighborhood Contact
 3. PHB Letter
 4. Drawings
 5. Storm Water Report
 6. 120-day waiver
 7. Narrative, rev 20.11.16
 8. Drawings, rev 20.11.16

- 9. Stormwater- Private, 20.11.16
- 10. Stormwater- Public, 20.11.16
- 11. Drawings, rev 20.12.14
- 12. Narrative, rev 20.12.14
- 13. Narrative, rev 20.12.21
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. TITLE SHEET
 - 2. TABLE OF CONTENT
 - 3. ZONING AND PROGRAM SUMMARY
 - 4. SITE PLAN (attached)
 - 5. FLOOR PLANS
 - 6. FLOOR PLANS
 - 7. FLOOR PLANS
 - 8. ROOF PLANS
 - 9. ELEVATIONS (attached)
 - 10. ELEVATIONS (attached)
 - 11. ELEVATIONS (attached)
 - 12. ELEVATIONS
 - 13. ELEVATIONS B&W
 - 14. ELEVATIONS B&W
 - 15. ELEVATIONS B&W
 - 16. ELEVATIONS B&W
 - 17. BUILDING SECTIONS
 - 18. ENLARGED ENTRY DRAWINGS
 - 19. ENLARGED ENTRY DRAWINGS
 - 20. ENLARGED ENTRY DRAWINGS
 - 21. BUILDING DETAILS
 - 22. BUILDING DETAILS
 - 23. BUILDING DETAILS
 - 24. MATERIAL CUTSHEETS
 - 25. MATERIAL CUTSHEETS
 - 26. MATERIAL CUTSHEETS
 - 27. LANDSCAPE PLANS
 - 28. LANDSCAPE PLANS
 - 29. LANDSCAPE PLANS
 - 30. LANDSCAPE PLANTING PALETTE
 - 31. LANDSCAPE PLANTING PALETTE
 - 32. LANDSCAPE PLANTING PALETTE
 - 33. LANDSCAPE PLANTING PALETTE
 - 34. LANDSCAPE SECTIONS
 - 35. LANDSCAPE SECTIONS
 - 36. LANDSCAPE SECTIONS
 - 37. LANDSCAPE SECTIONS
 - 38. LANDSCAPE SECTIONS
 - 39. LANDSCAPE SECTIONS
 - 40. LANDSCAPE SECTIONS
 - 41. LANDSCAPE SECTIONS
 - 42. LANDSCAPE SECTIONS
 - 43. LANDSCAPE SECTIONS
 - 44. LANDSCAPE SECTIONS
 - 45. SITE FURNISHINGS PLAN AND CUTSHEETS
 - 46. SITE FURNISHINGS PLAN AND CUTSHEETS
 - 47. SITE FURNISHINGS PLAN AND CUTSHEETS
 - 48. SITE FURNISHINGS PLAN AND CUTSHEETS

- 49. SITE FURNISHINGS PLAN AND CUTSHEETS
- 50. SITE FURNISHINGS PLAN AND CUTSHEETS
- 51. OUTDOOR LIGHTING PLAN
- 52. LIGHTING CUTSHEETS
- 53. LIGHTING CUTSHEETS
- 54. LIGHTING CUTSHEETS
- 55. CIVIL EXISTING CONDITIONS
- 56. UTILITY PLAN
- 57. GRADING PLAN
- 58. PUBLIC SEWER EASEMENT PLAN
- 59. Appendix (Pages APP 1-40)
- 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 (revised)
 - 6. Mailing list
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review (RFC)
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Bureau of Parks, Forestry Division
 - 6. Site Development Review Section of BDS
- F. Letters
 - 1. name, date of letter, content summary
 - 2. name, date of letter, content summary
 - 1. Linda Suzuki, December 15, 2020, wrote with concerns about adding additional multi-family housing to the area and parking.
 - 2. Judy Alley, December 15, 2020, wrote with concerns about the adjustment to landscape requirements.
 - 3. Nate Silverman, December 18, 2020, wrote with concerns about the adjustment to landscape requirements.
- G. Other
 - 1. Original LUR Application, 11.2.20
 - 2. Request for Completeness, 11.3.20
 - 3. Incomplete Letter, 11.6.20
 - 4. Pre-Application Summary, EA 20-116589, Pre-Application Summary, EA 18-258375 PC, 12.28.18
 - 5. Pre-Application Summary, EA 20-116589 PC, 3.18.20
 - 6. DAR #1 Summary Memo, EA 19-143851 DAR, 5.31.19
 - 7. DAR #2 Summary Memo, EA 19-143851 DAR, 7.25.19
 - 8. DAR #3 Summary Memo, EA 20-116599 DAR, 6.11.20 (written)



ZONING

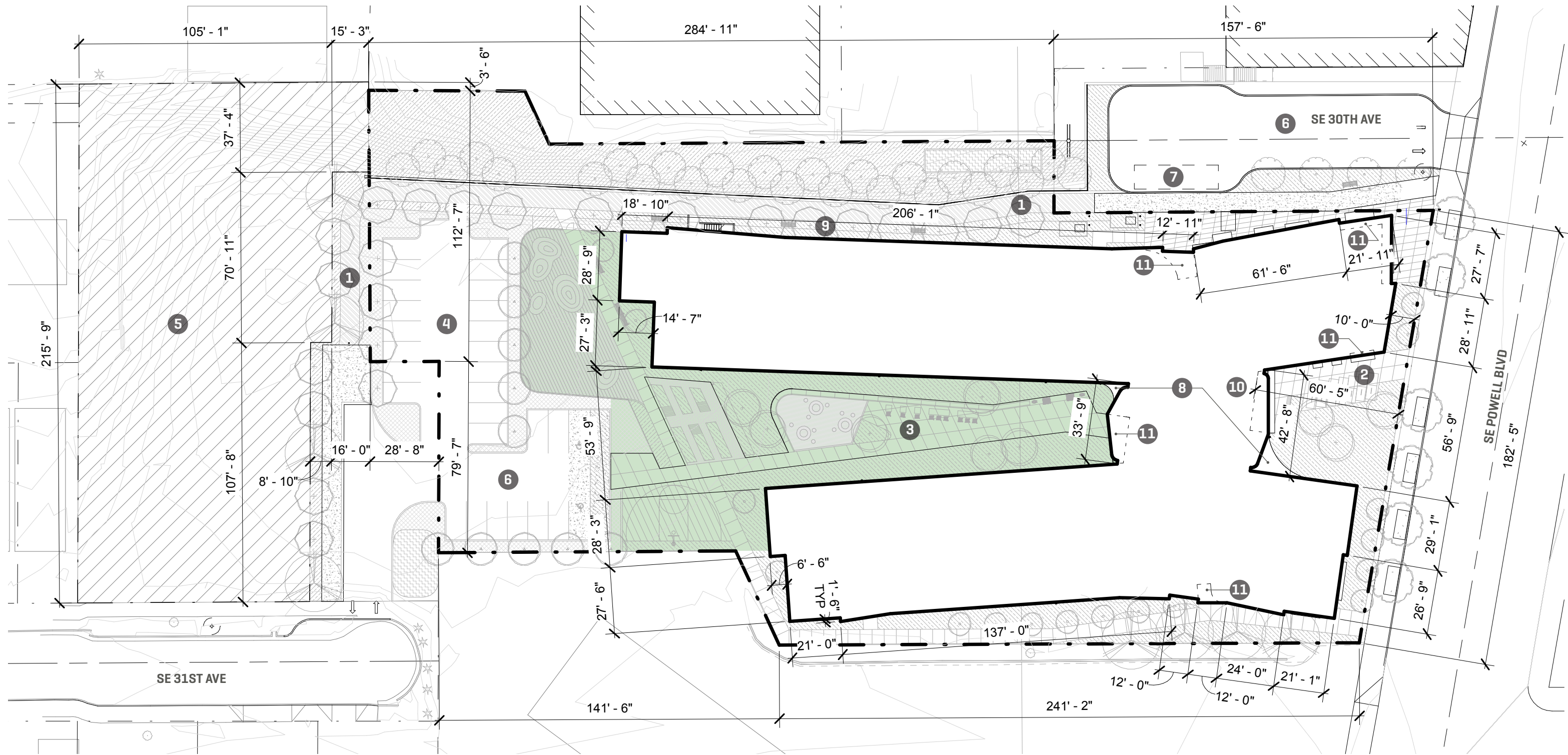


Site



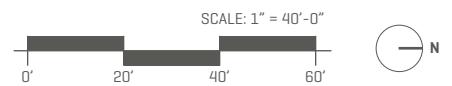
Also Owned Parcels

File No.	LU 20-210547 DZM AD
1/4 Section	3433
Scale	1 inch = 200 feet
State ID	1S1E12CA 2201
Exhibit	B Dec 11, 2020



- 1** MULTI-USE PATH
- 2** PUBLIC PLAZA
- 3** COURTYARD
- 4** PARKING: 29 SPACES
- 5** FUTURE RESIDENTIAL DEVELOPMENT, NOT IN PROJECT
- 6** FIRE ACCESS ROAD
- 7** TYPE 'A' LOADING SPACE
- 8** ROOF BELOW
- 9** 5' MIN LANDSCAPE BUFFER AT GROUND FLOOR RESIDENTIAL WINDOWS
- 10** TRANSIT STREET ENTRY
- 11** SECONDARY ENTRIES

OUTDOOR AREA
 · REQUIRED: 48 SF/UNIT @ 206 UNITS = 9,888 SF
 · PROVIDED: 14,084 SF



Top of Parapet
58' - 2"

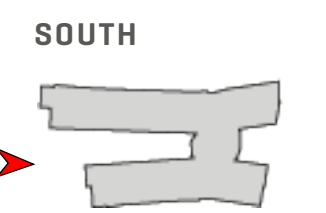
Top of Storefront
12' - 0"

Ground Floor
0' - 0"

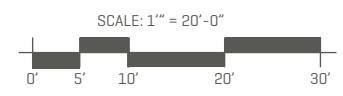
Top of Parapet
58' - 2"

Top of Storefront
12' - 0"

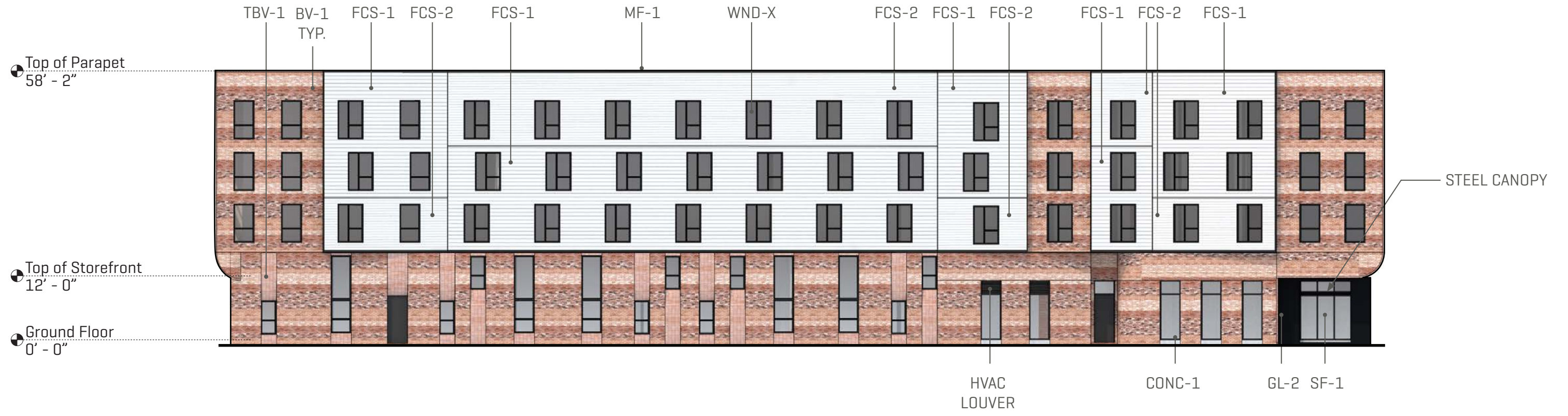
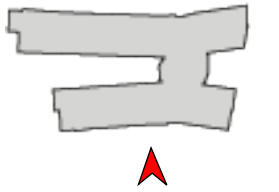
Ground Floor
0' - 0"



LEGEND		
BV-1 TYP.	Brick Veneer - Running Bond Strata Brick	SF-1 Aluminum Storefront
BV-2	Brick Veneer - Stacked Bond	GL-2 Back Painted Glass
TBV-1	Thin Brick Veneer - Stacked Bond	WND-X Commercial Vinyl Window
FCS-1	Fiber Cement Siding - Channel	MF-1 Metal Flashing Parapet Cap - Black
FCS-2	Fiber Cement Siding - Lap	MF-2 Metal Flashing Parapet Cap - Rose
		Conc-1 Concrete Base

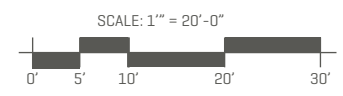
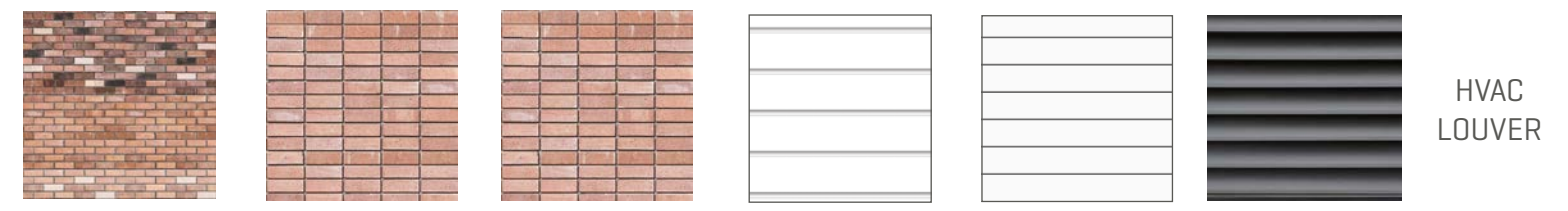


EAST



LEGEND

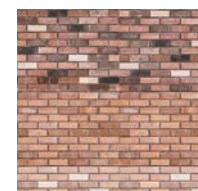
BV-1 TYP.	Brick Veneer - Running Bond Strata Brick	SF-1	Aluminum Storefront
BV-2	Brick Veneer - Stacked Bond	GL-2	Back Painted Glass
TBV-1	Thin Brick Veneer - Stacked Bond	WND-X	Commercial Vinyl Window
FCS-1	Fiber Cement Siding - Channel	MF-1	Metal Flashing Parapet Cap - Black
FCS-2	Fiber Cement Siding - Lap	MF-2	Metal Flashing Parapet Cap - Rose
		CONC-1	Concrete Base



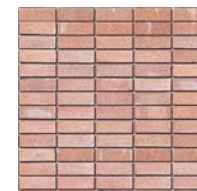


LEGEND

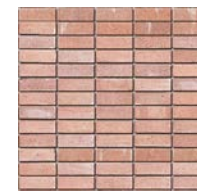
BV-1 TYP.	Brick Veneer - Running Bond Strata Brick	SF-1	Aluminum Storefront
BV-2	Brick Veneer - Stacked Bond	GL-2	Back Painted Glass
TBV-1	Thin Brick Veneer - Stacked Bond	WND-X	Commercial Vinyl Window
FCS-1	Fiber Cement Siding - Channel	MF-1	Metal Flashing Parapet Cap - Black
FCS-2	Fiber Cement Siding - Lap	MF-2	Metal Flashing Parapet Cap - Rose
		Conc-1	Concrete Base



BV-1 TYP.



BV-2



TBV-1



FCS-1



FCS-2

