IN THE CITY COUNCIL OF THE CITY
OF
PORTLAND OREGON

IN THE MATTER OF AN APPEAL
BY STEVE PINGER REPRESENTING THE NORTHWEST DISTRICT ASSOCIATION OF
A PROPOSED NEW FIVE-STORY MIXED-USE BUILDING AT 1137 NW 23RD AVENUE
IN THE NORTHWEST PLAN DISTRICT

LU 20-123610 DZM

FINDINGS AND CONCLUSIONS

ADOPTED BY THE CITY COUNCIL ON
JULY 21, 2021

(DENIAL of the Appeal)

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PORTLAND, OREGON

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FINDINGS AND CONCLUSIONS

The findings and conclusions of the City Council in this matter are set forth below.

GENERAL INFORMATION

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland OR 97209 (503) 548-2332 www.gbdarchitects.com
Representative/ Owner	Seth Garey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver WA 98661
Site Address:	**1137 NW 23RD AVE**
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Other Designations:	None
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below

grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.
- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

PROCEDURAL HISTORY

- **Approval Criteria**
  For the purposes of this review, the approval criteria are those that were in effect at the time of the Project's application (February 26, 2020).

- **Land Use Application: Submitted on February 26, 2020**:
  The application was deemed complete on August 20, 2020. A hearing was scheduled for October 15, 2020 - 56 days after being deemed complete. On September 30, 2020, the applicant requested that the hearing date be postponed, and on March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021. On March 29, 2021, a Revised Notice of Proposal in Your Neighborhood was mailed for the rescheduled hearing date of May 6, 2021.

- **Design Commission Hearing: May 6, 2021**
  The Design Commission approved the Proposal.

- **Appeal Form Submitted: June 4, 2021:**
  Submitted by the Northwest District Association – represented by Steve Pinger.

- **Notice mailed for July 14, 2021 City Council Hearing: June 10, 2021.**

- **City Council Appeal Hearing #1: July 14, 2021.**

The City Council held a de novo public hearing. The hearing was in the form of a virtual meeting due to COVID 19, consistent with the governor's Executive Order 20-16. The record placed before the Council included https://efiles.portlandoregon.gov/record/14398402 in addition to the testimony on July 14. The City Council closed the public record on July 14, 2021 at the close of the public hearing and directed the applicant and City staff to return to the City Council on July 21, 2021 for adoption of the Final Findings and Decision.

- **City Council: July 21, 2021.**
  City Council unanimously adopted the Final Findings and Decision rejecting the appeal and upholding the Design Commission decision.

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Land Use History: City records do not indicate any relevant prior land use reviews.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS staff response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Staff has incorporated relevant elements from this response into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy

details. The recesses comply with the two-foot depth requirement for façade articulation.

- *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

  On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

- *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.*

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*

- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS staff response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

BDS staff response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

   BDS staff response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

   BDS staff response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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 within the Northwest Plan District, the applicable approval criteria are listed in *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.

*The City Council 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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

Appendix J, Urban Character: District-wide Considerations While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.

Council finds that the proposal responds to these "district-wide considerations" in several important ways. They encourage new buildings that are taller than four stories to incorporate step backs to the upper stories to both contribute to a more consistent streetscape and to maintain neighborhood scale. These considerations include flexible terms like "should" and "contribute" to "a more consistent" streetscape and neighborhood scale and clearly allow the City the discretion to apply these terms to all or some of the "upper stories." These considerations also do not mandate any particular step back distance if step backs are proposed as part of a design solution.

The appellant has argued that the *Appendix J, Urban Character: District-wide Considerations* is the guideline and requires the Design Commission and the City Council to mandate a step back along NW 23rd Avenue, at a greater distance than has been proposed. The Council rejects this interpretation that *Appendix J, Urban Character: District-wide Considerations* is the guideline. The Guideline here is **P1. Plan Area Character** which asks to **"**Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions". This guideline then refences *Appendix J* for direction on the "desired characteristics and traditions" within the Northwest District Plan.

Additionally, *Appendix J, Urban Character: District-wide Considerations* are only one aspect of the of the "desired characteristics and traditions" for this site within

the Northwest District Plan. These are general districtwide considerations, and the three *Appendix J, Urban Character Area: Streetcar Main Streets* sections (below) which contain considerations more specific to this location.

The guidelines are intended to be flexible, offering optionality in how to address the overall direction of the guideline. In this case, the objective of *Appendix J, Urban Character: District-wide Considerations* is to respond to general neighborhood context and scale through design treatments of the entire building and upper stories that reflect the scale of surrounding uses. We reject the idea that a single element of a design proposal can be isolated from the context of the remaining architectural features. Instead, it is the totality of the design and how successfully it responds to the subject guideline that is central to our design review. Council concurs with the Design Commission that the proposal successfully meets *Appendix J, Urban Character: District-wide Considerations* in at least the following ways.

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct “blocks” to reflect the district’s pattern of partial block massing. These three “blocks” are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- This predominant brick clad building with split-block massing and storefront windows with canopy protection and outdoor dining options reflects the “district’s architectural scale and its fine-grain pattern of development.”
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character. This highly active ground floor with upper story residences continues the "historic use patterns of the district" and contributes to a “more consistent streetscape”.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor. The upper fifth floor along the east frontage does not incorporate a step back but instead incorporates a four-story datum to maintain “a more consistent streetscape and neighborhood scale”. Council finds that this four-story datum and five story height along NW 23rd is consistent with the pattern in the area, appropriate for this location, and maintains consistent scale with the 6-story Good Samaritan building frontage directly across NW 23rd from the proposed project.
- Locating the massing east on the site towards both the commercial area of NW 23rd and the hospital is a successful response to the guideline and allows the project to shift mass away from the smaller-scaled residential area to the west.

Council finds that these measures, taken together, successfully respond to and are consistent with Guideline P.1. Council therefore specifically rejects the Appellant's argument that the guideline imposes an implied but mandatory step back of some distance along NW 23rd Avenue or that a step back on all upper stories is the only way to meet this guideline. The project has proposed a myriad of architectural features that together demonstrate that the project "contributes to a more consistent streetscape and helps maintain neighborhood scale". Lastly, Council finds that Appendix J, cited by the Appellant, is an excerpt from the Northwest District Plan, Amended Design Guidelines and is not itself a Community Design Guideline but is instead a reference document for the area's "Desired Characteristics and Traditions". The Community Design Guideline P1 contains a reference to the "area's desired characteristics and traditions" and notes that one can review the appendices for background on those characteristics and traditions.

Appendix J, Urban Character Area: Streetcar Main Streets: Architecture: Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

Appendix J, Urban Character Area: Streetcar Main Streets: Urban Pattern: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between

this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.

- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

Appendix J, Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

This guideline is met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

  Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.

- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.

- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.

- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small, landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.

- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.

- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e.,

internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.
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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.
- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.
- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

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

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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.
- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.
- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.
- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will

provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

  On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

  The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal

openings further transition to individual punched openings on the west façade.

At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

After the staff report was published on April 26, 2021, the applicant provided new information and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations (See Exhibits C53-C55)

Stucco Alternative Option: This alternative option is to replace metal panels with synthetic stucco in some locations, including along the parapets and in minor recessed locations on the three street frontages. The synthetic stucco has a textured plaster finish which wraps corners, with ½ inch x ½ inch recessed joints. With this finish, the joints can be spaced further apart than the proposed metal panels, so there would be fewer joints. This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use of this material as a minor cladding material on the street frontages in these locations also meets the guidelines.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

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

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b). Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood*.

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall

is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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.

CITY COUNCIL DECISION

The Council's role is to review the applicant's proposal to determine whether it meets the relevant design guidelines. As described in the findings above, Council finds that the proposed mixed-use development meets the relevant approval criteria.

It is the decision of the City Council to uphold the Design Commission's decision of approval for the proposed five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Approval is for the original proposal, Exhibits C1-52, and the alternate proposal, as depicted in Exhibits C53-C55.

City Council approves the following four (4) Modifications:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Approvals per Exhibits C.1-C.55, signed, stamped, and dated May 16, 2021, and, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 20-123610 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

APPEAL INFORMATION

Appeals to the Land Use Board of Appeals (LUBA)
This is the City's final decision on this matter. It may be appealed to the Oregon Land Use Board of Appeals (LUBA), within 21 days of the date of the decision, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have submitted written testimony during the comment period or this land use review. You may call LUBA at 1 (503) 373-1265 for further information on filing an appeal.

EXHIBITS

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21
   21. Revised sheets C10 and APP3, 3/22/21
   22. Revised 4.15.21 - Drawings
   23. Revised 4.15.21 – Overview
   24. Revised 4.15.21 – Zoning Diagrams
   25. Response to NWDA's Comments
B. Zoning Map (attached)
C. Plan & Drawings
   1. Cover page
   2. Site Plan (attached)
   3. Existing Conditions Plan
   4. Utility Plan
   5. Basement Floor Plan
   6. Ground Floor Plan
   7. Second Floor Plan
   8. Third -Fourth Floor Plan
   9. Fifth Floor Plan
   10. Roof Plan
   11. Setback Dimension Plan; 2nd Floor Dimension Plan
   12. Landscape Materials Plan
   13. Landscape Planting Plan
   14. Fifth Floor Terraces; Balconies Dimension Plan
   15. Exterior Lighting Plan
   16. East-West Building Section
   17. East-West Building Section
   18. North-South Building Section
   19. North-South Building Section

20. Elevation – South (color)
21. Elevation – South (bw)
22. Elevation – East (color)
23. Elevation – East (bw)
24. Elevation – North (color)
25. Elevation – North (bw)
26. Elevation – West (color)
27. Elevation – West (bw)
28. Elevation – West at Setback (bw)
29. Elevation – West at Stepdown Plane
30. Exterior Details - South
31. Exterior Details - South
32. Exterior Details - South
33. Exterior Details – East
34. Exterior Details – East
35. Exterior Details - East
36. Exterior Details - East
37. Exterior Details - North
38. Exterior Details - North
39. Exterior Details – West
40. Exterior Details - West
41. Exterior Details – Canopy Plans
42. Exterior Details – Canopy Plans
43. Building Materials
44. Cutsheets – Roof Mechanical
45. Cutsheets – Roof Mechanical
46. Cutsheets - Doors
47. Cutsheets - Glazing
48. Cutsheets - Vents
49. Cutsheets – Garage Doors
50. Cutsheets – Guardrail
51. Bike Parking Plan
52. Bike Parking Enlarged Plans
53. Cutsheets for Metal Panels and Synthetic Stucco Finish
54. Revised elevations with metal panel joints
55. Revised elevations with Synthetic stucco alternative

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

E. Agency Responses:
1. Bureau of Environmental Services
2a. Bureau of Transportation Engineering and Development Review, Bike Mod
2b. Bureau of Transportation Engineering and Development Review, General
3. Water Bureau
4. Fire Bureau
5. Site Development Section of Bureau of Development Services
6. Bureau of Parks, Forestry Division
7. Life Safety Section of Bureau of Development Services

F. Letters
1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.
4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
1. Original LUR Application
2. Incomplete letter, 5/4/20
3. 180-day reminder notice, 8/14/20

H. Design Commission Exhibits

(Evidence received before the Design Commission hearing on May 6, 2021)

1. Staff report April 26, 2021
2. Revised Staff Report, April 29, 2021
3. Staff memo to the Commission, April 29, 2021
4. Guideline Matrix, April 29, 2021
5. Dennis Harper letter, April 30, 2021, wrote with concerns about lack of upper level step back.

(Evidence received at the Design Commission hearing on May 6, 2021)

6. NWDA, May 6, 2021, wrote with concerns about lack of upper level step back.
7. Staff presentation, May 6, 2021
8. Testifiers Sheet, May 6, 2010

I. Appeal, City Council Exhibits

(Evidence received before the City Council appeal hearing on July 14, 2021)

1. Final Findings, sent May 21, 2021
2. Mailing list of Final Findings, sent May 22, 2021
3. Appeal Statement and Appeal Form, June 4, 2021
4. Waiver form
5. Approved Waiver letter
6. Mailed Notice of Appeal, sent June 10, 2021
7. Notice of Appeal Mailing list, sent June 10, 2021
8. CE John letter representing applicant, July 8, 2021

(Evidence received at the City Council appeal hearing on July 14, 2021)

9. Staff Presentation to City Council, July 14, 2021
10. Appellant Presentation to City Council, July 14, 2021
11. Applicant Presentation to City Council, July 14, 2021

LU 20-123610 DZM – Consider appeal of the NW District Neighborhood Association against the Design Commission's decision to approve with conditions a proposed new five-story mixed-use building at 1137 NW 23rd Ave in the Northwest Plan District

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300 Portland, OR 97209
Representative / Owner:	Seth Garey, CE John Properties 71 LLC 1701 SE Columbia River Dr Vancouver, WA 98661
Appellant	Steve Pinger Northwest District Association 2257 NW Raleigh St Portland, OR 97210
Site Address:	1137 NW 23rd Ave
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Zoning:	CM2 (MU-U)d, m; Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	DZM, Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria

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

- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

Procedural History

- Approval Criteria
  For the purposes of this review, the approval criteria are those that were in effect at the time of the Project's application (February 26, 2020).

- Land Use Application: Submitted on February 26, 2020:
  The application was deemed complete on August 20, 2020. A hearing was scheduled for October 15, 2020 - 56 days after being deemed complete. On September 30, 2020, the applicant requested that the hearing date be postponed, and on March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021. On March 29, 2021, a Revised Notice of Proposal in Your Neighborhood was mailed for the rescheduled hearing date of May 6, 2021.

- Design Commission Hearing: May 6, 2021
  The Design Commission approved the Proposal.

- Appeal Form Submitted: June 4, 2021:
  Submitted by the Northwest District Association – represented by Steve Pinger.

- Notice mailed for July 14, 2021 City Council Hearing: June 10, 2021.
- City Council Appeal Hearing #1: July 14, 2021.
  The City Council held a de novo public hearing. The hearing was in the form of a virtual meeting due to COVID 19, consistent with the governor's Executive Order 20-16. The record placed before the Council included https://efiles.portlandoregon.gov/record/14398402 in addition to the testimony on July 14. The City Council closed the public record on July 14, 2021 at the close of the public hearing and directed the applicant and City staff to return to the City Council on July 21, 2021 for adoption of the Final Findings and Decision.

- City Council: July 21, 2021.
  City Council unanimously adopted the Final Findings and Decision rejecting the appeal and upholding the Design Commission decision.

Decision

The Council's role is to review the applicant's proposal to determine whether it meets the relevant design guidelines. As described in the findings above, Council finds that the proposed mixed-use development meets the relevant approval criteria.

Based on evidence in the record and adoption of the Council's Findings and Decision in Case File LU 20-123610 DZM and by this reference made a part of this Order, it is the decision of the City Council to uphold the Design Commission's decision of approval for the proposed five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Approval is for the original proposal, Exhibits C1-52, and the alternate proposal, as depicted in Exhibits C53-C55.

City Council approves the following four (4) Modifications:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.

4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Approvals per Exhibits C.1-C.55, signed, stamped, and dated May 16, 2021, and, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 20-123610 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

IT IS SO ORDERED:

07/27/21

Date

Mayor Ted Wheeler

Presiding Officer at Hearing of

July 21, 2021

9:30 a.m. Session

Richard Dobrot
GBD Architects Incorporated
1120 NW Couch St, Suite 300
Portland, OR 97209

Seth Garey
CE John Properties 71 LLC
1701 SE Columbia River Dr
Vancouver, WA 98661

Bureau of Development Services
Case File Grace Jeffreys
1900 SW 4th Ave #5000
Portland OR 97201

Bureau of Development Services
Hearings Clerk
1900 SW 4th Ave #5000
Portland OR 97201

Emailed: Grace Jeffreys, Lauren King, Linly Rees, BDS Hearings Clerks, Hearings Office Clerks, Doug Morgan, Kurt Krueger, Dawn Krantz, Robert Haley, Dawn Uchiyama,

LU 20-123610 DZM
Order of Council mailed:
07/27/2021

Iain MacKenzie
915 SE 35th Ave, Apt 207
Portland, OR 97214

John Czarnecki
831 NW 24th AVE
Portland, OR 97210

Christe White
111 SW Columbia St, Ste 700
Portland, OR 97201

Steve Pinger
NW District Association
2257 NW Raleigh St
Portland, OR 97210

PORTLAND CITY AUDITOR
Council Clerk & Contracts

July 27, 2021

Richard Dobrot
GBD Architects Incorporated
1120 NW Couch St, Suite 300
Portland, OR 97209

Seth Garey
CE John Properties 71 LLC
1701 SE Columbia River Dr
Vancouver, WA 98661

LU 20-123610 DZM – Consider appeal of the NW District Neighborhood Association against the Design Commission's decision to approve with conditions a proposed new five-story mixed-use building at 1137 NW 23rd Ave in the Northwest Plan District

Dear Applicant:
Enclosed is a copy of the Order of Council on LU 20-123610 DZM. This Order must be recorded with the Multnomah County Recorder within 10 days of receipt of this letter.

1. Please send a check for $96.00 made payable to the Multnomah County Recorder, indicating the file number on your check.
2. **Mail Check To**: The City of Portland, Office of the City Auditor, 1221 SW 4th Ave. Room 130, Portland, OR 97204-1900

City Council's decision is the final review process available through the City. You may appeal this decision to the Oregon Land Use Board of Appeals (LUBA) by filing a Notice of Intent to Appeal with LUBA within 21 days of the date of decision, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have appeared orally or in writing during the City's proceedings on this land review. LUBA's address is: DSL Building, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283. You may call LUBA at 1-503-373-1265 or visit LUBA's website (www.oregon.gov/LUBA) for further information on filing an appeal.

Yours sincerely,
Mary Hull Caballero
Auditor of the City of Portland
By: Keelan McClymont
Keelan McClymont, Council Clerk

Encl.

PORTLAND CITY AUDITOR
Council Clerk & Contracts

Notice of Final Decision

TO: All Interested Persons
DATE: July 27, 2021

LU 20-123610 DZM – Consider appeal of the NW District Neighborhood Association against the Design Commission's decision to approve with conditions a proposed new five-story mixed-use building at 1137 NW 23rd Ave in the Northwest Plan District

Enclosed is a copy of the Order of Council on LU 20-123610 DZM, denying the appeal, upholding the decision of the Design Commission, and adopting the findings. If you wish to obtain a copy of the City Council's findings and decision, please contact the Council Clerk by email at councilclerk@portlandoregon.gov or at (503) 823-4082.

City Council's decision is the final review process available through the City. You may appeal this decision to the Oregon Land Use Board of Appeals (LUBA) by filing a Notice of Intent to Appeal with the Board within 21 days of the date of decision, as specified in the Oregon Revised Statute (ORS) 197.830. Among other things, ORS 197.830 requires that a petitioner at LUBA must have appeared orally or in writing during the City's proceedings on this land review. The Board's address is: DSL Building, 775 Summer Street NE, Suite 330, Salem, OR 97301-1283. You may call the Land Use Board of Appeals at 1-503-373-1265 or visit LUBA's website (www.oregon.gov/LUBA) for further information on filing an appeal.

Yours sincerely,
Mary Hull Caballero
Auditor of the City of Portland
By: Keelan McClymont

Keelan McClymont, Council Clerk

Encl.

Office of the City Auditor
City of Portland
1221 SW 4th Ave., Rm 130, Portland, OR 97204
(503) 823-4082

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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

MEMORANDUM

COMMISSIONERS' ASSISTANTS BRIEFING ON QUASI-JUDICIAL CASES

DATE June 30, 2021

TO: **Commissioners' Assistants and City Attorney**

FROM: **Grace Jeffreys, Design Review**
grace.jeffreys@portlandoregon.gov | (503) 823-6521

RE: City Council hearing appeal of LU 20-123610 DZM –
NW 23rd and Marshall Apartments

Hearing Date: July 14, 2021 at 2:00 PM

Briefing Date: July 2, 2021 at 3:00 PM

---

1. **Application:** Type III Design Review with Modifications for a new five-story mixed-use building in the Northwest Plan District. Proposal includes:
   - 74 apartment units on four floors above approximately 10,000 sf of ground level retail. Proposal will meet Affordable Housing requirements. Below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street.
   - Modifications to bike parking, transit street main entrance, setback landscaping and vehicle parking standards were also requested.
   - Design Review is required for new development per Section 33.420.041. Modifications are required for development standards that cannot be met.
2. **Staff Findings and Recommendation:** Staff recommended approval with conditions.
3. **Review Body Decision and Findings:** The Design Commission approved the requested land use review. A copy of the Design Commission's decision is attached.
4. **Applicant/Appellant**
   - **Applicant**. Richard Dobrot | GBD Architects
   - **Appellant**. Steve Pinger representing the NW District Neighborhood Association.

5. **Nature of Opposition.** The decision of the Design Commission was appealed for the following reasons. (Language *in italics* is directly quoted from the appellant's appeal statement.)

   - Step back at the street facades – *The Staff Report Finding for Community Design Guideline P1. Plan Area Character, P1.1 Urban Character: District-wide Considerations does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline.*

6. **Specific Council Decision Being Requested.** The appellant is requesting that the approval be denied by the Council.

7. **Pertinent Land Use and History**

   - Base zone of the site is Commercial/Mixed Use 2 (CM2)
   - Overlays are Design (d) and Centers Main Street (m).
   - Site is located in the Northwest Plan District.
   - Property bounded by three street frontages on the south, east, and north (NW Marshall, NW 23rd, and NW Northrup), and residential zoning to the west.

9. **Approval Criteria.** The proposal must meet the approval criteria identified in Title 33 (Portland Zoning Code), including:

   - Community Design Guidelines
   - Zoning Code Section 33.825.040 for Modifications Through Design Review

10. **Pertinent Issues and Facts**

    - Project was submitted on February 26, 2020 and deemed complete on August 20, 2020.
    - The first Design Commission hearing was scheduled within 56 days from the completeness date for October 15, 2020 but was then postponed by applicant. Upon signing an extension to the review period, a new hearing date was subsequently scheduled and held with the Design Commission on May 6, 2021.
    - At the Design Commission hearing on May 6, 2021, the Design Commission approved the proposal.
    - There was some public interest and participation, and staff received 7 written comments in opposition of the project. Primary concern focused on lack of setback at the upper (fifth) story. Additional comments not related to the approval criteria were also submitted.
    - The following findings and facts relevant to the appeal item, a lack of setback at the upper (fifth) story, include:

- Community Design Guideline (CDG) P1, Plan Area Character asks proposals to incorporate site and building design features that respond to the "area's *"desired characteristics and traditions."* (CGD, page 15). Appendix J: Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions lists numerous of these desired characteristics, one of which is that *"New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale."* (CGD, Appendix J page 198).
- This proposal is five stories and is within the height limit allowed by the Zoning Code. To keep the higher massing away from the residential area to the west, the upper (5th) story was pushed east towards NW 23rd. To meet this guideline and respond to the area's desired characteristics and traditions, other design elements besides stepping the fifth story back, were used to address the neighborhood scale:
    - The building height is stepped down to four stories on the west side towards the residential area, resulting in making a significant portion (almost a third) of the north and south street elevations four stories tall.
    - The five-story eastern building façade facing NW 23rd is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. Two two-foot deep façade recesses help to further break up the elevation.
    - Parapet and cornice details and a 6-inch step back to the upper (fifth) floor were added to further respond to the desired four-story building height datum.
- The Community Design Guidelines are intended to be flexible and location appropriate, and examples provided are intended to be explanations, rather than recommended solutions: *"The design review process is flexible to encourage designs that are innovative and are appropriate for a specific location….Each guideline is followed by a list of examples of … ways to meet the guidelines … provided to stimulate the search for a design that meets both the guidelines and the developer's needs; they function as explanations of the guideline and are not intended to be used as the recommended solutions."* (CGD page 7).
- Because this building will be located along the densest area of NW 23rd, faces the streetcar line as well as the six-story Good Samaritan building across the street, and most of the massing has appropriately been set to the east along NW 23rd and therefore away from the smaller-scaled residential zoned area to the west, the Commission considered the five-story massing facing NW 23rd appropriate for this proposal and location.

11. Legal Parameters

- The applicant has signed a full 120-day waiver for this review. The 120-day clock will expire on August 20, 2021.
- This appeal hearing is an evidentiary hearing, and new evidence can be submitted to the City Council.

14. Alternatives Facing Council

- Deny the appeal and uphold the Design Commission's decision of approval with conditions.
- Deny the appeal but modify the Design Commission's decision of approval with conditions and instruct the applicant to revise the design and return to Council at a future date.
- Grant the appeal, thereby overturning the Design Commission's decision to approve with conditions. In this case, the project would be denied.

City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds

Type III Decision Appeal Form

LU Number: LU20-123610DZM

FOR INTAKE, STAFF USE ONLY

Date/Time Received 6/4/21 @8:00am

Received By Mary B

Appeal Deadline Date 6/4/21 @4:30pm

☐ Entered in Appeal Log

☐ Notice to Auditor

☐ Notice to Dev. Review

☒ Action Attached Copy of LU Decision & Meeting Minutes from Neighbohood Meeting of 6/3/21

Fee Amount $5,250

☐ Y ☐ N Fee Waived (Pending - The waiver was submitted concurrently)

Bill # 4833048

☐ Y ☒ N Unincorporated MC

APPELLANT: Complete all sections below. Please print legibly.

PROPOSAL SITE ADDRESS 1137 NW 23RD AVE DEADLINE OF APPEAL June 4 2021

Name NW District Association, by Steve Pinger

Address City State/Zip Code

Day Phone 503 807 3601 Email steve@sspdev.com Fax

Interest in proposal (applicant, neighbor, etc.) Neighborhood Association

Identify the specific approval criteria at the source of the appeal:

Zoning Code Section 33. 825 . 055

Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____

Describe how the proposal does or does not meet the specific approval criteria identified above or how the City erred procedurally:

Staff Report Finding for Community Design Guideline P1. Plan Area Character, P1.1 Urban Character: District-wide Considerations does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline. The Finding for this guideline is in err, the guideline is not met.

Appellant's Name [signature] ☐ I acknowledge this typed name as my signature

FILE THE APPEAL - Submit the following:

- ☒ This completed appeal form
- ☒ A copy of the Type III Decision being appealed
- ☒ An appeal fee as follows:
  - ☐ Appeal fee as stated in the Decision, payable to City of Portland
  - ☒ Fee waiver for Civic Life Recognized Organizations approved (see instructions under Appeals Fees A on back)
  - ☐ Fee waiver request letter for low income individual is signed and attached
  - ☐ Fee waiver request letter for Unincorporated Multnomah County recognized organizations is signed and attached

Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

To file the appeal, this completed application form and any supporting documentation must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of the Decision. To be valid, the City must receive the appeal by 4:30 p.m. on the deadline listed in the Decision. Once the completed appeal application form is received, a Land Use Services Technician will contact you with instructions on how to pay the fee.

The Portland City Council will hold a hearing on this appeal. The land use review applicant, those who testified and everyone who received notice of the initial hearing will receive notice of the appeal hearing date.

Information about the appeal hearing procedure and fee waivers is on the back of this form.

Type III Appeal Hearing Procedure

A Type III Decision may be appealed only by the applicant, the owner, or those who have testified in writing or orally at the hearing, provided that the testimony was directed to a specific approval criterion, or procedural error made. It must be filed with the accompanying fee by the deadline listed in the decision. The appeal request must be submitted on the Type III Appeal Form provided by the City and it must include a statement indicating which of the applicable approval criteria the decision violated (33.730.030) or what procedural errors were made. If the decision was to deny the proposal, the appeal must use the same form and address how the proposal meets all the approval criteria. There is no local Type III Appeal for cases in unincorporated Multnomah County.

Appeal Hearings for Type III Decisions are scheduled by the City Auditor at least 21 days after the appeal is filed and the public notice of the appeal has been mailed.

Appellants should be prepared to make a presentation to the City Council at the hearing. In addition, all interested persons will be able to testify orally, or in writing. The City Council may choose to limit the length of the testimony. Prior to the appeal hearing, the City Council will receive the written case record, including the appeal statement. The City Council may adopt, modify, or overturn the decision of the review body based on the information presented at the hearing or in the case record.

Appeal Fees

In order for an appeal to be valid, it must be submitted prior to the appeal deadline as stated in the decision and it must be accompanied by the required appeal fee or an approved fee waiver. The fee to appeal a decision is one-half of the original Bureau of Development Services Land Use Services application fee. The fee amount is listed in the decision. The fee may be waived as follows:

Fee Waivers (33.750.050)

The director may waive required fees for Office of Community & Civic Life Recognized Organizations and for low-income applicants when certain requirements are met. The decision of the director is final.

A. Office of Community & Civic Life Recognized Organizations Fee Waiver

Neighborhood or business organizations recognized by the City of Portland Office of Comunity & Civic Life or Multnomah County are eligible to apply for an appeal fee waiver if they meet certain meeting and voting requirements.

These requirements are listed in the Type III Appeal Fee Waiver Request for Organizations form and instruction sheet available from the Bureau of Development Services Development Services Center, 1st floor, 1900 SW 4th, Portland, OR 97201. Recognized organizations must complete the Type III Appeal Fee Waiver Request for Organizations form and submit it prior to the appeal deadline to be considered for a fee waiver.

B. Low Income Fee Waiver

The appeal fee may be waived for an individual who is an applicant in a land use review for their personal residence, in which they have an ownership interest, and the individual is appealing the decision of their land use review application. In addition, the appeal fee may be waived for an individual residing in a dwelling unit, for at least 60 days, that is located within the required notification area. Low income individuals requesting a fee waiver will be required to certify their annual gross income and household size. The appeal fee will only be waived for households with a gross annual income of less than 50 percent of the area median income as established and adjusted for household size by the federal Department of Housing and Urban Development (HUD). All financial information submitted to request a fee waiver is confidential. Fee waiver requests must be approved prior to appeal deadline to be considered for a fee waiver.

1900 SW Fourth Avenue. Portland, Oregon 97201 | 503-823-7300 | www.portlandoregon.gov/bds

Type III Decision Appeal Fee Waiver Request for Organizations

FOR INTAKE, STAFF USE ONLY

LU Number:_____

Date/Time Received_____

Received By_____

D Directors Approval Letter Requested

D Waiver Approved by Director

D Waiver Denied

Date waiver Approved/Denied:_____

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.

This form is to request a waiver for the fee charged for an appeal. To file an appeal, a separate form must be completed.

Development Site Address or Location 1137 NW 23RD AVE

File Number LU20-123610DZM **Appeal Deadline Date** June 4 2021

Organization and Appeal Information

Organization Name NW District Association

Person Authorized by the Organization to file the Appeal Steve Pinger

Street Address ~~2669 NW Savier St~~

City Portland **State** OR **Zip Code** 97210

Day Phone 503 807 3601 **FAX** _____ **email** steve@sspdev.com

By signing this form, the organization confirms that:

X yes D The organization testified orally or in writing at the hearing, and the testimony was directed to a specific approval criterion;

X yes D The appeal is being made on behalf of the recognized organization, and not on behalf of an individual; and

X yes D The vote to appeal was done in accordance with the organization's bylaws.

Name/Title Steve Pinger, member Planning Committee, Board Secretary

Signature/Date June 3, 2021

Please complete all of the information requested below.
See reverse side for additional information on fee waiver requirements.

Date of meeting when the vote to appeal the land use decision was taken : June 3 2021

The decision to appeal was made by a vote of (check one of the following):

The general membership in a meeting of the organization as listed above.

The board in a meeting of the organization as listed above.

X The land use subcommittee in a meeting of the organization as listed above.

Please include at least one of the following:

X A copy of the minutes from the meeting when the vote to appeal was taken.

X Vote results to appeal - Number of **YES** votes to appeal 5 Number of **NO** votes to appeal 1

To request a waiver of an appeal fee for a land use review take:

X This completed fee waiver request form and any supplemental information necessary to qualify for a fee waiver.

The City must receive the appeal fee waiver request and the appeal by 4:30 pm on the deadline listed in the Decision in order for the appeal to be valid. To file the appeal, submit the completed appeal application and fee waiver application at the Reception Desk on the 5th Floor of 1900 SW 4th Ave, Portland, Oregon, between 8:00 am and 4:30 pm Monday through Friday.

The following information will help neighborhood, community, business and industrial associations and other organizations that are recognized or listed in the Office of Neighborhood Involvement Directory to apply for fee waivers when appealing a City land use review decision. The Portland Zoning Code, the Office of Neighborhood Involvement and the Oregon statutes, which regulate public meetings and public records, all describe requirements that associations and organizations must meet when requesting a fee waiver from the City for a land use appeal.

In order for an appeal to be valid, it must be accompanied by the required appeal fee or a waiver request that was approved before the appeal deadline as stated in the specific land use decision (Section 33.730.020 of the Portland Zoning Code). The Bureau of Development Services Director may waive a land use review appeal fee for a recognized organization under certain circumstances (Section 33.750.050). A recognized organization is one that is listed by the Office of Neighborhood Involvement (Portland Zoning Code Chapter 33.910).

Because the City understands that the timelines for appeals are short, we will allow the waiver and appeal to be submitted at the same time. However, if the request for a fee waiver is denied, the appeal may be invalid because the deadline passed and the fee did not accompany the appeal. Within 48 hours of receiving the fee waiver request, the Bureau of Development Services Director, or the Director's delegate, will notify the organization's contact person as to whether the request for a fee waiver is approved, or if additional information is needed to make a decision on the fee waiver request. The Director's decision to waive an appeal fee is final.

Zoning Code Requirements

The Portland Zoning Code states that the appeal fee may be waived for a recognized organization if all of the following conditions are met:

1. The recognized organization has standing to appeal. This applies only to appeals of a Type III land use review, and means that the recognized organization testified, either orally or in writing, at the initial evidentiary hearing;
2. The appeal is being made on the behalf of the recognized organization; and
3. The appeal contains the signature of the chairperson or the other person authorized by the organization, confirming the vote to appeal was done in accordance with the organization's bylaws.

Applicant contact

While it is not a requirement of the Zoning Code, you are encouraged to notify the applicant or their representative prior to the meeting where an appeal of the City's decision will be discussed and voted on. This gives the applicant, or their representative, an opportunity to attend the meeting and participate in the discussion.

Where to obtain the Type III Decision Appeal Fee Waiver Requests and Appeal Forms

To file an appeal, a separate form must be completed and submitted. Both the Appeal Fee Waiver Form and Appeal Form are available from the Bureau of Development Services, Development Services Center, 1st floor, 1900 SW Fourth Avenue, Portland, OR 97201.

FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON May 6, 2021

FINAL DECISION BY THE DESIGN COMMISSION

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 20-123610 DZM
PC # 19-227727
NW 23RD AND MARSHALL APARTMENTS

BUREAU OF DEVELOPMENT SERVICES STAFF: Grace Jeffreys 503-865-6521 / Grace.Jeffreys@portlandoregon.gov

GENERAL INFORMATION

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland, OR 97209 (503) 224-9656, Richard@gbdarchitects.com
Representative/ Owner	Seth GaRey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver, WA 98661
Site Address:	1137 NW 23RD AVE
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Other Designations:	None
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.

- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

Procedural Information:
- The application for this land use review was submitted on February 26, 2020 and it was determined to be complete on August 20, 2020.
- A "Notice of Proposal in Your Neighborhood" was mailed September 25, 2020 for a hearing date of October 15, 2020 (Exhibit D5).
- The applicant requested that the hearing date be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021 (Exhibit A.20).
- *A Revised* Notice of Proposal in Your Neighborhood was mailed on March 29, 2021 for a rescheduled hearing date of May 6, 2021, which is within 51 days of March 9th (Exhibit D10).
- A Land Use hearing was held with the Portland Design Commission on May 6, 2021. The Staff Report at that time found that the proposal met the approval criteria and therefore warranted approval. Public testimony was heard (see Exhibit H8 for a list of testifiers). At that hearing, the Commission voted to approve the application.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2a and 2b)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, for the NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Relevant elements from this response have been incorporated into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

   - *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

     On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

   - *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with*

doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*
- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

   BDS response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

   The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

   Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

BDS response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

BDS response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in *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.

*The Commission 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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

P1.1 Urban Character: District-wide Considerations *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

P1.2 Urban Character Area: Streetcar Main Streets: Architecture: *Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry*

construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

P1.3 Urban Character Area: Streetcar Main Streets: Urban Pattern*: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.*

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: *The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.*

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

These guidelines are met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

  Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.
- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.
- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally

similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.

- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.
- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.
- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e., internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.

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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.
- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of

anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

These guidelines are 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.
D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit oriented.
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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.
- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.
- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.
- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

  On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

  At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

After the staff report was published on April 26, 2021, the applicant provided new information and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations (See Exhibits C53-C55)

Stucco Alternative Option: This alternative option is to replace metal panels with synthetic stucco in some locations, including along the parapets and in minor recessed locations on the three street frontages. The synthetic stucco has a textured plaster finish which wraps corners, with ½ inch x ½ inch recessed joints. With this finish, the joints can be spaced further apart than the proposed metal panels, so there would be fewer joints. This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use of this material as a minor cladding material on the street frontages in these locations also meets the guidelines.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

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

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b). Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This

alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood.*

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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 proposed mixed-use development responds well to its surrounding mixed-use context, will enhance the public realm along the street frontages, especially NW Portland's main street, NW 23rd Avenue, and demonstrates quality and resilience through its design features and materials. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval**.**

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Approval of the following Modification requests:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Approvals per Exhibits C.1-C-69, signed, stamped, and dated May 19, 2021, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B – C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE- Case File LU 20-123610 DZM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

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By: _____
Julie Livingston, Design Commission Chair

Application Filed: February 26, 2020
Decision Filed: May 7, 2021
Decision Rendered: May 6, 2021
Decision Mailed: May 21, 2021

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 26, 2020 and was determined to be complete on August 20, 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 February 26, 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 A8. Unless further extended by the applicant, **the 120 days will expire on: August 19, 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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on June 4, 2021. The appeal application form can be accessed at https://www.portlandoregon.gov/bds/45477. Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified 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 $5,250.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. 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. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

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 **June 4, 2021** 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.

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).

EXHIBITS – NOT ATTACHED UNLESS INICATED

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21
   21. Revised sheets C10 and APP3, 3/22/21

22. Revised 4.15.21 - Drawings
23. Revised 4.15.21 – Overview
24. Revised 4.15.21 – Zoning Diagrams
25. Response to NWDA's Comments

B. Zoning Map (attached)

C. Plan & Drawings
1. Cover page
2. Site Plan - (attached)
3. Existing Conditions Plan
4. Utility Plan
5. Basement Floor Plan
6. Ground Floor Plan
7. Second Floor Plan
8. Third -Fourth Floor Plan
9. Fifth Floor Plan
10. Roof Plan
11. Setback Dimension Plan; 2nd Floor Dimension Plan
12. Landscape Materials Plan
13. Landscape Planting Plan
14. Fifth Floor Terraces; Balconies Dimension Plan
15. Exterior Lighting Plan
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68. Revised elevations with Synthetic stucco alternative
69. Revised elevations with Synthetic stucco alternative

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

E. Agency Responses:
   1. Bureau of Environmental Services
   2a. Bureau of Transportation Engineering and Development Review, Bike Mod
   2b. Bureau of Transportation Engineering and Development Review, General
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Section of Bureau of Development Services
   6. Bureau of Parks, Forestry Division
   7. Life Safety Section of Bureau of Development Services

F. Letters
   1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
   2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
   3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.
   4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
   5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
   1. Original LUR Application
   2. Incomplete letter, 5/4/20

3. 180-day reminder notice, 8/14/20

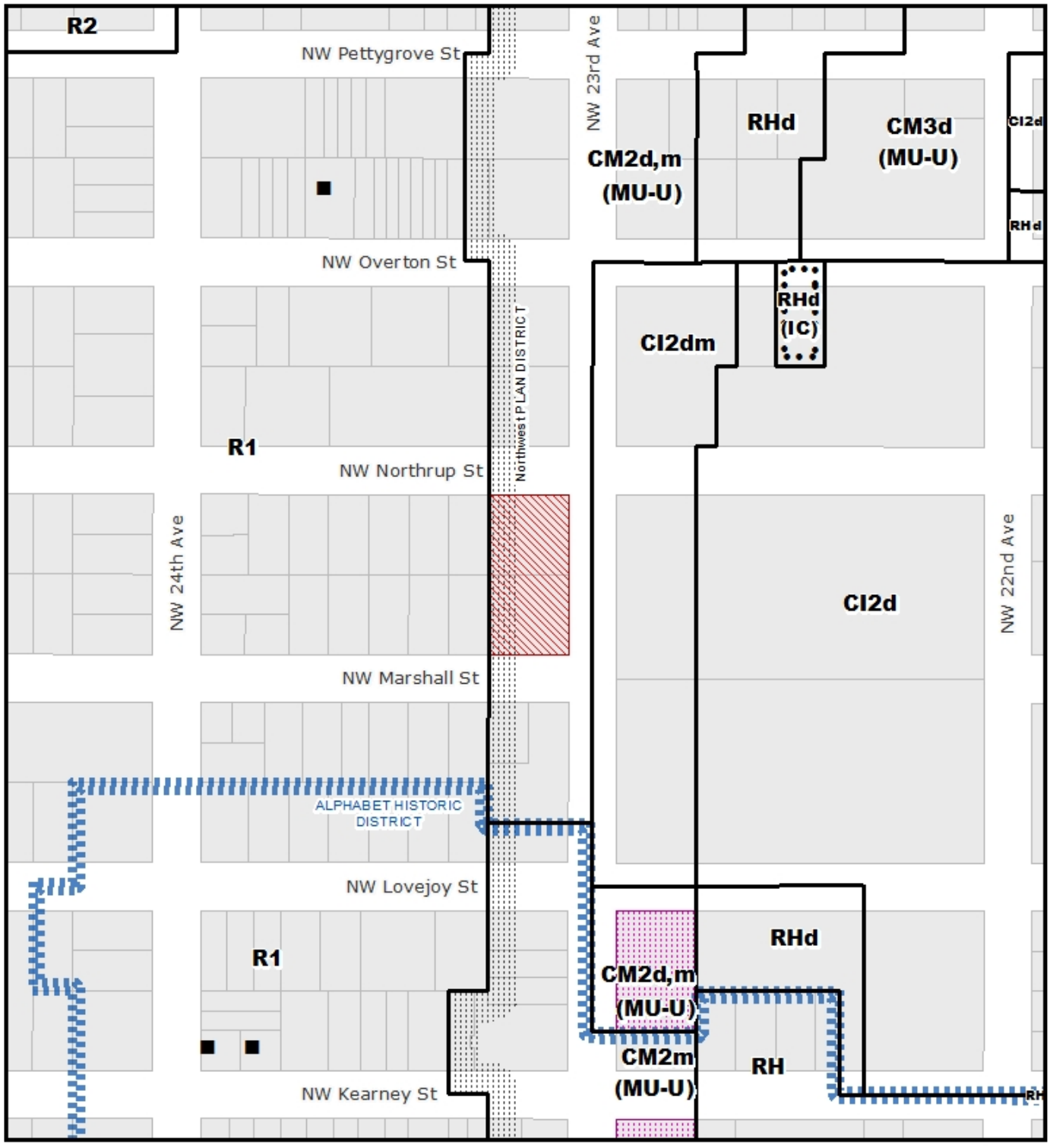
H. Commission Exhibits

(Received before the Hearing)

1. Staff Report, April 26, 2021
2. Revised Staff Report with alternative cladding, April 29, 2021
3. Staff Memorandum, April 29, 2021
4. DG Matrix, April 29, 2021
5. Dennis Hopper letter, April 30, 2021, noted concerns with 5–story massing facing NW 23rd.
6. NWDA letter, May 6, 2021, noted concerns with 5–story massing facing NW 23rd.

[Received at the Hearing, May 6, 2021]

7. Staff PowerPoint
8. Testifier Sheet



ZONING

NORTH

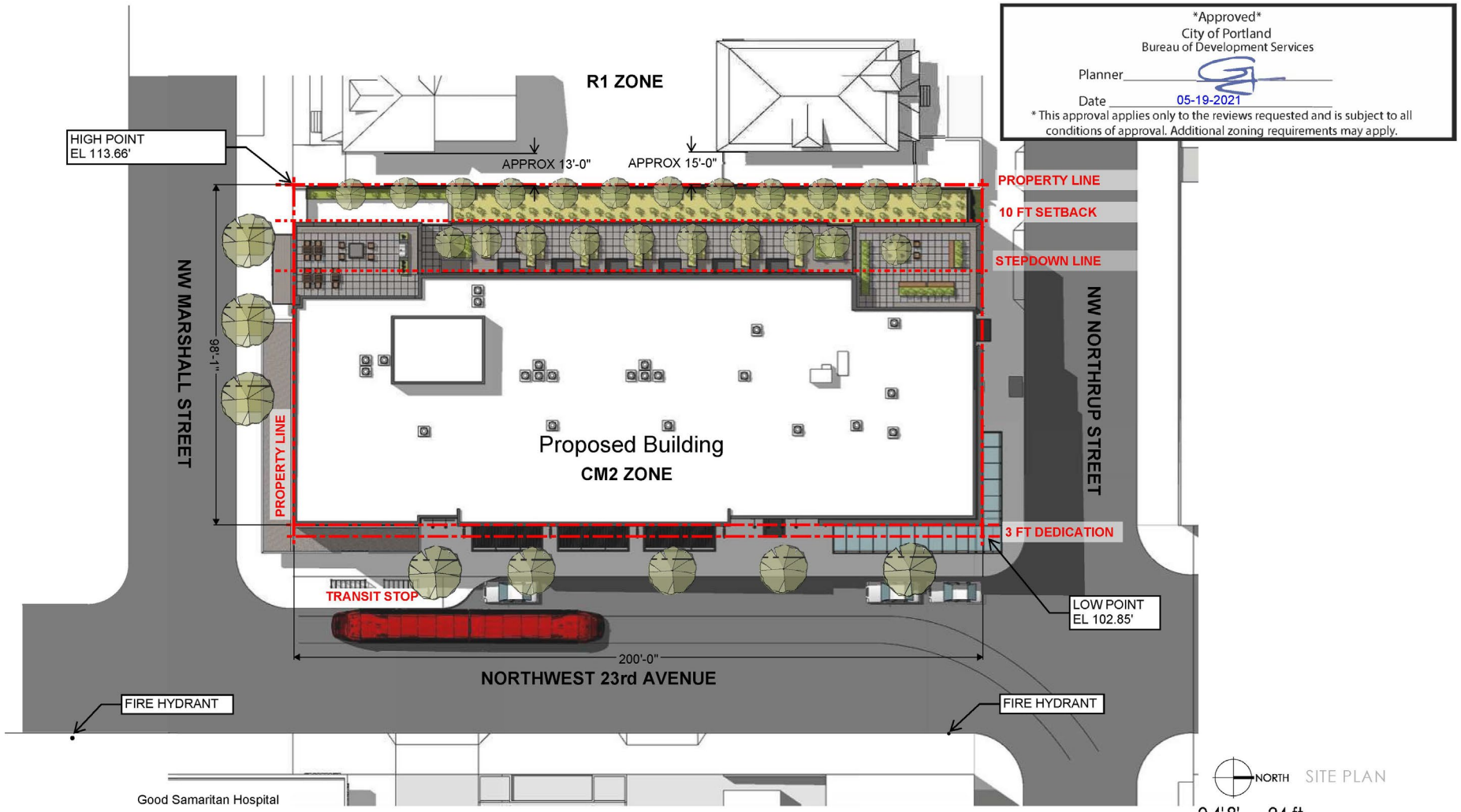
NORTHWEST PLAN DISTRICT

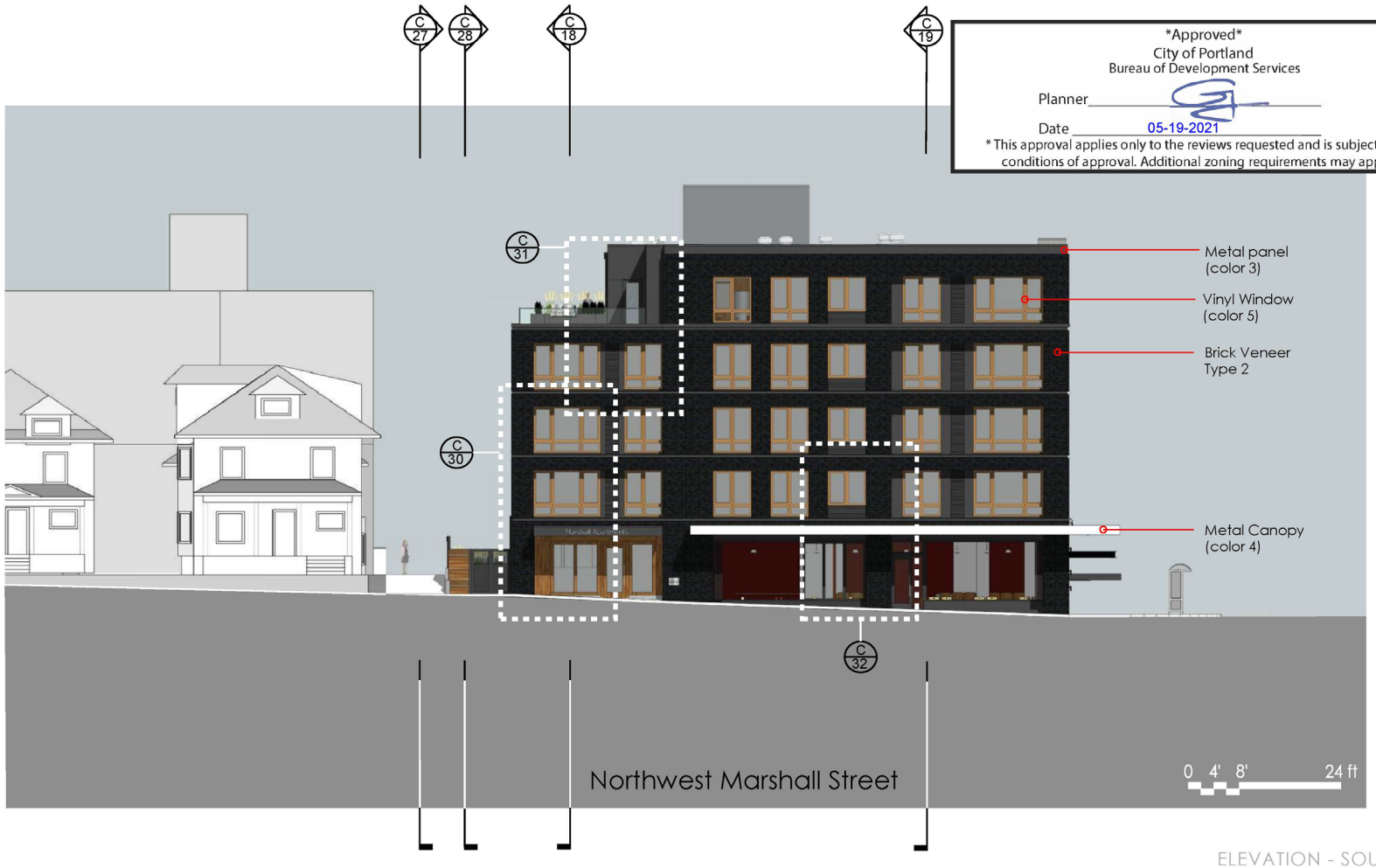
Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020


Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.
R1 ZONE
HIGH POINT
EL 113.66'
APPROX 13'-0"
APPROX 15'-0"
PROPERTY LINE
10 FT SETBACK
STEPDOWN LINE
NW MARSHALL STREET
98'-1"
NW NORTHRUP STREET
PROPERTY LINE
Proposed Building
CM2 ZONE
3 FT DEDICATION
TRANSIT STOP
LOW POINT
EL 102.85'
200'-0"
NORTHWEST 23rd AVENUE
FIRE HYDRANT
FIRE HYDRANT
Good Samaritan Hospital
NORTH
SITE PLAN
0 4' 8' 24 ft



Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

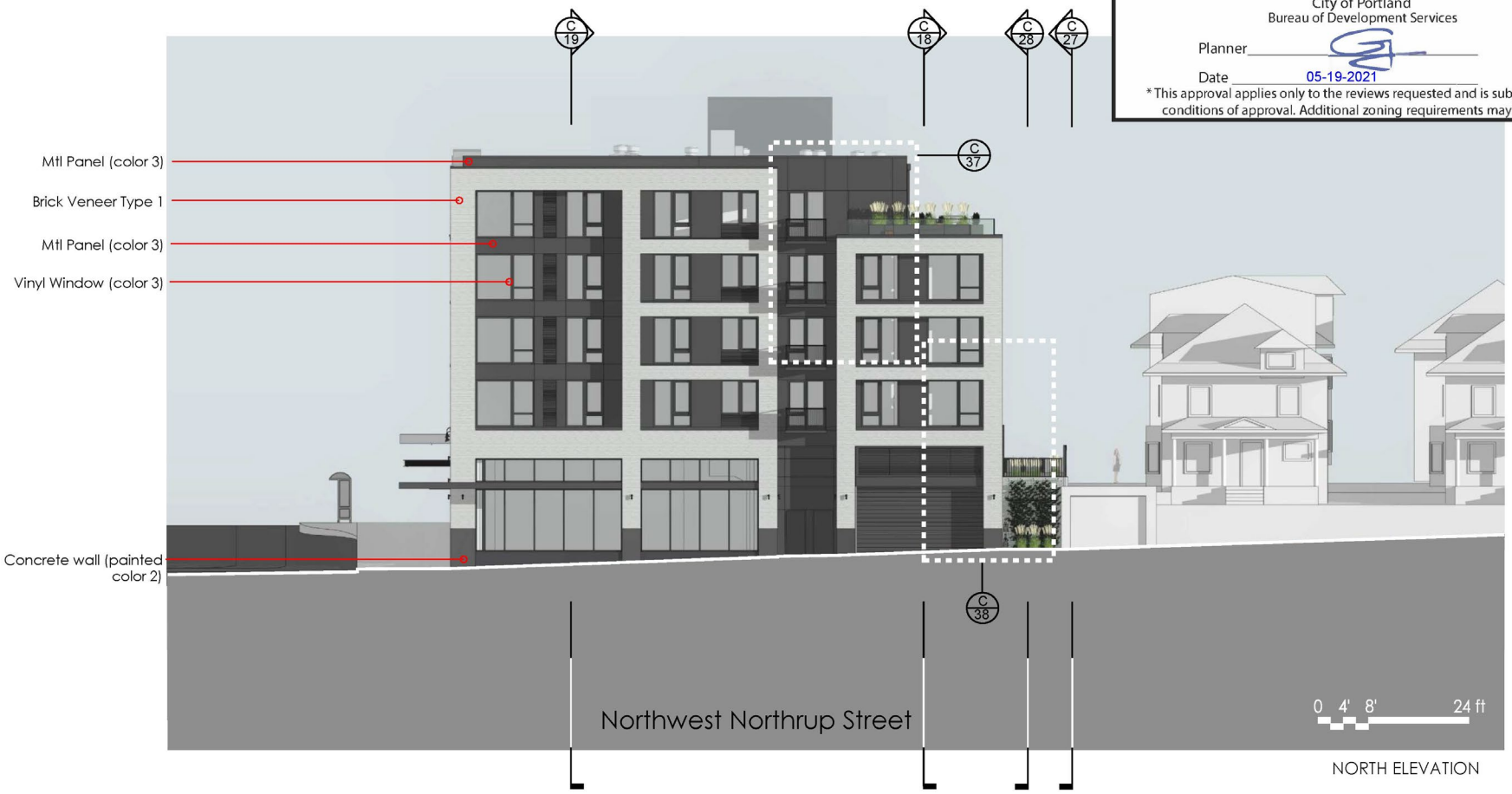
ELEVATION - SOUTH

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



ELEVATION - EAST

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



NORTH ELEVATION



WEST ELEVATION

June 3 2021 NWDA Planning Meeting Minutes

Attendees: Steve Pinger, Roger Vrilakas, Elliott Graber, Larry Kojaku, Bill Welch, Vicki Skryha, JoZell Johnson

Guests: Jeanne Harrison, Sue Bristol, Lewellyn Robison, Allan Classen, Mike Stonebreaker, John Czarnecki, Sue Perkel

Introductions

Announcements

Meeting minutes review – from 2 weeks ago - carried on to next meeting

NW Streetscape Study follow up - revised scope discussion - S Pinger

- The beginning of this was started as a capital projects study by parking sac
    - Using the Parking SAC revenues for action
    - Look at something that looks at the urban design features of the main streets
        - "Spiffing up of the streets"
- Jeanne took back to the Parking SAC subcommittee the Planning meetings questions and also included the Parking SAC Questions
    - Was originally part of the NW 23rd study
        - But there were no decisions on north of lovejoy and the new area in ESCO/Montgomery park
        - These projects are on delay
    - Feedback was to review what could be funded by the Parking SAC but also what was available for developers to pick up
- Feedback was that there was not one character of the main streets
    - Request from Jeanne that the Planning Committee take point due to the history of urban design practices
    - Need to revamp the proposal to address the community needs
- Review of the NWIM study
    - Program recommendation in NWIM that speaks to the regulation/administration of the pedestrian through zone
    - Specific Element of the corridor improvement – specifically point 2
        - Outlines the improvements over the course of 23rd improvement
        - Street lighting and pedestrian lighting
        - Illustrations of creative curb extensions
            - Emphasis on things that could be done quickly
            - Concern if that is PBOT's goal or the neighborhood program
    - Background
        - City is putting 250 Million aside to support
        - SAC cannot fund maintenance
    - Feedback from PSAC
        - The visions seem a summary of all actions in one block – not a true design for the implementation of the block
    - Question - Elliott
        - The scope was developed by PBOT staff by the request of the capital projects sub committee
            - Lot of pushback from the parking SAC

                - Creeping SCOPE and details
            - PBOT is seeing the Parking SAC as being a means to implement this particular element of NWIM
        - Discussion of other elements Parking SAC is reviewing
            - Update of the Garbage Cans
                - Physical things that could be put in the neighborhood to function better
                - Twice the capacity than existing
                - 4x pick up on 23rd, 3x pick up on 21st
                    - Same pick up as always – but with 2x the capacity
            - Desire to show projects that can illustrate to the public the actions of the Parking SAC
- In the Scope: The PSAC capital projects subcommittee would be the client – providing direction to the consultant
    - Refers to the NWDA planning and transportation subcommittees "to inform them" what is going on – Concern on wording
    - Who should be the advisory for this level of group??
- Does not define deliverables
    - Is the deliverable out of this study – something like the river district right of way standards that provide guidance to the pearl district
    - Development of a streetscape guidline?
    - Are we talking about a public expenditure to support new actions throughout the street or looking to just the areas of development
    - How does it interact with the slabtown standards
    - Lovejoy and 23rd – north of lovejoy is not included because the roadbed will not be updated for 5 years
        - Additionally the streetcar status is in flux
    - Additional specific street callouts that are not consistent with a guidelines
    - We need to focus on overall guidelines that provide guidance to private frontages in redevelopment and then key public improvements in key public areas
        - If that is what we are after – guidelines and implementation – who needs to be involved in direction
            - Question of who is providing input – need for better outreach – need to include the owners/residents to insure direct feedback
            - Comment at the PSAC comparing an urban design project rather than traffic engineers - project scope
            - This version of the scope speaks to the consultant having specific qualifications that seem to beyond the first scope call out
        - Comparison with Alberta Streetscape projects
            - Discusses that the next consultant on the list is the one you get
        - Storm water improvement would not be in scope because it is beyond the sidewalk
- What role should the Planning Committee should be
    - Discussion of a meeting requiring visual improvements to improve what is here now not a new vision of the street
        - "spiffing it up"
- What is the budget for this plan?

- Before the scope – PBOT gave the budget of $250k
  - Parking sac does not spend money without a match from the city
  - When PSAC asked if the city would pay for any of that the answer was no
- When the whole scope of burnside to Nicole – the budget dropped to $300k
  - When parking sac questioned that (that's not going to happen)
  - City envisioning all coming from PSAC
- Question to our resident developers what would they consider the consultant fee
  - Multiyear project – may be $300k considering full time staff and scope – humans are expensive
  - If this could be done without regulatory actions then the cost could come down to 100k
  - Originally presented as something that is more carrots to the developer – standards require city staff to write the regulations
- What are the precedents?
  - What was their cost and implementation actions
  - What could be used from the Pearl and Alberta areas and modified to nw
  - Understanding the historical requirements and place contexts – specifically in the alphabet district
    - Charm of the neighborhood is the diversity
    - Concern that one standard may not be appropriate for the neighborhood
- Discussion on the goal of getting input from the neighborhood (Roger/Elliott)
- What are the motivation?
  - Is this an action to spend Psac funds?
  - Other actions ongoing – trash barrels, 21st and Glisan, curb extensions
  - PSAC has accumulated quite a bit of money and the goal is to include capital improvements in the planning
    - Parking projects
    - Streetcar project
  - Trying to find projects that are broadly supported across community – business, neighbors etc
  - Curb extensions discussion – paint only $100 – concrete ect $50k
  - Discussion of Curb extension at the s courner at 23rd and Raligh
    - Lack of ADA compliance
- Celebrating intersections
  - LoveJoy and 21st – geographic center of the neighborhood
  - Has that been discussed??
  - What about 21st and Raliegh – a completed curb extension environment
    - Still under construction
- What could the final stance be to show the results of parking funding
  - Support doing more outreach
    - Walking tours
    - Roger offering to fund a venue for neighborhood interaction
    - Ideal way to get the neighborhood engaged
  - Unobjectionable simple projects
    - Like garbage cans

- What are the ways to survey the neighborhood
  - 10-20k quoted for professionally reviewing the neighborhood – to just get an opinion
  - NWDA membership is about 10% of total population

NW 23rd and Marshall (QP) follow up to appeal decision - S Pinger

- The decision went out a couple weeks ago – is appealable until tomorrow
- Summary – neighborhood guidelines that modifies P1 guidelines – that states that when buildings on mainstreets exceed 4 floors the upper floors should step back. This design does not do that – it has 5 floor and 10 feet of side degrading resulting in 20 feet above standards on the north side.
  - The building does step back on the backside towards the neighbors
  - But it ignores the guidelines completely on the streetscape
  - Significantly higher than the 45 feet height restriction – 65 at north end
  - Concern is the design review process – which does not take into account the existing guidelines
- How specific is the set back
  - Discussion – they conformed in some ways to a poorly written law
  - Concern that we are tilting at windmills and will lose at city council
  - With the deadline tomorrow what is the best use of action
    - In future – ask the developer in for feedback with more runway
  - Discussion on the affordable housing guidelines and how they are effecting the designs and neighborhood implementation
    - The guidelines are not neighborhood specific and are prioritized for implementation
  - Concern is the acting of the city staff by not following the guidelines – not so much the concern of the building overall – irritating but overall is a good building
    - They are writing findings to get the buildings approved – not supporting the neighborhood – and its guidelines
- Motion - Bill – Motion to move forward with the appeal – Bill/Roger
  - No cost to NWDA – the Developer will be on 20-24k work to respond to the appeal
  - The developer was set up to not follow the rules
    - Doing this to bring in affordable housing
  - Needs to be crystal clear on what we are appealing it is the regulations not the developer – how do we clarify this concern
  - Need to highlight that they did not meet the guidelines
  - Vote
    - Yes: Bill, Steve, Vicki, Roger, Larry
    - Abstain: Elliott
    - No: JoZell – we need to figure out how to position this and make it clearly on regs
  - Steve to write the appeal

Quimby Festival Street follow up - K Fioravanti, T Heron memo reply - S Pinger

DOZA follow up - P Nameny update - S Pinger

Public Comment

- Sue – Important to set precedence and hold the city to their guidelines

Adjourn

Upcoming NWDA Planning Committee Agendas
Jun 10 2021 South Park Blocks Master Plan presentation

W Rahm

Downtown NA

Jun 17 2021

MP2H PWG Discussion Draft follow up ?

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WRITTEN STATEMENT

Northwest 23rd & Marshall Street Mixed Use Project

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ARCHITECTURAL SUMMARY

The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street.

The project's design is to create an assembly of distinct buildings that reinforce the partial block development pattern of the neighborhood that have strongly influenced to the neighborhood's character and appeal. The buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with strong attention to the critical first 30 feet, the pedestrian realm.

The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and utility services and parking garage access occurs on Northrup Street.

The massing is shaped into three blocks, each of which have a unique composition. These "buildings", for ease of reference in this proposal, are called the South Building, the East Building, and the North Building and are separated from each other with a two foot deep vertical recess in the façade.

The **South Building** is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark brick clad building has a quiet character the blends into the adjacent residential areas while expressing uniquely contemporary detailing.

The residential entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffited canopy protects the openings and the outdoor areas and wraps the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

On the floors above, large windows set within deep recesses provide sun shading to the interior and relief to the facade. Each floor line is accentuated with a metal recess that provides a visual lightness not found in a traditional load bearing brick building. At the 5th floor, this recess combines with a slight projection to create a visual break in the plane of the facade. This integrated cornice detail extends westward to form the coping at the 5th floor terrace. Similarly, the parapet steps back from the plane of the brick to reduce the visual height and weight of the top of the building.

The central **East Building** takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window openings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows next to and above the door with an industrial aesthetic steel canopy to protect pedestrians from inclement weather.

The upper floors have an assembly of three windows with louvers below each. A combination of a projecting brick cornice and a setback occur at the fifth floor line. The windows above grow wider by reducing the structure between them – a common façade detail in load bearing brick architecture. Straightforward brick detailing is used as would have been appropriate for historic warehouse structures. The parapet steps up higher than the adjacent parapets to accentuate this mid-block facade.

The **North Building** is the most contemporary in appearance and design. The Northwest 23rd Avenue retail frontage features a single wide bay with tall structural silicone glazed storefront that is recessed 4 feet. Graciously protected by a deep steel and glass canopy that wraps the corner, it offers an inviting area for outdoor dining. The upper portion of this east façade offers a large scale focal point to the street car corridor heading west on Northrup. The large center bay and portions of the smaller bays at the upper floors are clad in dark colored metal panel framed with contrasting white brick. Large windows accentuate the interior spaces. The scale of the building steps down towards the residential area to the west as the building is separated into two smaller blocks with a vertical metal panel-clad recess that contains private balconies.

At the ground floor on north side is where the parking garage entrance is located with a high-speed slatted door and mechanical louvers high above for garage exhaust and the emergency generator exhaust. Next to the garage entrance is a steel service gate closing off access to the service doors beyond.

The North and South buildings form bookends at the west elevation. The central portion of the building steps back to provide greater light, privacy and separation to the adjacent residential area. The ground floor is actually below grade at this point, with a long stormwater planter above roughly matching the elevation of the neighboring properties. At the second floor where the building steps back, a series of outdoor patios with raised planters and small trees provides an additional layer of screening and softening to the residential zone edge. The upper floors have a similar window pattern as seen on the East Building façade, set within a synthetic stucco grid framework with projecting steel balconies. The top floor also steps back 6 inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.

SITE AND VICINITY

The site is located in the Northwest Plan District, at the corner of Northwest 23rd Avenue and Northwest Marshall Street on a roughly 100 foot by 200 foot site that is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay.

NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest District and is a designated Streetcar Main Street.

The site was occupied by a variety of businesses, most notably the Quality Pie restaurant (closed 1992); Shoguns Gallery (closed 2009); and the sole remaining business, the Red Onion restaurant.

The site has a surprising amount of slope, with just over ten feet of grade change from the highest point of the site at the SW corner at EL 113.56' to the low northeast corner of the lot at EL 103.22'.

LEED SUMMARY

The 23rd and Marshall Apartments is pursuing LEED for Homes (Mid-Rise) Gold certification. Through strategic design, development and construction techniques the 23rd and Marshall Apartments will strive to earn the necessary credits in order to be certified by the U.S. Green Building Council.

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DESIGN REVIEW NARRATIVE

Northwest 23rd & Marshall Street Mixed Use Project

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DESIGN GUIDELINES

PORTLAND PERSONALITY

P1 COMMUNITY 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".

P1.1 URBAN CHARACTER: DISTRICT-WIDE CONSIDERATIONS

The proposed building configuration responds well to the district's pattern of development. The proposal visually divides the building into three distinct structures that more closely reflect lot and building frontage lengths of the early twentieth century and reinforces the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.

P1.2 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: ARCHITECTURE

Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stores (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways. The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect outdoor dining opportunities.

P1.3 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: URBAN PATTERN

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.

Along Northwest 23rd Avenue, the facade is delineated into three distinct buildings that create a continuous urban enclosure, with ground floor completely dedicated to a variety of retail storefronts. Large operable sections of the storefront will provide visual interaction with the interior spaces. At the wider of the two recesses, a contemporary glass and aluminum storefront creates a unique transition between the larger buildings.

P1.4 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: DESIRED CHARACTERISTICS AND TRADITIONS

The Streetcar Era structures that define the character of the main streets, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, awnings and canopies and active uses and outdoor dining spaces along the sidewalk.

P2 HISTORIC AND CONSERVATION DISTRICTS

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

While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details.

P3 GATEWAYS

This guideline does not apply to this site.

PEDESTRIAN EMPHASIS

E1 PEDESTRIAN NETWORKS

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

The proposed development will replace the sidewalks in accordance with the City requirements. Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will be remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow, however due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on that frontage. A three-foot dedication on Northwest 23rd will provide a 15 foot wide sidewalk for enhanced pedestrian circulation. Vehicular access to the site is located on NW Northrup, as far from the intense pedestrian area of NW 23rd as possible.

E2 STOPPING PLACES

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

In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.

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.

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 15 feet tall. Each of the buildings have a distinctive storefront treatment to add vitality to the pedestrian experience.

The South Building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall that completely open up the south wall to potential sidewalk dining areas. A generous canopy provides weather protection for this area.

The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a generous protective canopy overhead.

The ground level of the East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to lend individual expression while providing ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.

Finally, at the North building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

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.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

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.

Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove.

PROJECT DESIGN

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.

The proposed development will cover most of the buildable site area.
However, outdoor areas are provided in a number of other ways. The step at the second floor creates a number of large private patios for the apartments that face onto them.
The step at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room for all the residential tenants to use.
Smaller private balconies provide the remainder of the required outdoor space.

D2 MAIN ENTRANCES

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

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. A small landscape area just west of the lobby entrance will provide natural color and enhancement of the area.

D3 LANDSCAPE FEATURES

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

New street trees with tree well plantings will be installed on street frontages at locations where utilities allow. A small landscaped area mentioned above will enhance the residential entrance.
The second floor roof terrace will have small trees and lush plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth floor terraces will also have raised planters and other amenity features.

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.

Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance is located at the north side accessed from NW Northrup Street. The garage door will likely be primarily solid slats or a combination of solid and perforated slats. The one required loading space will also be located in the underground garage.

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.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The setback area is protected with a wood fence, and the north service access area is secured with tall gates.

D6 ARCHITECTURAL INTEGRITY

Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

This guideline is intended specifically for modifications to existing structures, and therefore does not apply to new construction. However, in the spirit of guideline, the proposed project seeks to add to the neighborhood a building that is compatible in character, color, details, and materials.

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.

The proposed design is intended to fit well within the genre of early 20th century buildings, the turn of the century apartment buildings and industrial buildings commonly found in and around the Northwest neighborhood, that share simple building massing, proportions and scale.

Masonry materials are primarily used on the street facing facades, with a smaller amount of metal panel. Appropriately scaled retail storefronts, each with a unique character, further enhance the Main Street character of NW 23rd Avenue.

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.

The proposed exterior materials have been selected to be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Vinyl windows at the upper levels and aluminum or wood storefronts with clear glazing at the ground floor provide for a variety of window expressions. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety, while maintaining a familiar 'NW Portland' feel to the cohesive composition.

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ZONING

Northwest 23rd & Marshall Street Mixed Use Project

ZONING REQUIREMENTS

The site is zoned CM2 d/m (Commercial/Mixed Use 2 with a design overlay and main street overlay), 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 residential zoned areas.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. These standards foster a transit-supportive, mixed-use urban character with a high quality pedestrian environment, and an emphasis on good building design.

The following development standards are applicable to the design and development of the proposed project at Northwest 23rd and Northwest Marshall Street. The uses described in this project are allowed outright. The accompanying standards are addressed in reverse order beginning with the more specific Site Development Standards found in the Northwest District Plan (Chapter 33.562) and culminating with the more general Site Development Standards of the Base Zone (CH 33.130). Where a standard needs to meet both the NWDP and the Base Zone requirement, the NWDP standards are addressed first to avoid duplication with the base zone.

CHAPTER 33.562 NORTHWEST PLAN DISTRICT STANDARDS

The following table compares the proposed building's features to the applicable District zone standards referenced in Chapter 33.562.

Development Feature	**Standard**	**Proposed**
Maximum Height	See Base Zone	55'-0"
Minimum FAR	1.5:1 (30,345 sf)	3.8:1 (76,600 sf)
Maximum FAR	See Base Zone	
Main Street Development Standards	Yes	
Req'd Windows above Ground Floor	15 % of street facing façade above 9 ft	East – 36 % South – 39 % North – 33 %
Ground floor active use standard	Yes 50% of street frontage on 23rd	100%
Inside height	12 feet min	14'-6" min
Active use area depth	At least 25 ft	100% > 25ft deep

CHAPTER 33.130 COMMERCIAL ZONES

The following table compares the proposed building's features to the applicable Base Zone standards referenced in Table 130-2.

Development Feature	**Standard**	**Proposed**
Maximum Height	45'-0" (55'-0" with IH Bonus Option)	55'-0"
Maximum FAR	2.5:1 (4:1 with IH Bonus Option)	3.8:1
Min. Building Setbacks	10 ft to Adjacent R Zone landscaped to L3 standard	11 ft at west lot line
Step Down Height	45 ft within 25 ft of R1 Zone	45 ft within 25 ft of R1 Zone
Garage Entrance Setback	<5 ft or >18 ft	3 ft
Req'd Windows	15% of street facing façade	East – 36 % South – 39 % North – 33 %
Ground floor windows	40% of ground floor wall area on 23rd 25% on other frontages	East – 63 % South – 71 % North – 46 %
Maximum Building Setbacks	10 ft	
Building Coverage	100 % of site area allowable	85 %
Minimum Landscaped area	15%	15% (See diagrams)
Ground Floor Windows	Yes	
(Main Street Overlay)	40% (60 %) of the area of the ground level wall area must be windows on the transit street (NW 23rd) 25% ground floor windows required on other frontages	NW 23rd - 63 % NW Marshall – 71% NW Northrup – 46%
Pedestrian Standards	Yes	All entrances are accessed directly from public sidewalks
Required Outdoor Area	36 sf per unit (based on site area after sidewalk dedication = 19,635 sf)	2,664 sf (see diagrams)
Façade Articulation	25% of façade area offset by 2 ft min.	See diagrams

CHAPTER 33.266 PARKING AND LOADING

Proposed development will comply with Chapter 33.266 Parking and Loading.

Development Feature	**Standard**	**Proposed**
Minimum Vehicle Parking Spaces	None required	44 provided
Loading	1 space meeting Standard B (9 ft wide x 18ft long with 10 ft clearance)	1 provided inside parking garage

33.266.210 BICYCLE PARKING

Proposed development will comply with Chapter 33.266. See Modification #1 for Residential Long-Term bike spacing.

Space Type	**Long Term Required**	**Long Term Provided**	**Short Term Required**	**Short Term Provided**
Household Living	1.1 per unit = 82	82	2, or 1 per 20 units = 4	0
Retail	2, or 1 per 12,000 nsf = 2	2	2, or 1 per 5000 nsf = 3	0

Long term household bike parking is provided in a secure bike room in the below grade garage. Long term retail bike parking is provided in the internal service corridor in an alcove with a secure sliding door.
It is not possible to provide all the required amount of Short-term bike parking on site without significantly compromising the retail/pedestrian environment so we propose to pay into the Bicycle Parking Fund instead.

DESIGN MODIFICATIONS

Northwest 23rd & Marshall Street Mixed Use Project

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

The applicant is requesting a total of three (3) modifications:

MODIFICATION #1

BIKE PARKING STANDARDS - STALL WIDTH

(33.266.220.C.3.b)

General Standard: Figure 266-11 indicates a bike stall of 2ft x 6ft.

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

PROPOSAL:

The long-term residential bicycle spaces provided within the residential building are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0". The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

APPROVAL CRITERIA:

A. The resulting development will better meet the applicable designed guidelines:

   Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. We are proposing to use a slightly less compact spacing of 1'-6" for the vertical long term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, a number of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

B. The resulting development will better meet the applicable designed guidelines:

   The purpose of the regulation is to provide usable bike racks. The proposed spacing has been shown to be useable and efficient on past projects.

MODIFICATION #2

TRANSIT MAIN STREET ENTRANCE – RESIDENTIAL ENTRANCE LOCATION

(33.130.242.C.3.c)

General Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

PROPOSAL:

The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

APPROVAL CRITERIA:

C. The resulting development will better meet the applicable designed guidelines:

The proposed location of the residential entrance is approximately 70 feet from NW 23rd and will still provide convenient pedestrian access to public sidewalks and transit facilities. Located closer to the residential zone to the west seems more appropriate in this instance. Even though a loading space is provided within the building, inevitably some residential loading will occur thru the front door. This would likely pose traffic concerns, streetcar conflicts, and building security concerns were the entrance to be located on the busier NW 23rd frontage.

The proposed location also allows for a greater concentration of retail uses on the transit street which is also key to creating a vibrant main street experience. If a residential entrance were to be cut thru the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this happens all the time

elsewhere it is not ideal, nor is it good for the pedestrian experience to contend with trash carts competing with walking space. Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity.

MODIFICATION #3

SETBACKS – L3 SCREENING REQUIREMENTS

(33.130.215.B.2.b)

General Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6 foot tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

The setback requirements for areas that abut residential zones promote commercial/mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

PROPOSAL:

The 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 3 feet tall with a wood fence on top up to the 6-foot height requirement. A small portion (188 sf) of the north end of the setback is proposed to be paved for service access to a below grade service tunnel.

APPROVAL CRITERIA:

D. The resulting development will better meet the applicable designed guidelines:

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. If a shrub screen was to be used instead, then the stormwater planter would be reduced below its required capacity.

The proposed paving at the north end of the setback is at the sidewalk level and immediately east of the neighbor's single car garage. The adjacent grade is about 9-10 feet higher than this area (and the sidewalk level). A retaining wall between the existing garage and the proposed building is set back from the

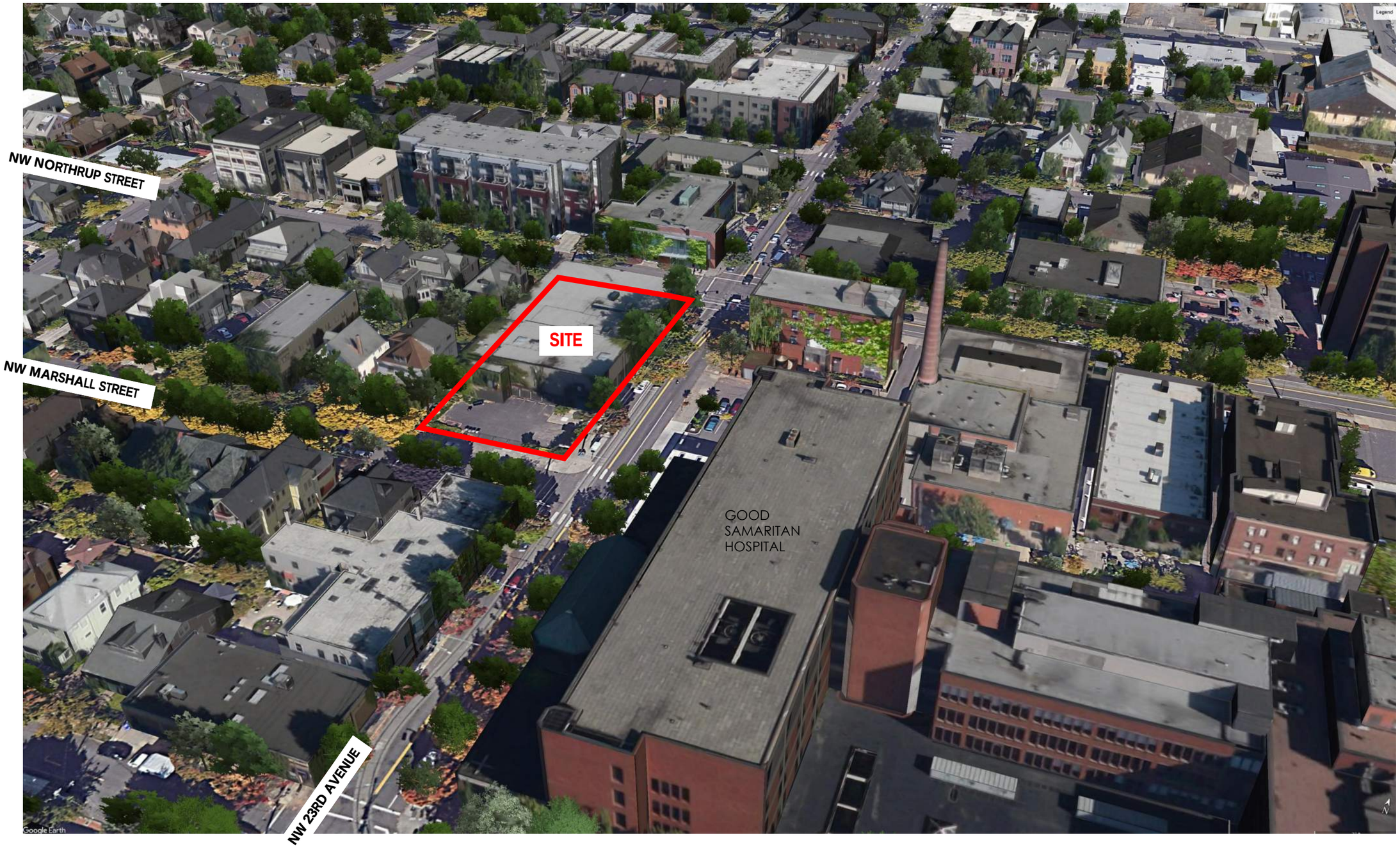
sidewalk to form the north edge of the stormwater planter and provide the transition from the adjacent grade to the sidewalk level. The paving allows for trash/recycling services to reach an underground service corridor from the sidewalk level of NW Northrup. Landscaping in this area would be far below the level of the adjacent lot grade and would not be visible nor would it provide screening as intended. At the edge of the sidewalk a steel gate/screen will restrict access to this area and visually screen the gas meters as well as providing a more graduated transition to the tall retaining wall beyond.

GBD

OVERVIEW

Northwest 23rd and Marshall Apartments
February 26, 2020

LU 20-123610 DZM
Exhibit A2



LU 20-123610 DZM
Exhibit A2

2296 NW Northrup St - Google Maps Page

Google Maps



View of site from NW 23rd Avenue and NW Marshall Street



4 story brick building at NW 23rd & Northrup (east side of 23rd)



Looking north on NW 23rd Avenue at Northrup St.



Looking east on NW Marshall towards Good Samaritan Hospital



Commercial buliding on 23rd and Marshall



4 Residential building on NW Northrup.



NW Marshall (south side of street) transition to Residential Zone.

Context Images

LU 20-123610 DZM
Exhibit A2



EAST ELEVATION PERSPECTIVE

LU 20-123610 DZM
Exhibit B-3



SOUTH EAST CORNER

LU 20-123610 DZM
Exhibit A2
B.4



SOUTH WEST AERIAL VIEW

LU 20-123610 DZM
Exhibit B-5



NORTH WEST AERIAL VIEW



REQUIRED OUTDOOR AREAS
REQUIRED LANDSCAPE AREAS

LU 20-123610 DZM
Exhibit A2
B-7



NORTHWEST CORNER



NORTH EAST CORNER

LU 20-123610 DZM
Exhibit A2
B-9



NW 23RD STOREFRONT - RETAIL F

LU 20-123610 DZM
Exhibit A2



NW 23RD STOREFRONT - RETAIL E

LU 20-123610 DZM
Exhibit A2



NW 23RD STOREFRONT - RETAIL B-C-D

LU 20-123610 DZM
Exhibit A2
B-12



NW 23RD STOREFRONT - RETAIL A

LU 20-123610 DZM
Exhibit A2



NW 23RD STOREFRONT - RETAIL A

LU 20-123610 DZM
Exhibit A2



NW 23RD STOREFRONT - RETAIL A



SOUTH EAST CORNER

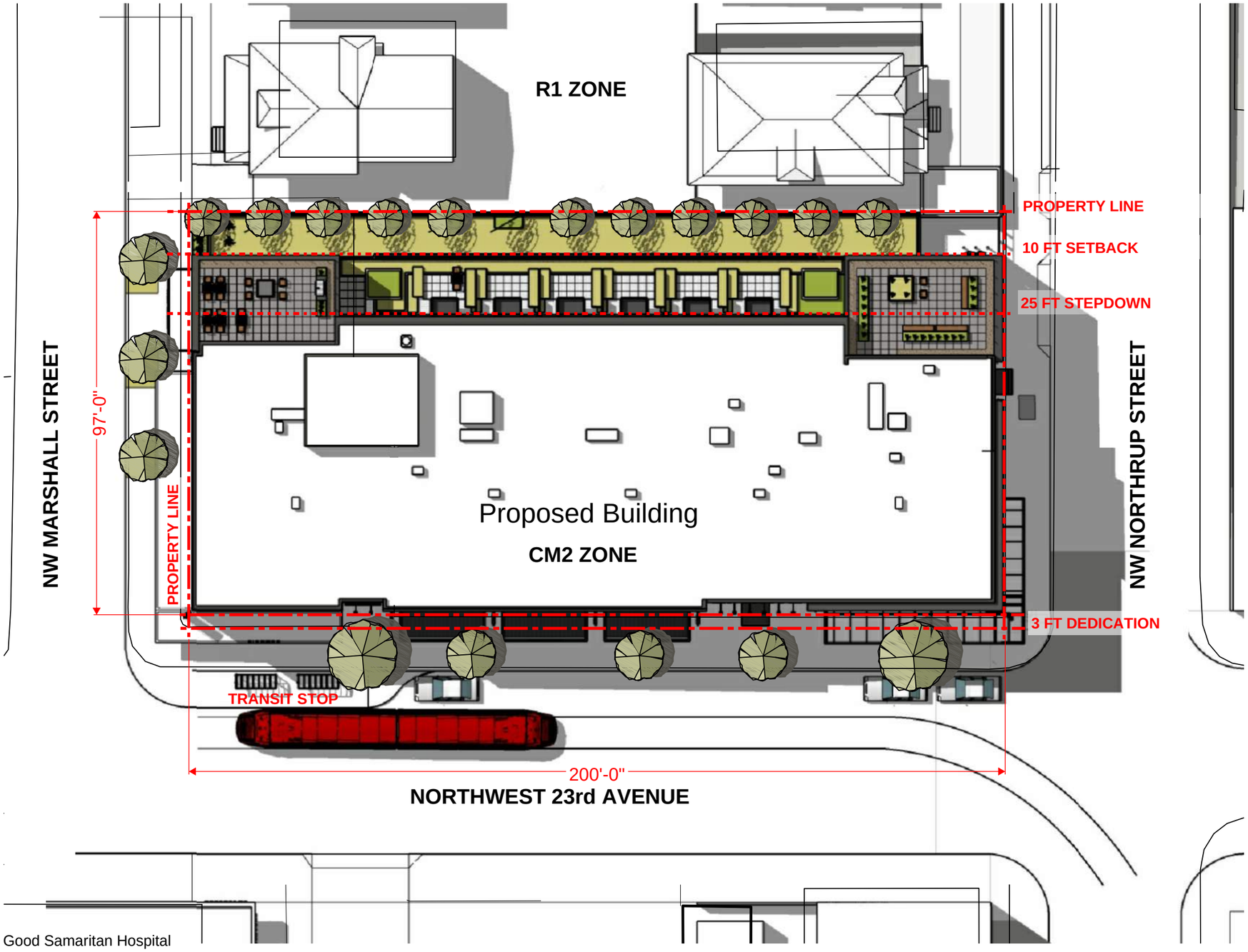
LU 20-123610 DZM
Exhibit A2
Page 14

ARCHITECTURAL DRAWINGS

NW 23rd and Marshall Apartments

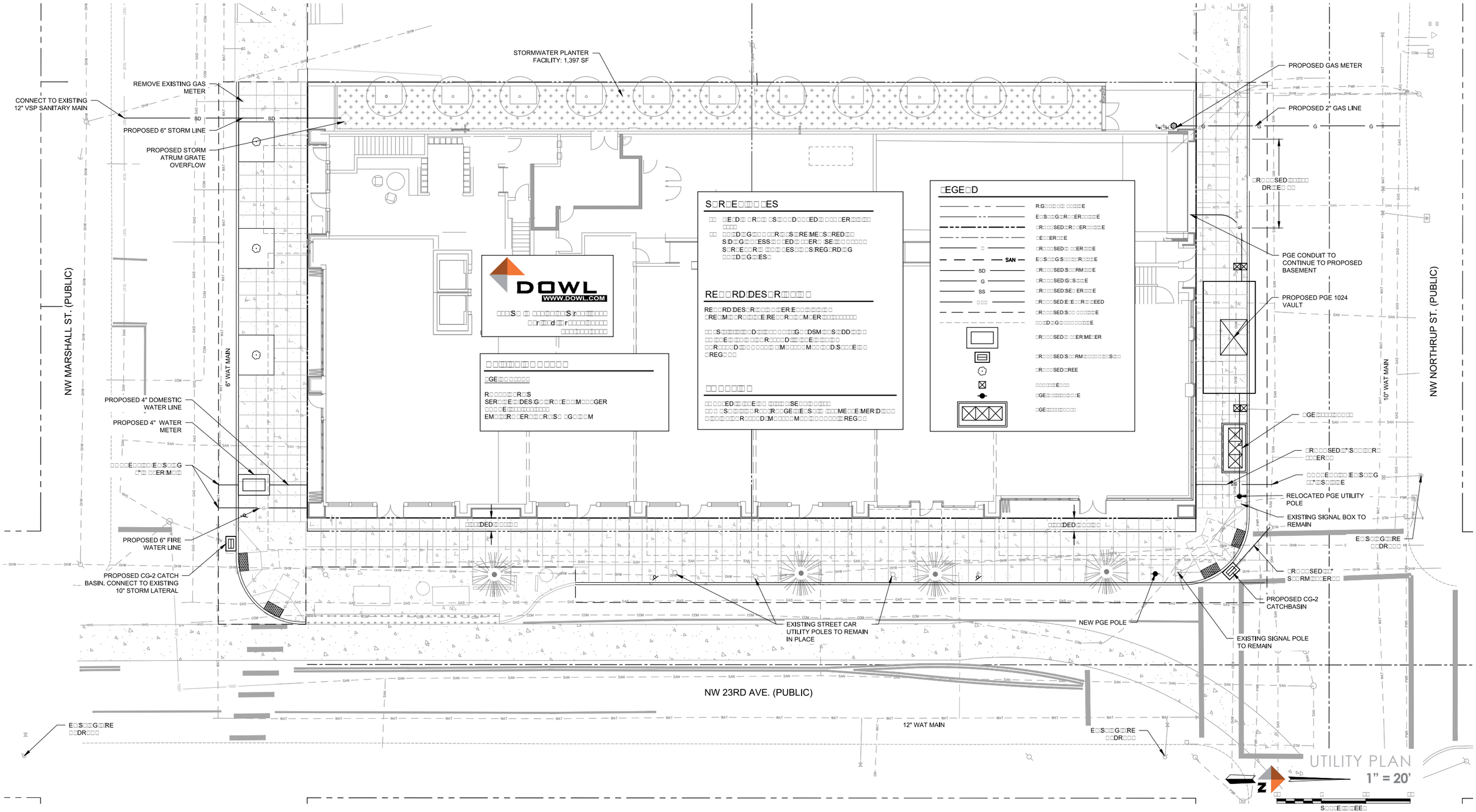
February 26, 2020

LU 20-123610 DZM
Exhibit A3

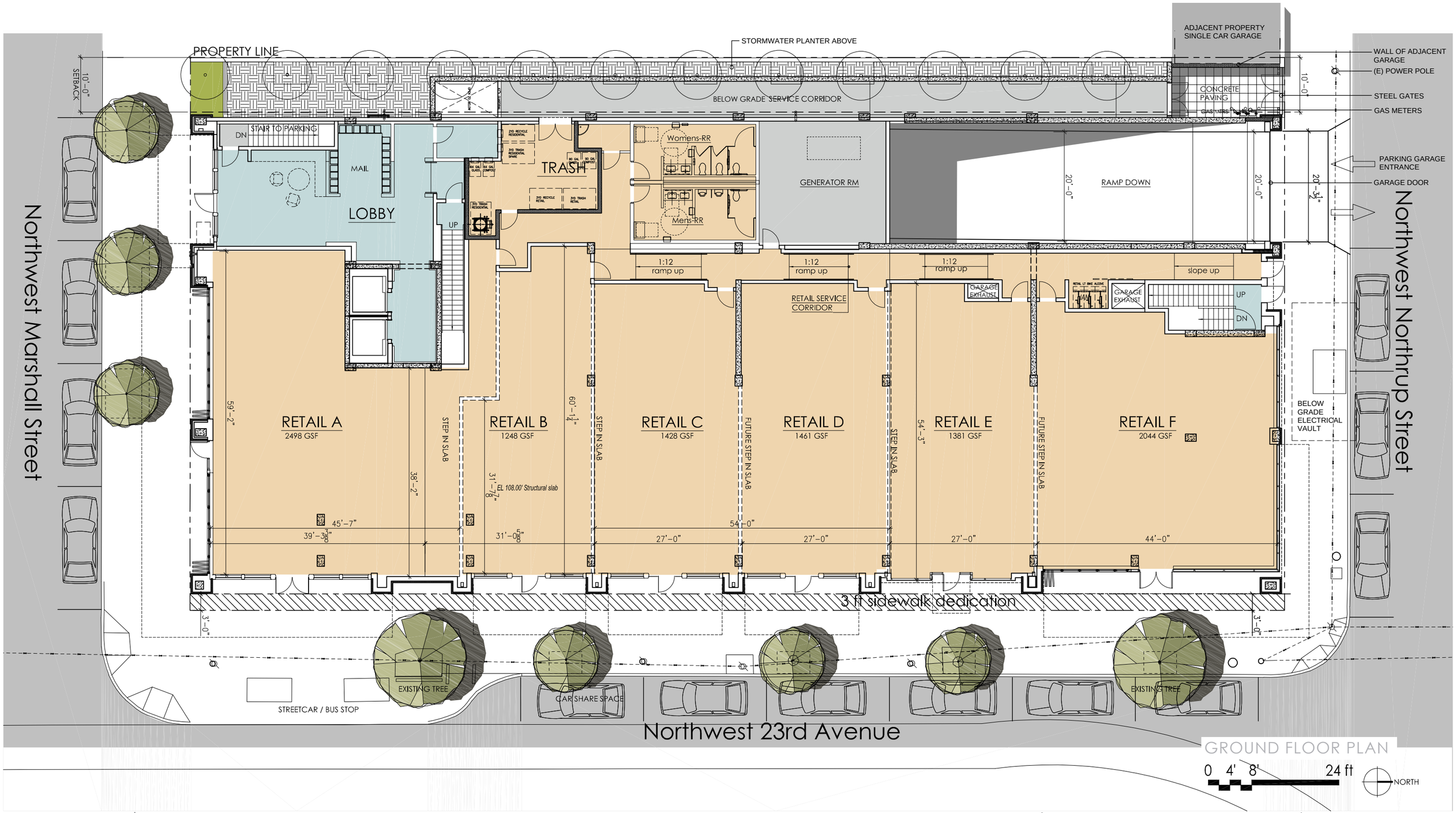


SITE PLAN

LU 20-123610 DZM
Exhibit A3



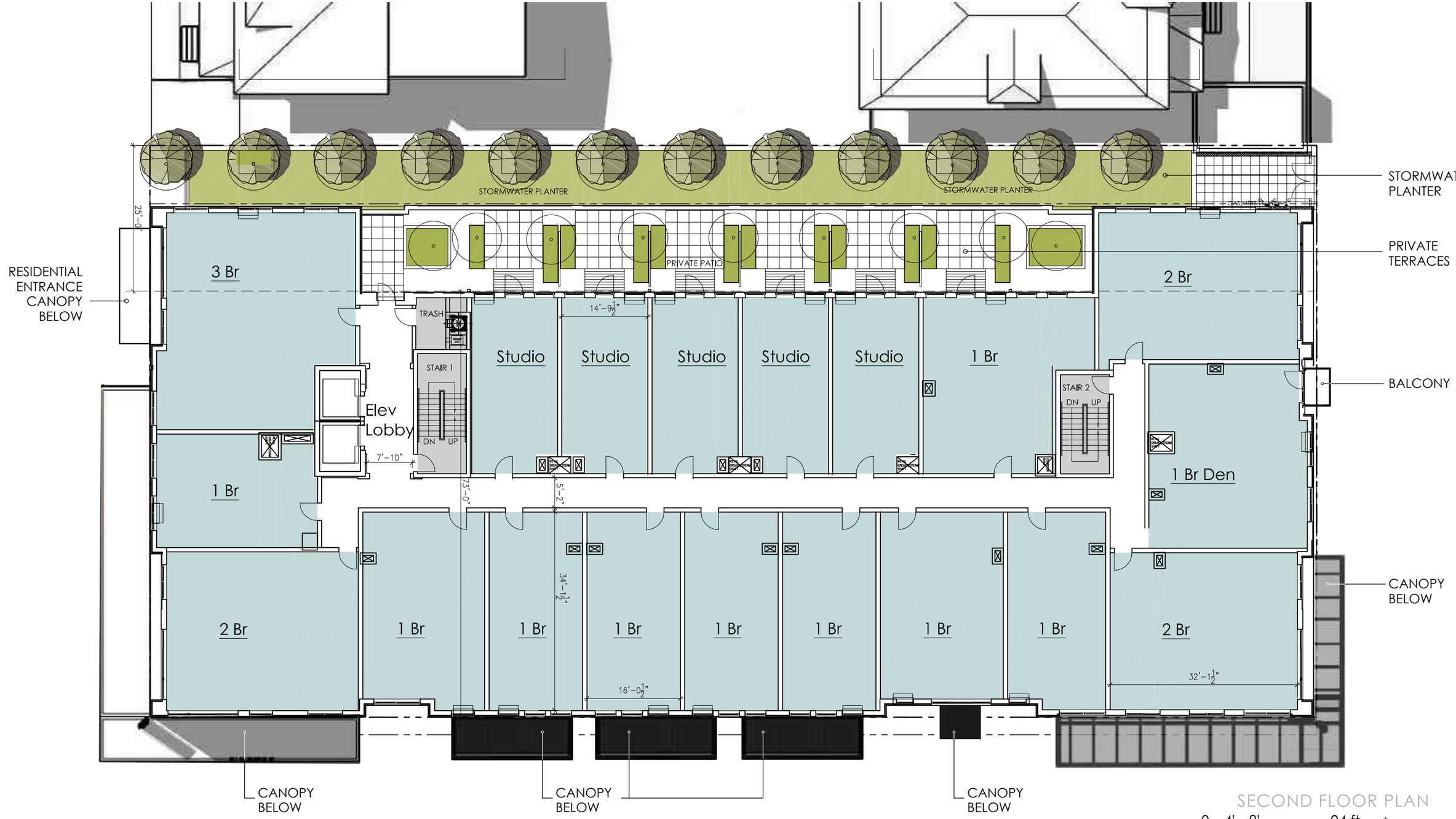
LU 20-123610 DZM
Exhibit A3



GROUND FLOOR PLAN

0 4' 8' 24 ft NORTH

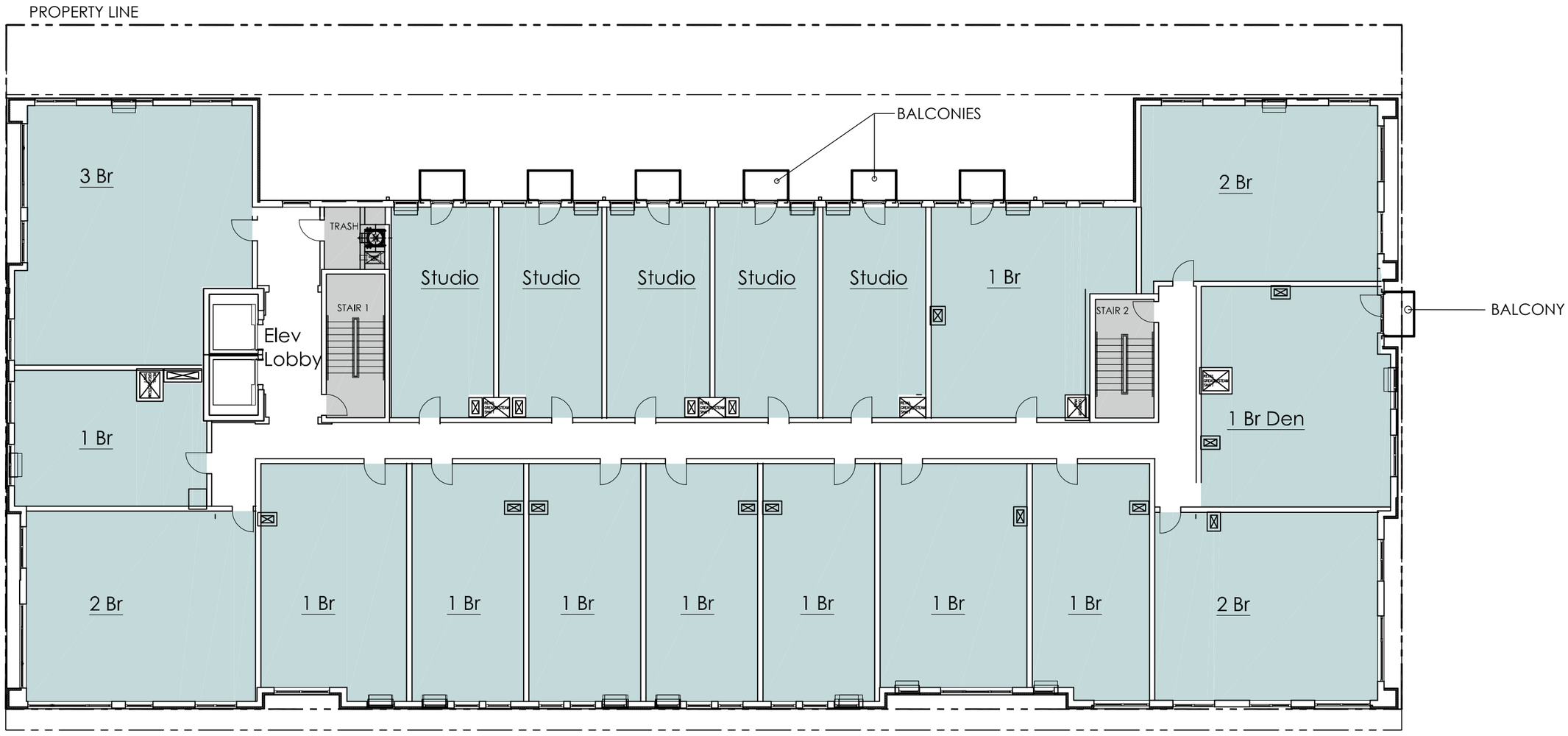
LU 20-123610 DZM
Exhibit A3



SECOND FLOOR PLAN

0 4' 8' 24 ft NORTH

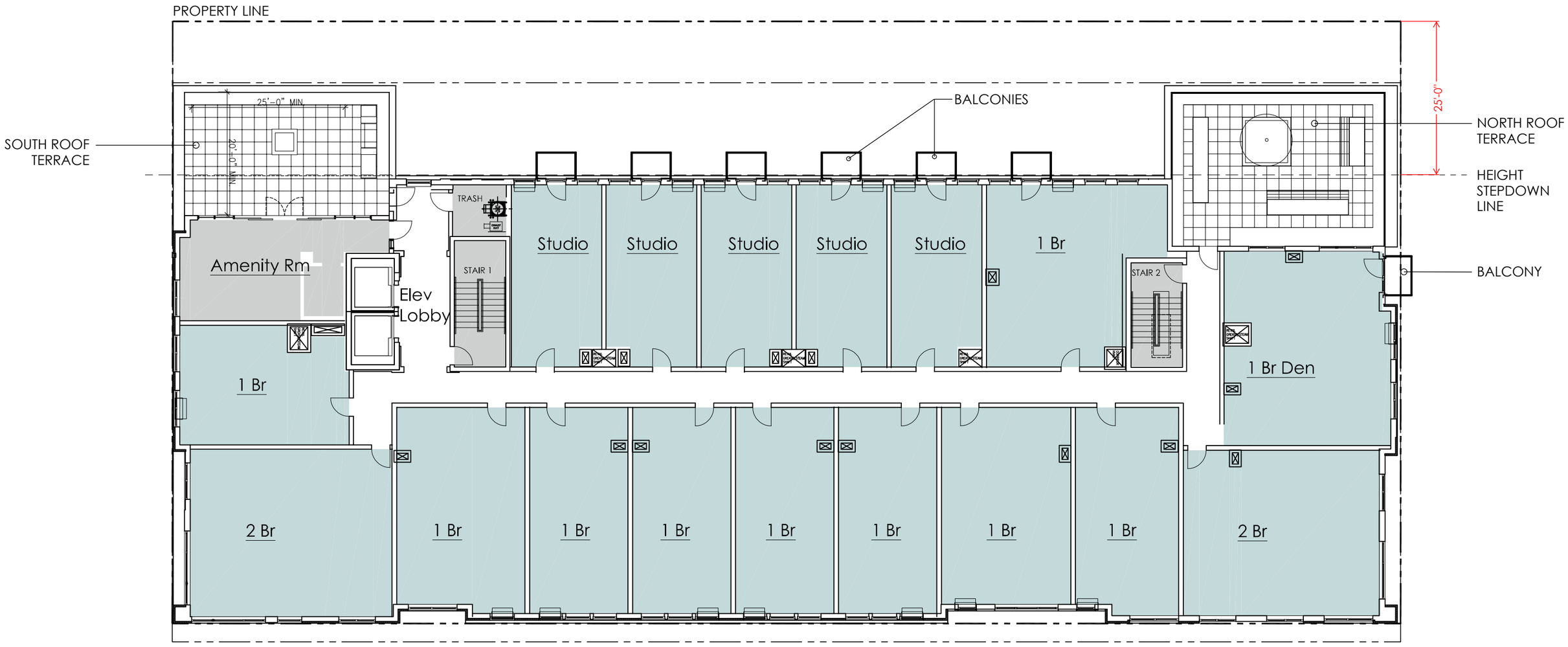
LU 20-123610 DZM
Exhibit A3



THIRD and FOURTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3



FIFTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3



A. RTU PACKAGED AIR HANDLER

SIZE: 74 3/8"L X 46 3/4"W X 44"H

SEE CUTSHEETS D3



B. FUTURE RETAIL SPLIT SYSTEM HEAT PUMPS

SIZE: 35"L X 35"W X 39 1/8"H

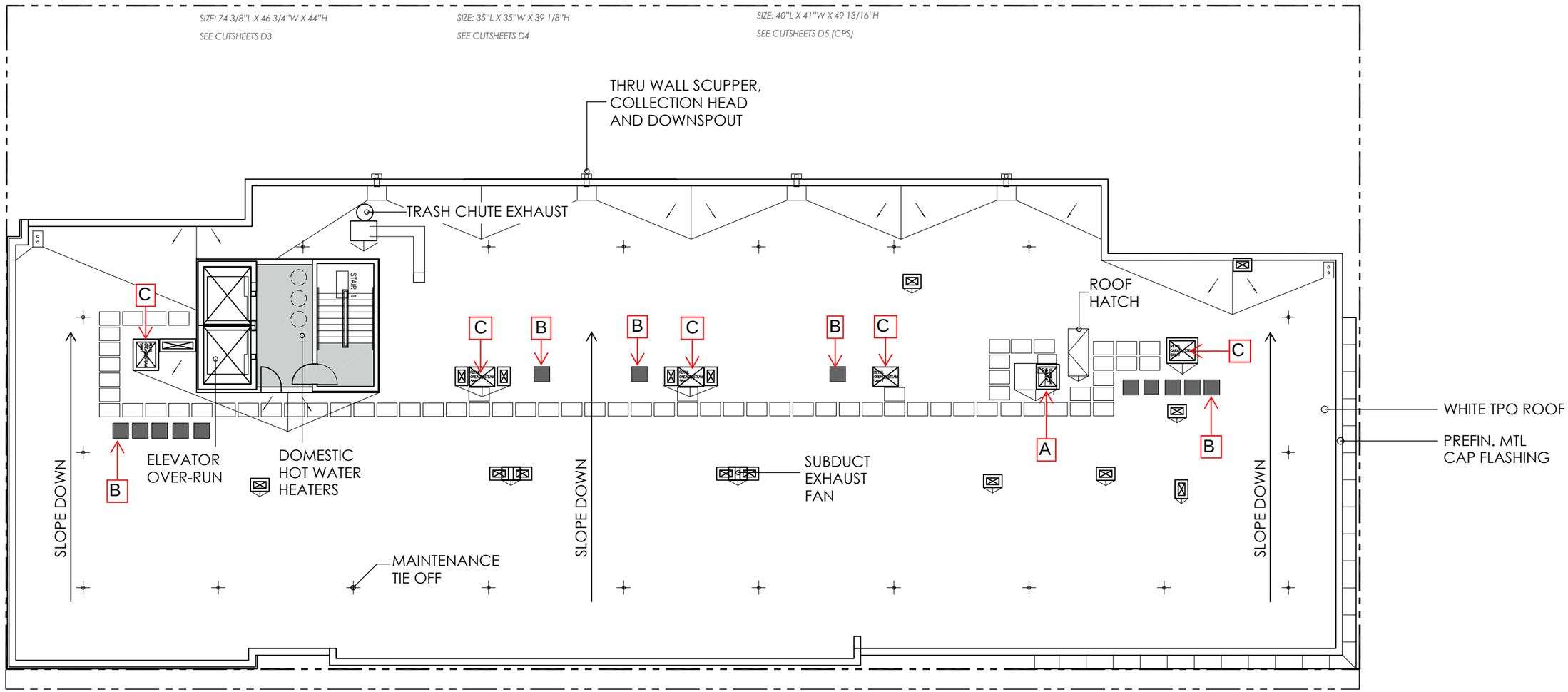
SEE CUTSHEETS D4



C. RESTAURANT EXHAUST FAN

SIZE: 40"L X 41"W X 49 13/16"H

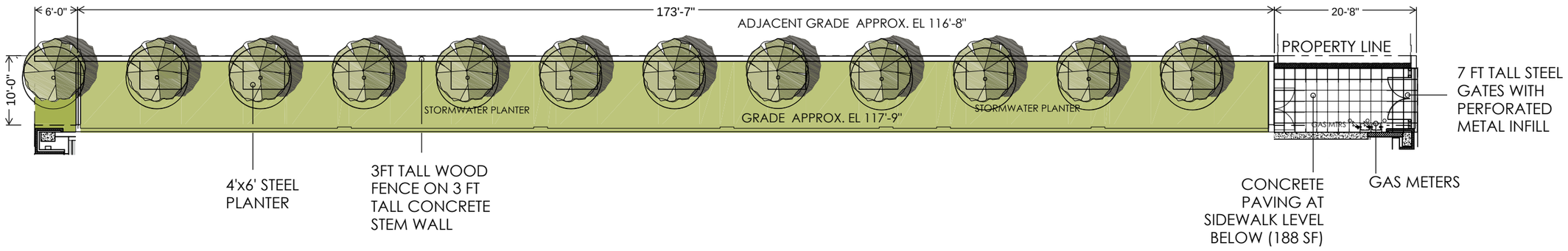
SEE CUTSHEETS D5 (CPS)



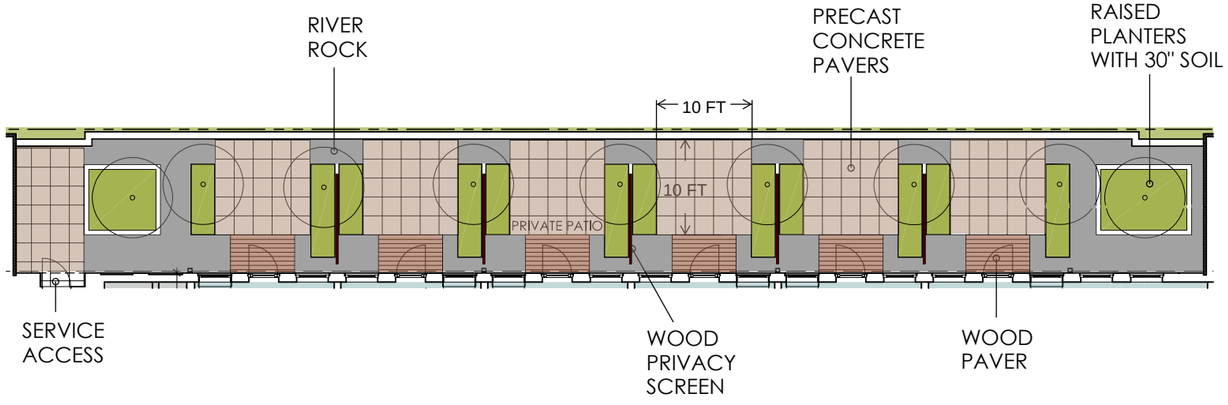
ROOF PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3



SETBACK PLAN

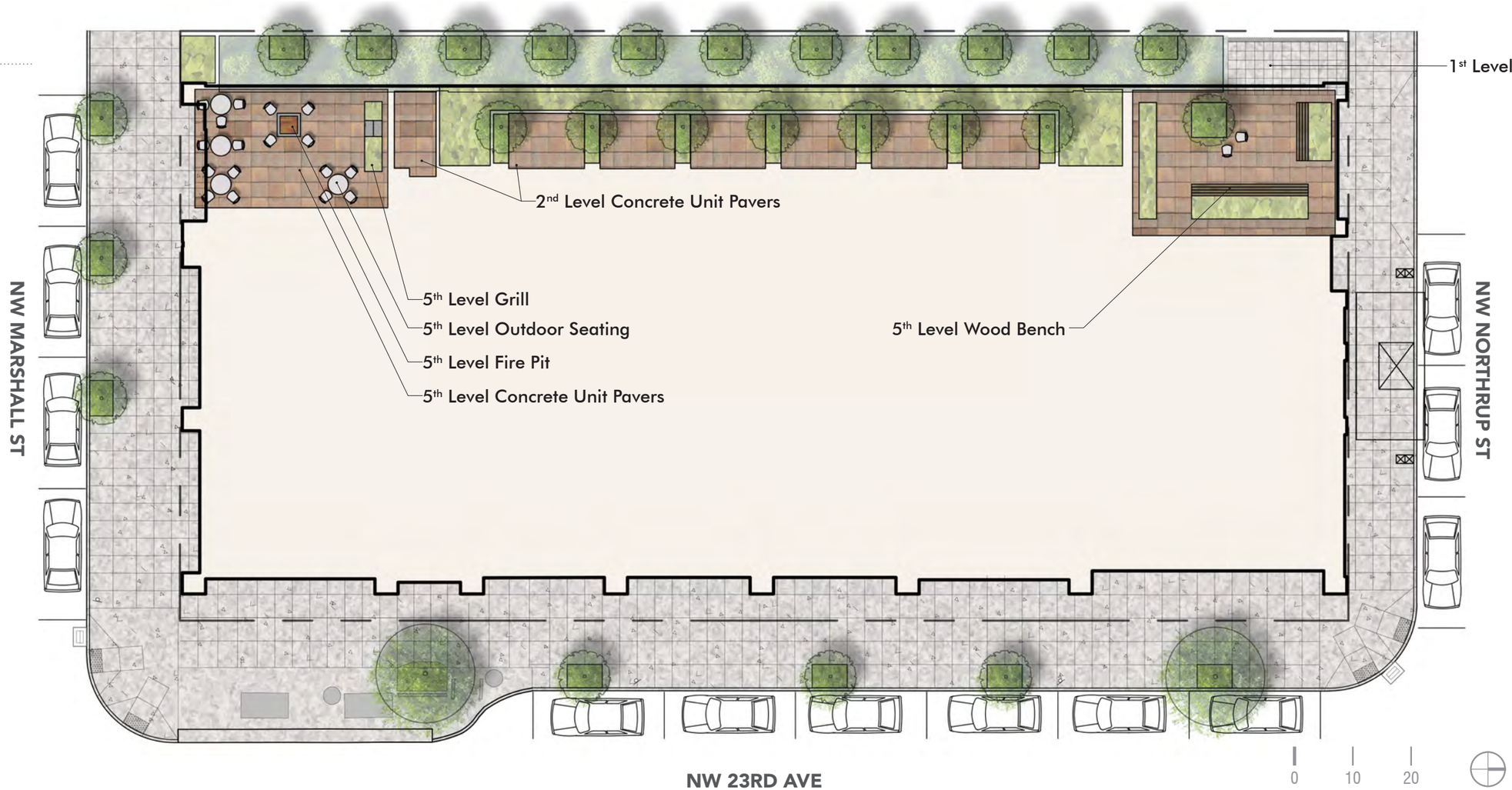


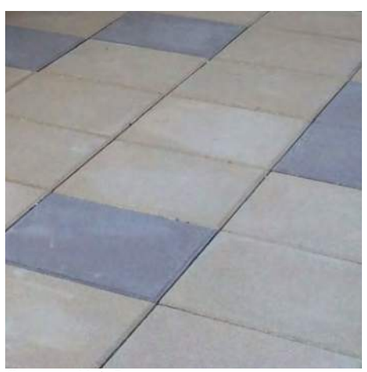
2ND FLOOR TERRACE PLAN

SETBACK DIMENSION PLAN and
2ND FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3




Concrete Unit Pavers


Fire Pit

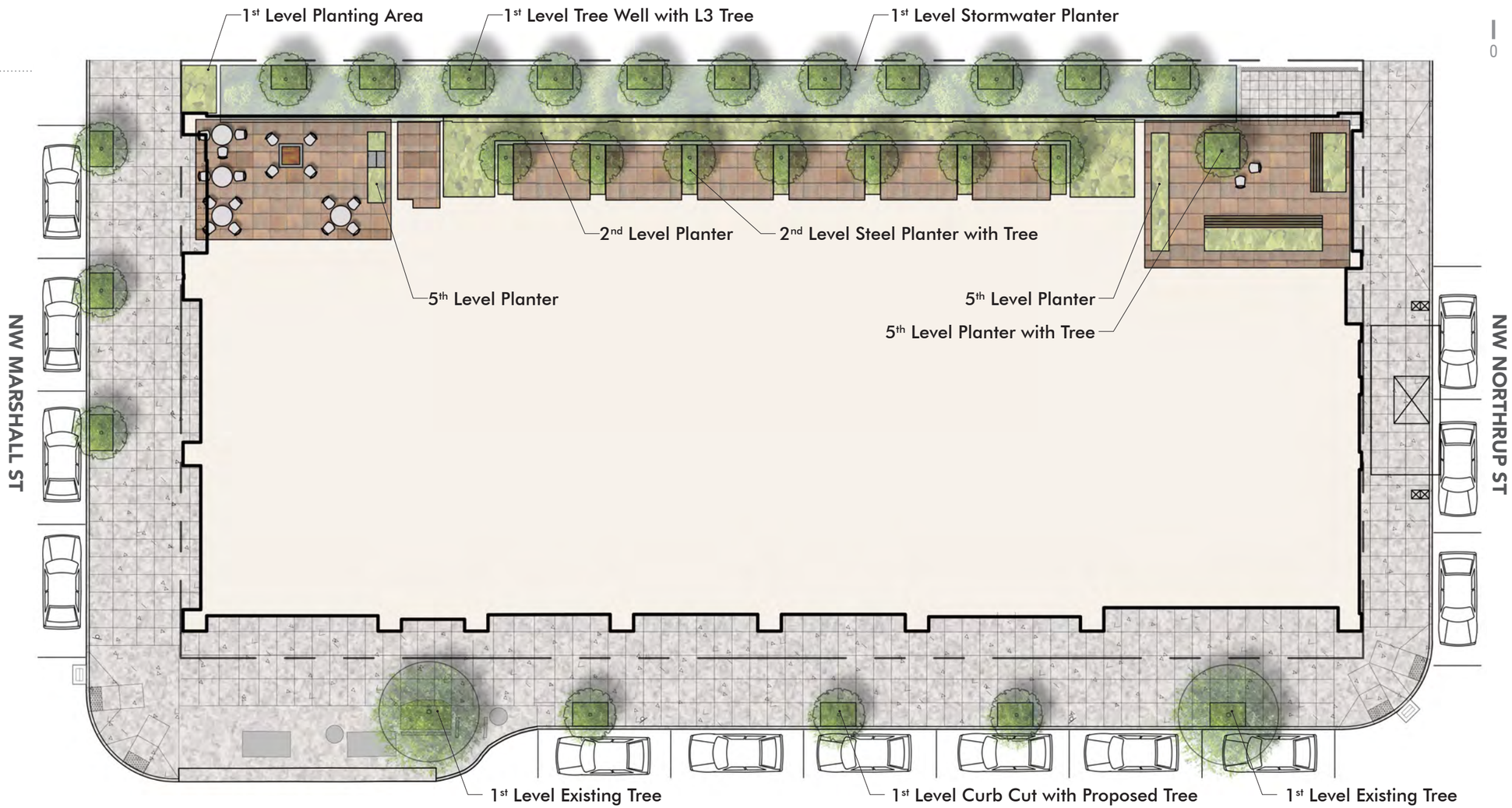

Grill


Steel Planter with Tree


Wood Bench

LANDSCAPE
MATERIALS PLAN

LU 20-123610 DZM
Exhibit A3



1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

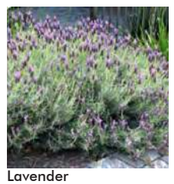
L3 TREE


Chinese Fringe Tree

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass


Flowering Crape Myrtle

NW MARSHALL AVENUE

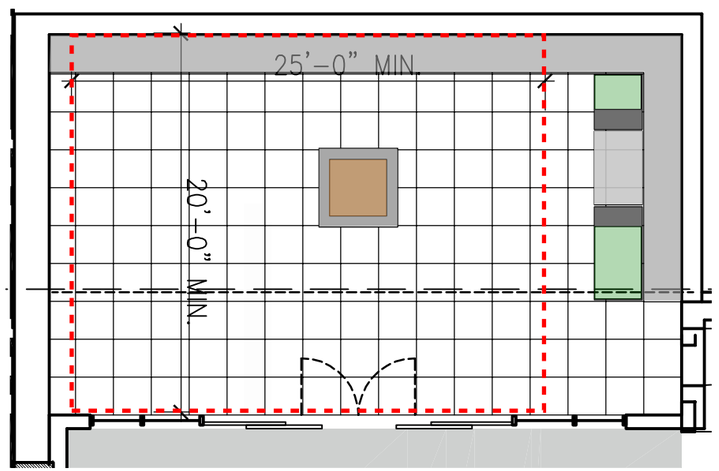

European Hornbeam

NW 23RD AVENUE

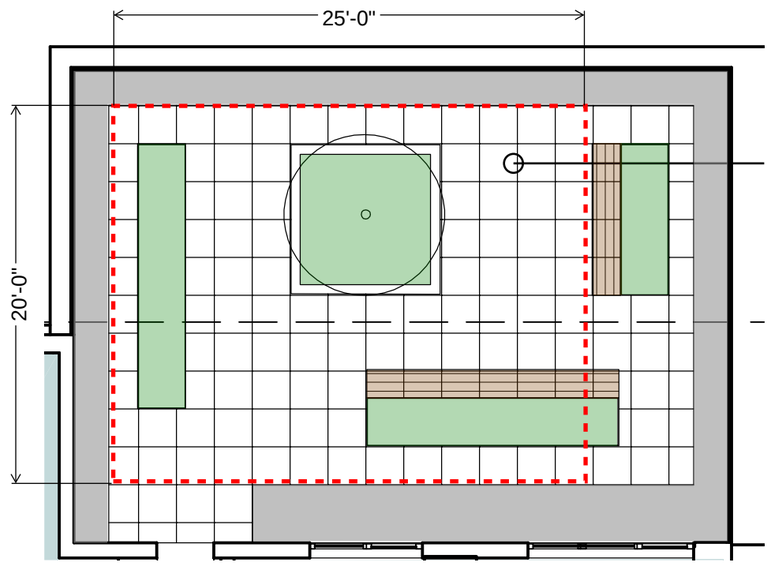

Frontier Elm

LANDSCAPE
PLANTING PLAN

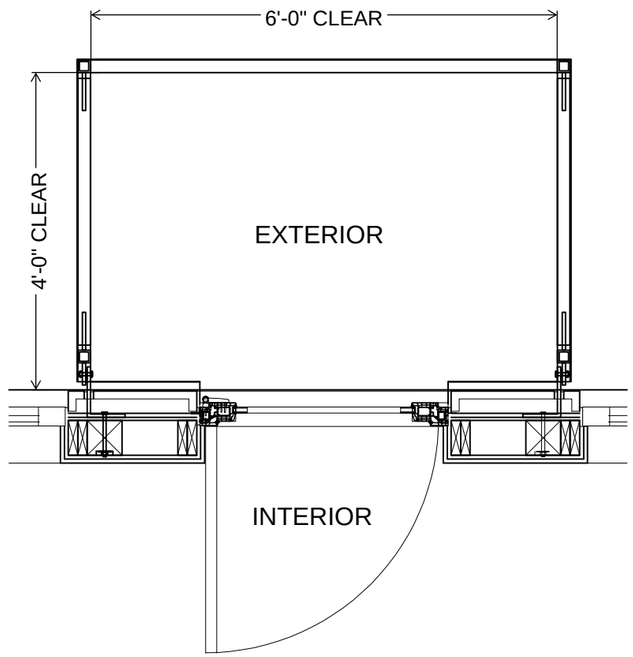
LU 20-123610 DZM
Exhibit A3



SOUTH TERRACE PLAN



NORTH TERRACE PLAN

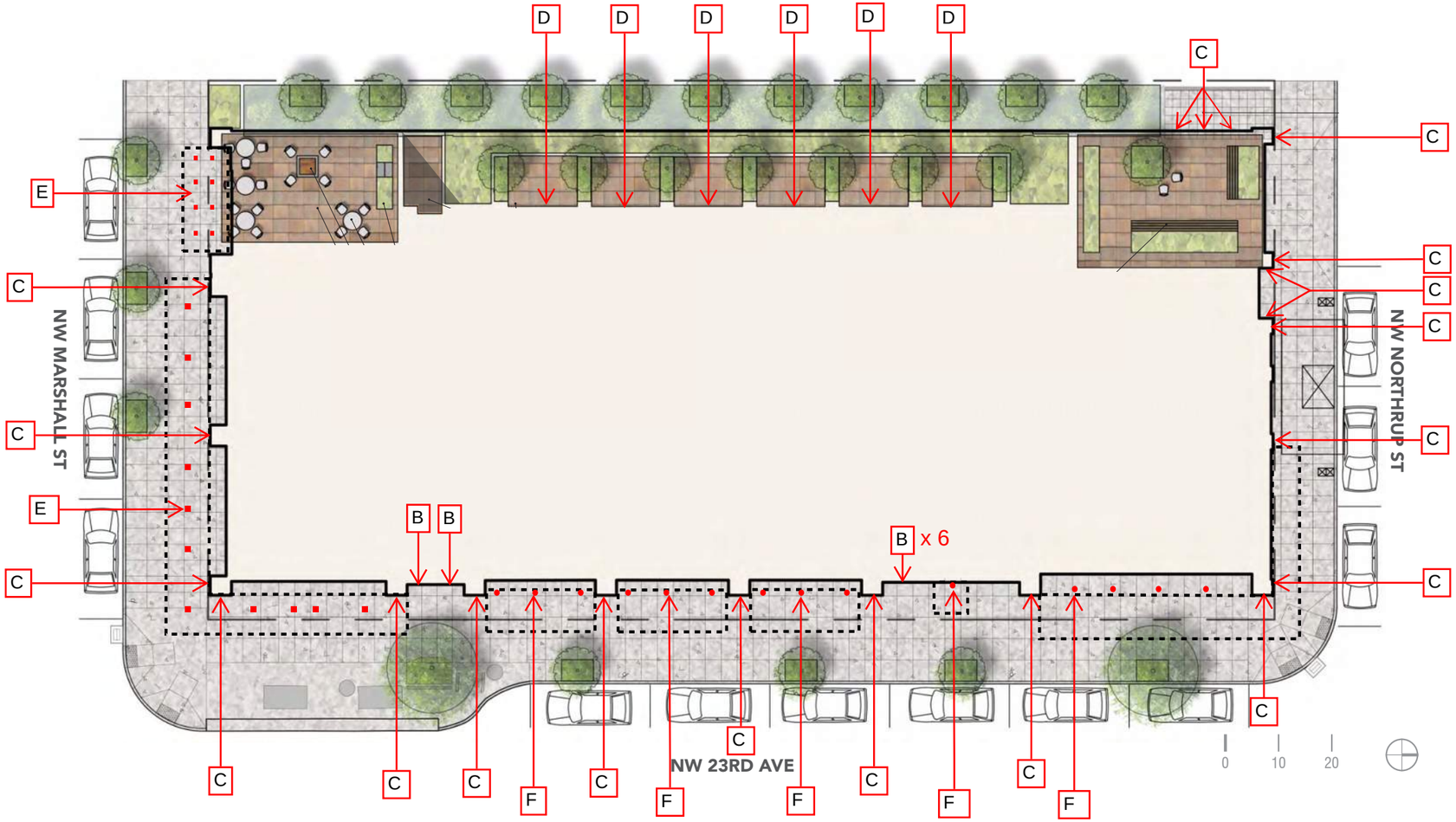


TYPICAL BALCONY PLAN

5TH FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3



LIGHTING FIXTURE LEGEND



LIGHTING FIXTURE TYPE-A

DESCRIPTION: LED RECCESSED WALL GRAZING FIXTURE

COLOR: BLACK



LIGHTING FIXTURE TYPE-B

DESCRIPTION: 12"DIAx12"H ANGLED SHADE W/23"Lx10"H ARM ABOVE AWNINGS

COLOR: BLACK



LIGHTING FIXTURE TYPE-C

DESCRIPTION: 6" x 12.5" LED WALL SCONCE DOWN LIGHT

COLOR: BLACK



LIGHTING FIXTURE TYPE-D

DESCRIPTION: 4"x4"x7" WALL SCONCE ABOVE PATIO DOORS

COLOR: DARK BRONZE



LIGHTING FIXTURE TYPE-E

DESCRIPTION: 4" RECESSSED DOWNLIGHT AT SOFFITS



LIGHTING FIXTURE TYPE-F

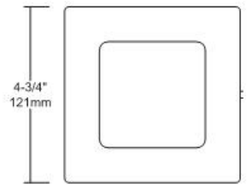
DESCRIPTION: 2.25"x4" CANOPY MOUNTED DOWNLIGHT AT RETAIL ENTRANCE; COLOR: BLACK



LIGHTING FIXTURE TYPE-I

DESCRIPTION: LANDSCAPE LIGHT

COLOR: BLACK



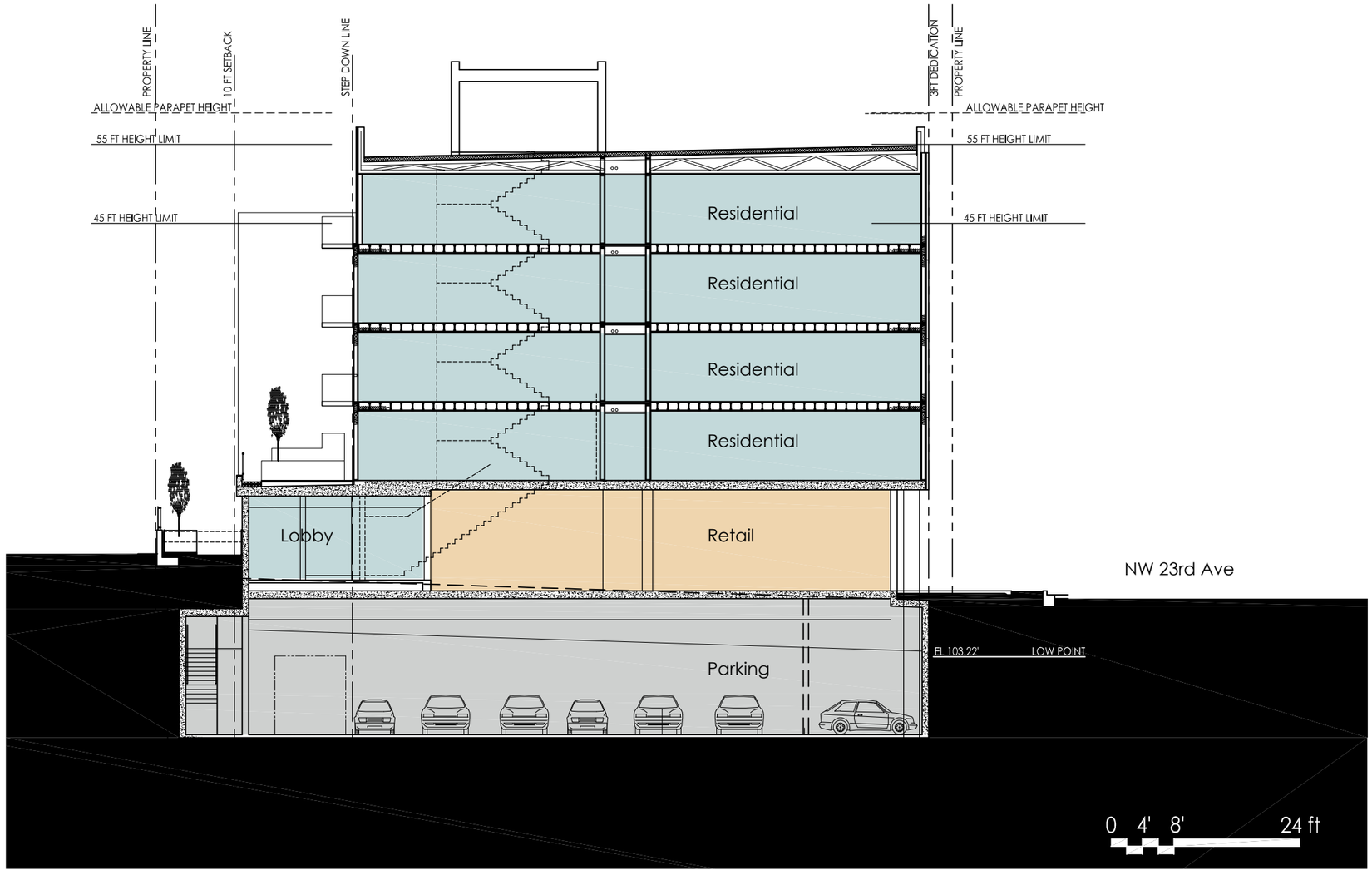
LIGHTING FIXTURE TYPE-H

DESCRIPTION: RECESSED DOWNLIGHT AT RETAIL B CANOPY

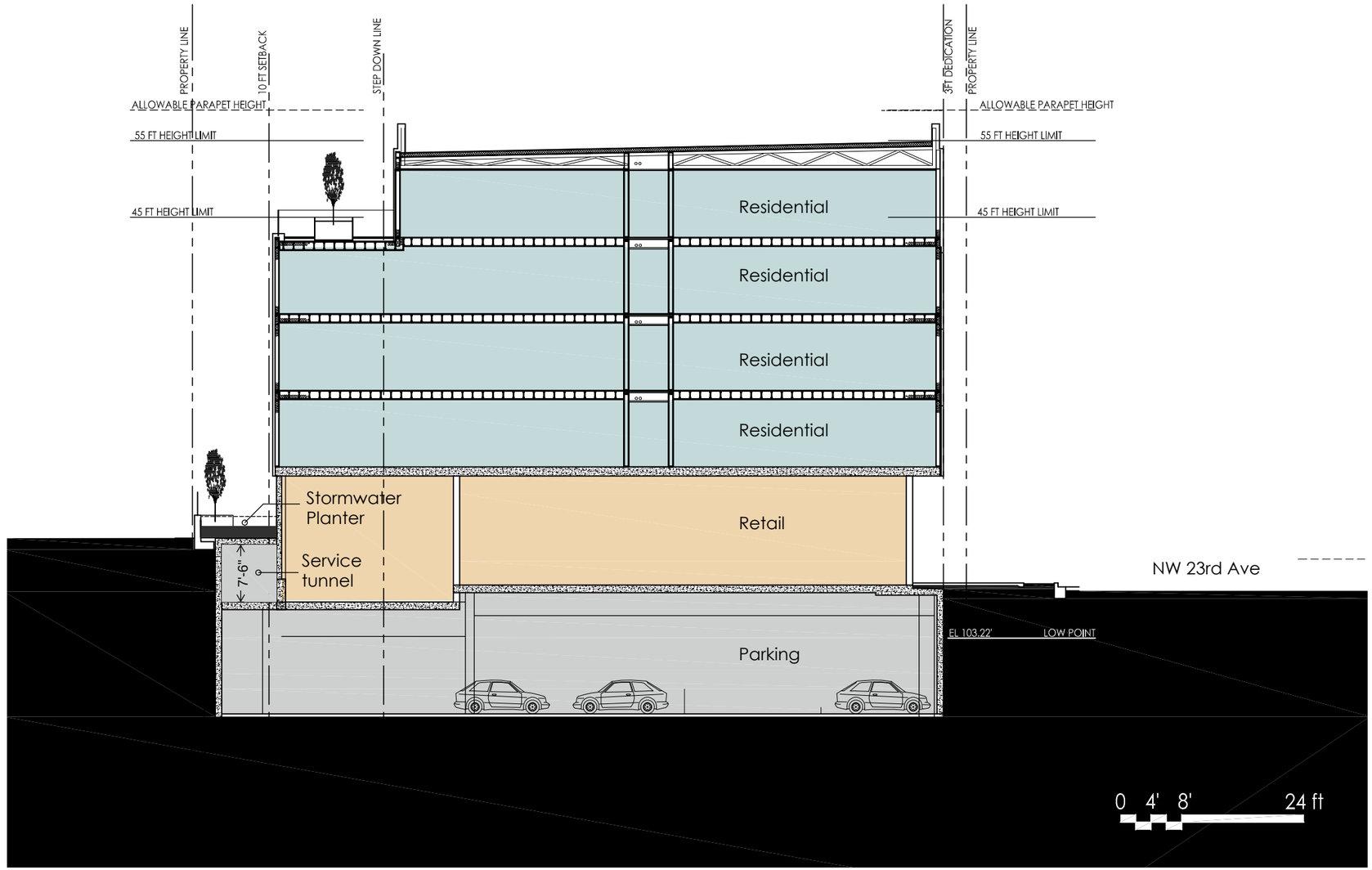
COLOR: WHITE

EXTERIOR LIGHTING PLAN

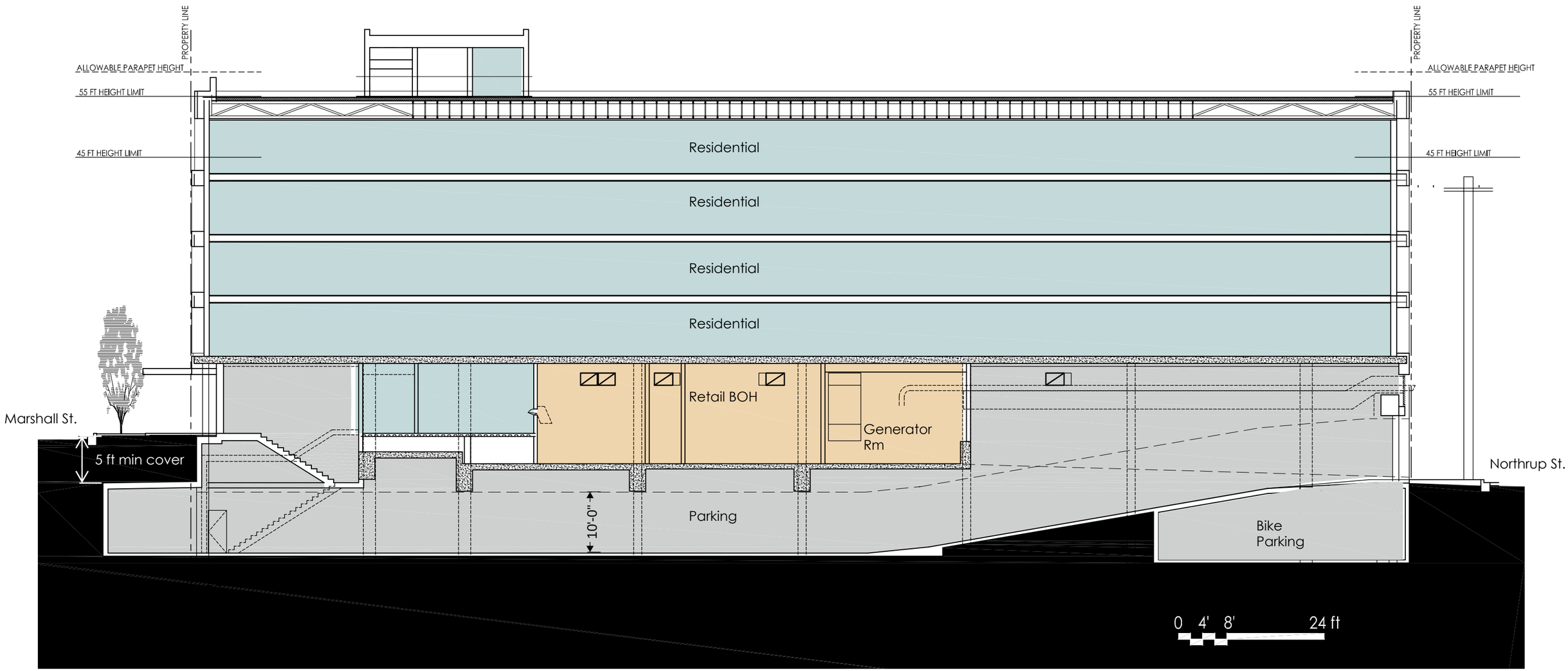
LU 20-123610 DZM
Exhibit A3



EAST-WEST BUILDING SECTION

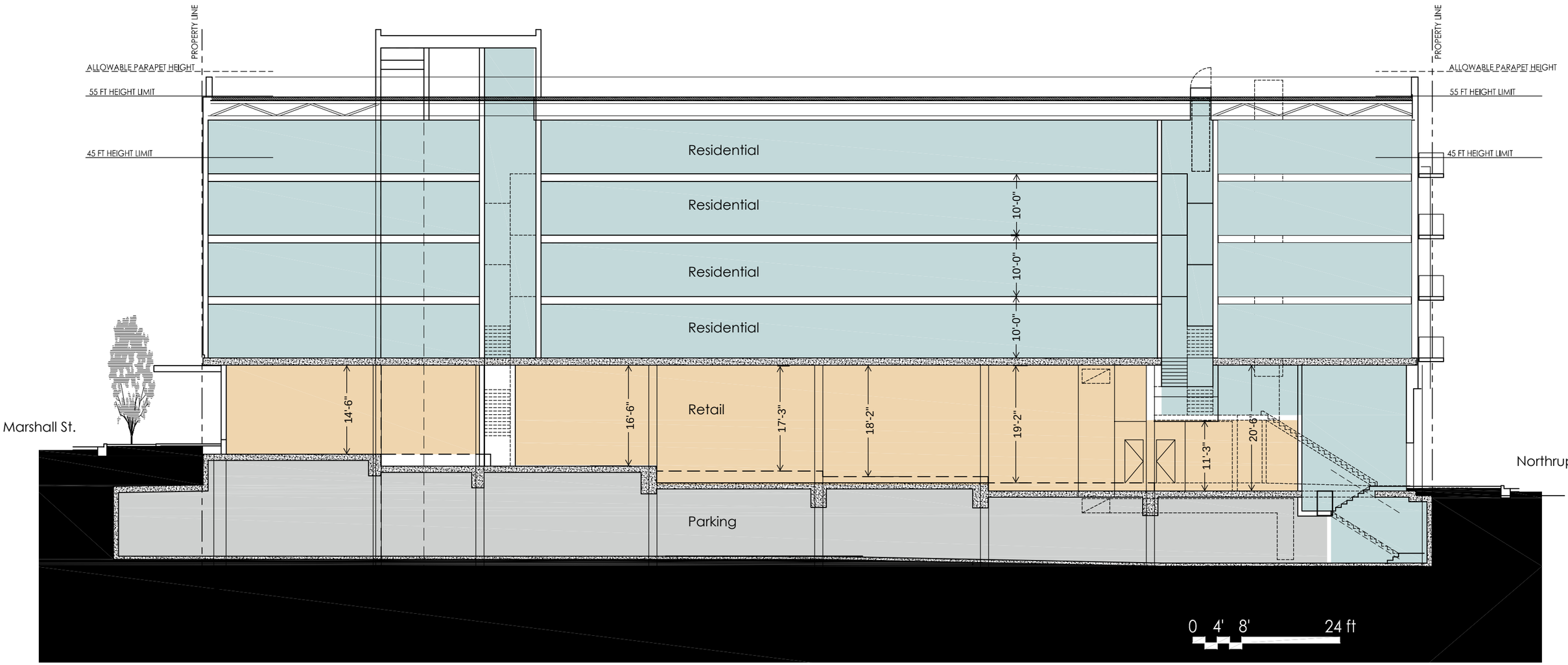


EAST-WEST BUILDING SECTION



NORTH-SOUTH BUILDING SECTION

LU 20-123610 DZM
Exhibit A3



NORTH-SOUTH BUILDING SECTION



ELEVATION - SOUTH



ELEVATION - SOUTH

LU 20-123610 DZM
Exhibit A3



ELEVATION - EAST



ELEVATION - EAST



NORTH ELEVATION

LU 20-123610 DZM
Exhibit A3



NORTH ELEVATION

LU 20-123610 DZM
Exhibit A3



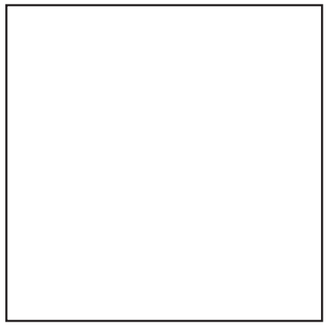
NORTH ELEVATION

LU 20-123610 DZM
Exhibit A3

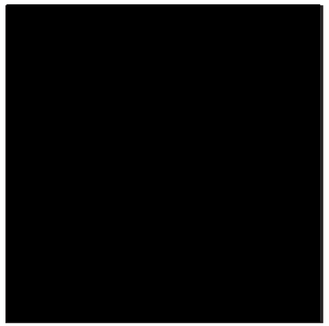


NORTH ELEVATION

LU 20-123610 DZM
Exhibit A3



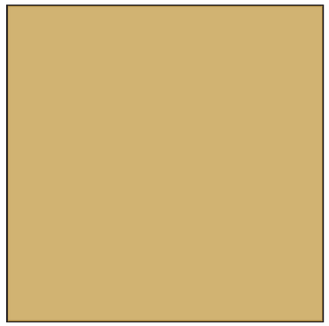
COLOR 4
WHITE



COLOR 1
BLACK



BRICK VENEER TYP 1 -
(SMOOTH) WHITE



COLOR 5
OCHRE



COLOR 2
CHARCOAL



BOARD FORMED CONCRETE



BRICK VENEER TYP 2 -
(SMOOTH) COAL CREEK



COLOR 3
BENJAMIN MOORE
2134-30 IRON MOUNTAIN



WOOD STOREFRONT
MAHOGANY



BRICK VENEER TYP 3 -
(SMOOTH) WESTPORT

MATERIALS

LU 20-123610 DZM
Exhibit A3

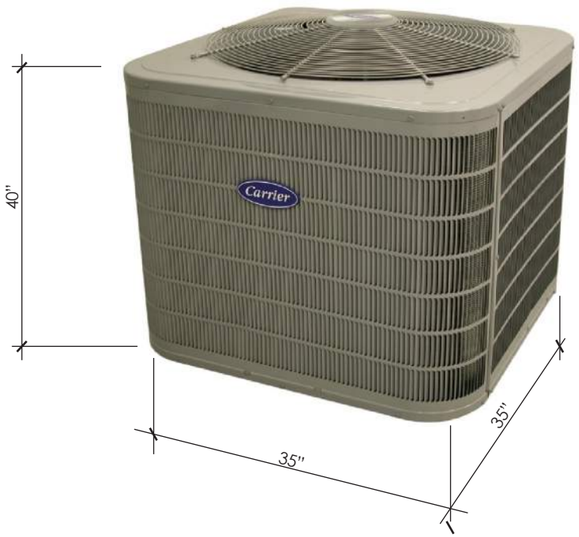
25HCB3
Performance™ 13 Heat Pump
with Puron® Refrigerant
1–1/2 To 5 Nominal Tons

Carrier
turn to the experts

48TC
Gas Heat/Electric Cooling
Packaged Rooftop
3 to 15 Nominal Tons

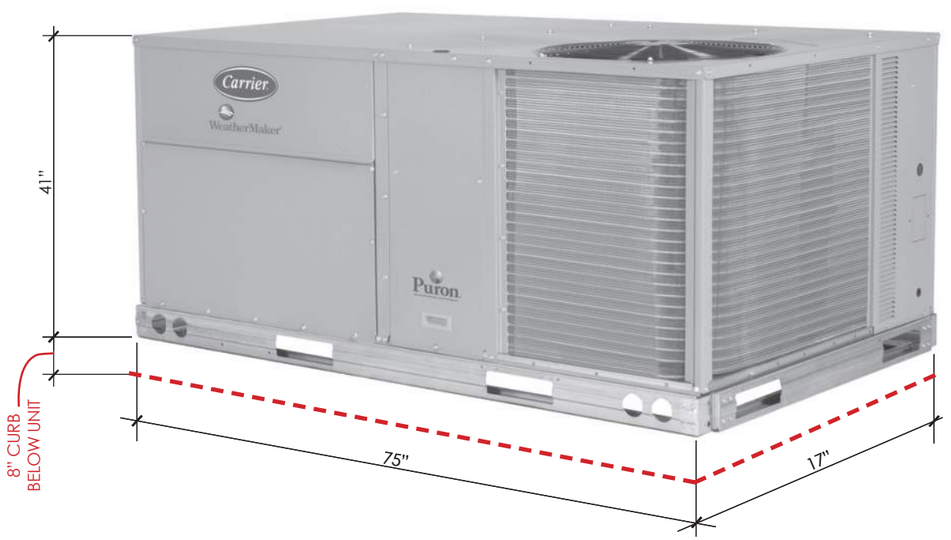
Carrier
United Technologies
turn to the experts

Product Data



Puron
the environmentally sound refrigerant
Performance
SERIES

WeatherMaker®



C08613

Puron

ASHRAE 90.1 COMPLIANT

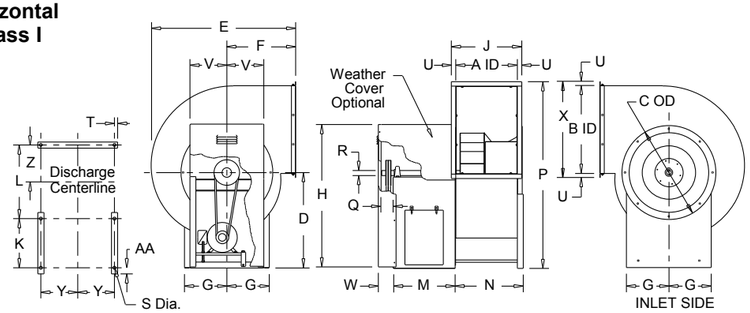
LU 20-123610 DZM
Exhibit A3

COOK

MARK: EF-PARK
PROJECT: 23RD & SAVIER
DATE: 3/30/2016

CPA

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I



Performance (*Bhp includes 9% drive loss)

Qty	Catalog Number	Flow (CFM)	SP (inwc)	Fan RPM	Power* (HP)	FEG
1	225 CPA	4000	1.00	836	1.01	85

Altitude (ft): 0 Temperature (F): 70

Motor Information

HP	RPM	Volts/Ph/Hz	Enclosure	FLA	Mounted
1-1/2	1725	115/1/60	ODP -SE	20	Yes

FLA based on NEC (2014) Table 430.248

Fan Information

Class	OVel(fpm)	Rotation	Discharge	Access
I	1360	CW	Top Horz.	9:00

Sound Data Sound Power by Octave Band

	1	2	3	4	5	6	7	8	LwA	dBA
Inlet	70	75	71	67	67	62	54	49	71	59
Outlet	79	87	74	70	69	63	54	48	75	64

Accessories:
DRIVES (1.5 SF) @ 836 RPM
SF2-100 SET(6) - ISOLATORS

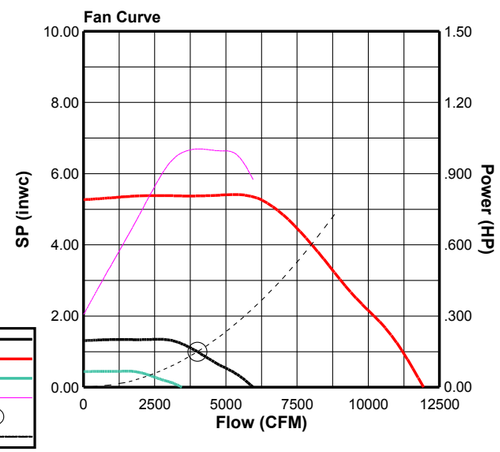
Dimensions (inches)

A	17-3/16	L	19-7/8	W	5
B	24-5/8	M	18-1/8	X	27-13/16
C	27-7/16	N	19	Y	11-1/8
D	27	P	53-1/16	Z	9-7/16
E	42-1/16	Q	4	AA	1-1/2
F	20-5/8	R	1-7/16		
G	11-7/8	S	9/16		
H	41	T	3/4		
J	20-7/16	U	1-5/8		
K	15	V	10-1/2		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)***	Shipping	442	Unit	271

***Includes fan, motor & accessories.



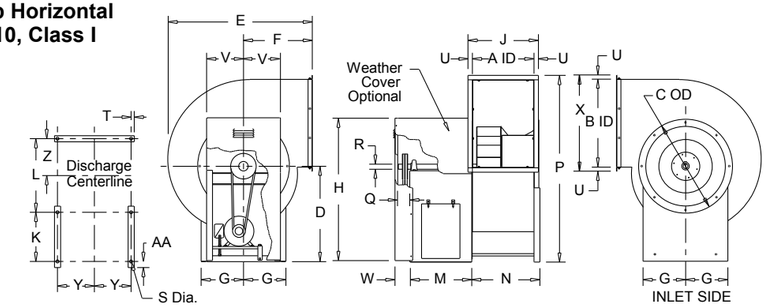
Fan Curve Legend
- CFM vs SP (836)
- MaxRPM(1675)
- MinRPM(484)
- CFM vs HP
- Point of Operation
- System Curve

COOK

MARK: EF-K
PROJECT: 23RD & SAVIER
DATE: 3/30/2016

CPS

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I



Performance (*Bhp includes 12% drive loss)

Qty	Catalog Number	Flow (CFM)	SP (inwc)	Fan RPM	Power* (HP)	FEG
2	210 CPS	2500	1.00	791	.602	n/a(<1HP)

Altitude (ft): 0 Temperature (F): 70

Motor Information

HP	RPM	Volts/Ph/Hz	Enclosure	FLA	Mounted
1	1725	115/1/60	ODP -SE	16	Yes

FLA based on NEC (2014) Table 430.248

Fan Information

Class	OVel(fpm)	Rotation	Discharge	Access
I	974	CW	Top Horz.	9:00

Sound Data Sound Power by Octave Band

	1	2	3	4	5	6	7	8	LwA	dBA
Inlet	73	74	68	64	61	58	51	46	67	56
Outlet	83	80	70	66	64	58	51	46	70	59

Accessories:
DRIVES (1.5 SF) @ 791 RPM
SF2-100 SET(6) - ISOLATORS

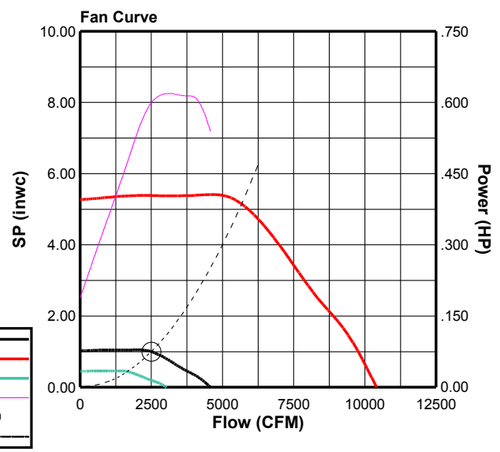
Dimensions (inches)

A	16-1/16	L	18-3/4	W	5
B	23	M	18-1/8	X	26-3/16
C	25-15/16	N	17-7/8	Y	10-5/8
D	25-3/8	P	49-13/16	Z	8-7/8
E	40	Q	4	AA	1-1/2
F	20	R	1-7/16		
G	11-3/8	S	9/16		
H	38-7/8	T	3/4		
J	19-5/16	U	1-5/8		
K	15	V	10		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)***	Shipping	569	Unit	410

***Includes fan, motor & accessories.

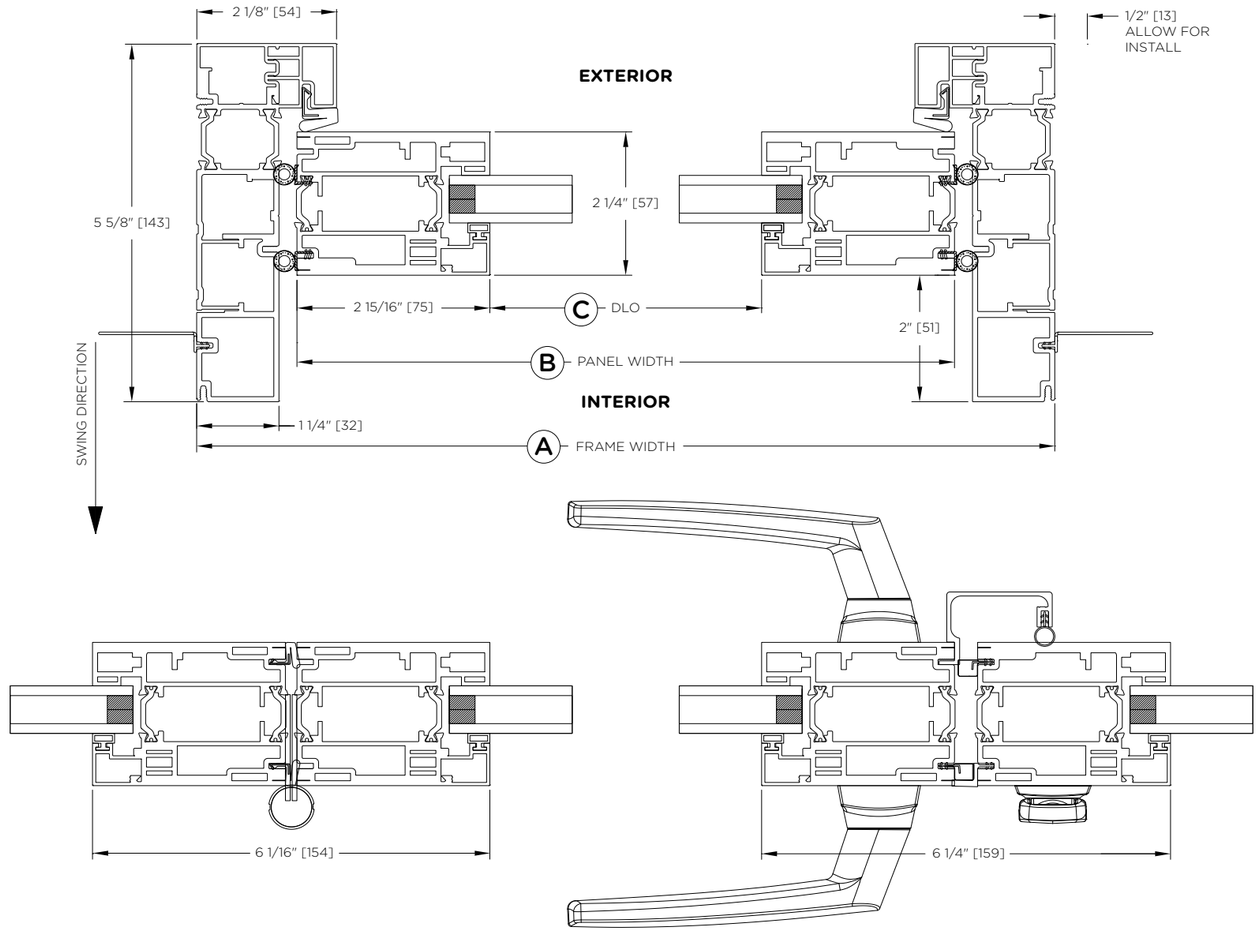


Fan Curve Legend
- CFM vs SP (791)
- MaxRPM(1795)
- MinRPM(524)
- CFM vs HP
- Point of Operation
- System Curve

FOLDING | PLAN VIEW

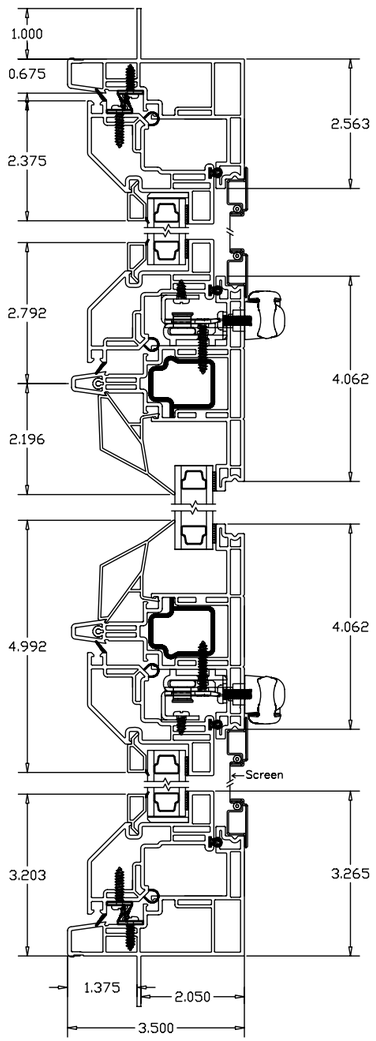
LaCANTINA

ALUMINUM THERMALLY CONTROLLED - INSWING

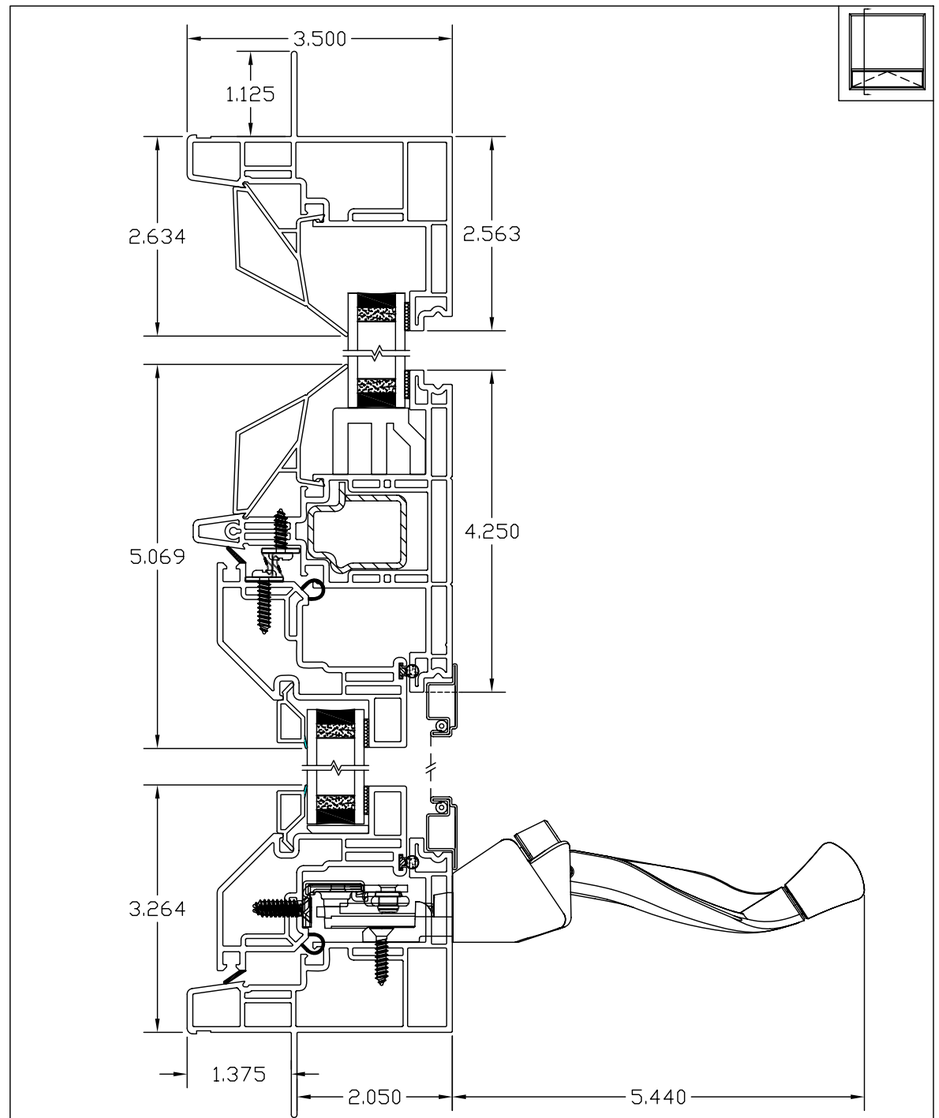


System Letter:	Order #:	A	
	Location:	B	
	Date:	C	

FOLDING STOREFRONT DOOR
(LA CANTINA, OR SIMILAR)



Series	Type	Position	FAV	IGU Thickness	Drawn By	Checked By: RWK	Finish Date: 08/19/10
Endurance	CA/PW/CA	Horizontal Section	No	3/4"	MS Scale: 1:2		3420 E. Ferry Spokane, WA 99202 www.vpiwindows.com



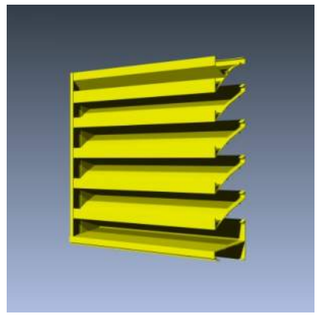
Series	Type	Position	FAV	IGU Thickness	Drawn By	Checked By: RWK	Finish Date: 07/08/10
Endurance	Awning/U PW	Vertical Section	No	3/4"	MS Scale: 1:1.5	VPI Quality Windows	3420 E. Ferry Spokane, WA 99202 www.vpiwindows.com

VINYL WINDOW
(FIXED AND CASEMENT)

EXTERIOR WALL LOUVER

Industrial Louvers, Inc.

MODEL 458XP



STANDARD CONSTRUCTION

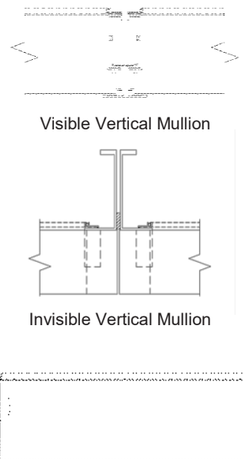
- Material: Extruded Aluminum 6063-T6
- Frame: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blades: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blade Spacing: 3.875” (98mm) on center
- Screen: 1/2” x .063” flattened expanded bird screen and/or 18 x 14 mesh charcoal insect screen.
- Finish: Mill

OPTIONAL ACCESSORIES

- Extended Sill Flashing
- Insulated and Non-insulated Blank-off Panels
- Flanged & Glazing Frames of various sizes
- Hinged Access Panels
- Sub-frames
- Visible Mullions
- Invisible Mullions for continuous blade appearance

FINISHES

- 2 coat Fluropolymer: Kynar® 500 / Hylar® 5000 custom colors available in 70% PVDF (AAMA 2605) or 50% PVDF (AAMA 2604) formulas.
- 3 coat Fluropolymer: Kynar 500 / Hylar 5000 custom colors available in 70% PVDF (AAMA 2605) formulas.
- Anodic finishes: Class I and Class II in Clear, Light/Medium/Dark Bronze, Champagne, and Black.
- Prime coat
- Mill



Vertical Section

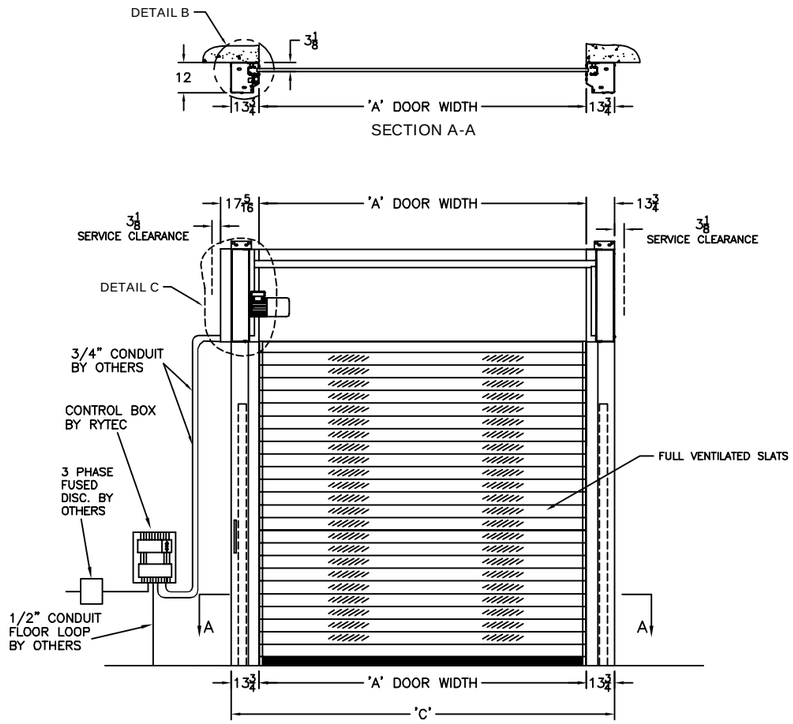
Visible Vertical Mullion

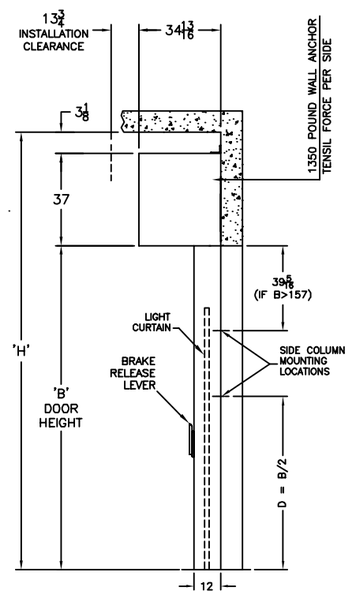
Invisible Vertical Mullion

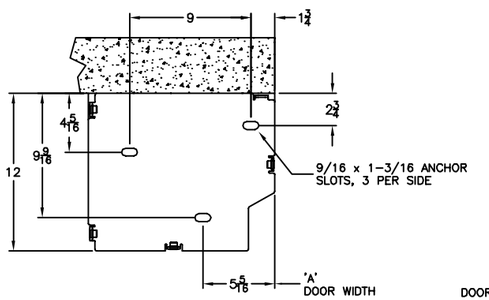


Plan View

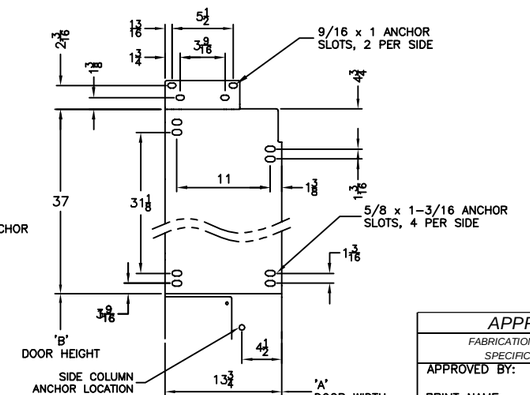
WALL LOUVER







DETAIL B



DETAIL C

REV	DESCRIPTION	DATE	BY

APPROVAL SIGNATURE

FABRICATION CAN PROCEED ACCORDING TO THE SPECIFICATION SHOWN EXCEPT AS NOTED

APPROVED BY:

PRINT NAME:_____

SIGNATURE: _____

DATE: _____

DIMENSIONAL VARIABLES

DRAWING NOT TO SCALE; DIMENSIONS IN INCHES

DOOR NO.	A	B	C	H
MILLIMETERS				

ACTUAL DOOR SIZE IS PRODUCED IN MILLIMETERS
REQUESTED DOOR SIZE IS CONVERTED TO MILLIMETERS AND ROUNDED UP TO THE NEAREST 10MM

ELECTRICAL OPTIONS

- ☐ 460v – 3ph
- ☐ 230v/208v – 3ph
- ☐ 230v/208v – 1ph
- ☐ 575v – 3ph (INCLUDES NEMA 4 METAL ENCLOSURE WITH 575/460 TRANSFORMER)

STANDARD FEATURES

1. SIDE COLUMN AND HEAD CONSOLE POWDER COATED RYTEC SILVER.
2. INTELLIGENT LIGHT CURTAIN SYSTEM IN DOOR LINE TO 6'–0" ABOVE FINISHED FLOOR.
3. VARIABLE DOOR OPENING SPEED; UP TO 118"/SEC.
4. PROGRAMMABLE UPPER AND LOWER LIMITS.
5. NEMA 4X SYSTEM 4 CONTROL BOX (8.5"X16.5").
6. BRAKE RELEASE LEVER ON SIDE COLUMN.
7. ELECTRICAL FAIL SAFE REVERSING EDGE.
8. ONE (1) SET PATHWATCH SAFETY SYSTEM.

STANDARD OPTIONS

BRAKE RELEASE LEVER
☒ SIDE COLUMN ☐ REMOTE MOUNT ☐ BOTH

- ☐ SLANT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FLAT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FRONT AND BOTTOM HEAD COVERS
- ☐ RIGHT HAND DRIVE
- ☐ ROTARY DISCONNECT
- ☐ SELECTOR SWITCH ON CONTROL BOX
  FUNCTION: _____
- ☐ FULLY VENTILATED SLATS
- ☐ PHOTOEYES IN LIEU OF LIGHT CURTAINS

ACTIVATION

- ☐ __ PUSHBUTTON
- ☐ __ PULL CORDS
- ☐ __ MOTION DETECTOR
- ☐ __ PRESENCE DET.
- ☐ __ MOTION/PRESENCE
- ☐ DUAL LOOP CONTROLLER
- ☐ RADIO CONTROL RCVR (INCLUDE MIN 2 XMIT)
  - __ 1 BTN TRANSMITTER
  - __ 2 BTN TRANSMITTER
  - __ 4 BTN TRANSMITTER

OPTION NOTES

ADDITIONAL NOTES:

– FULL VENTILATED SLAT ASSEMBLY

PLEASE SPECIFY VOLTAGE

RYTEC CORPORATION
ONE CEDAR PARKWAY, JACKSON, WI 53037–0403

APPROVAL DRAWING

SPIRAL FULL VENTILATED MODEL STT-

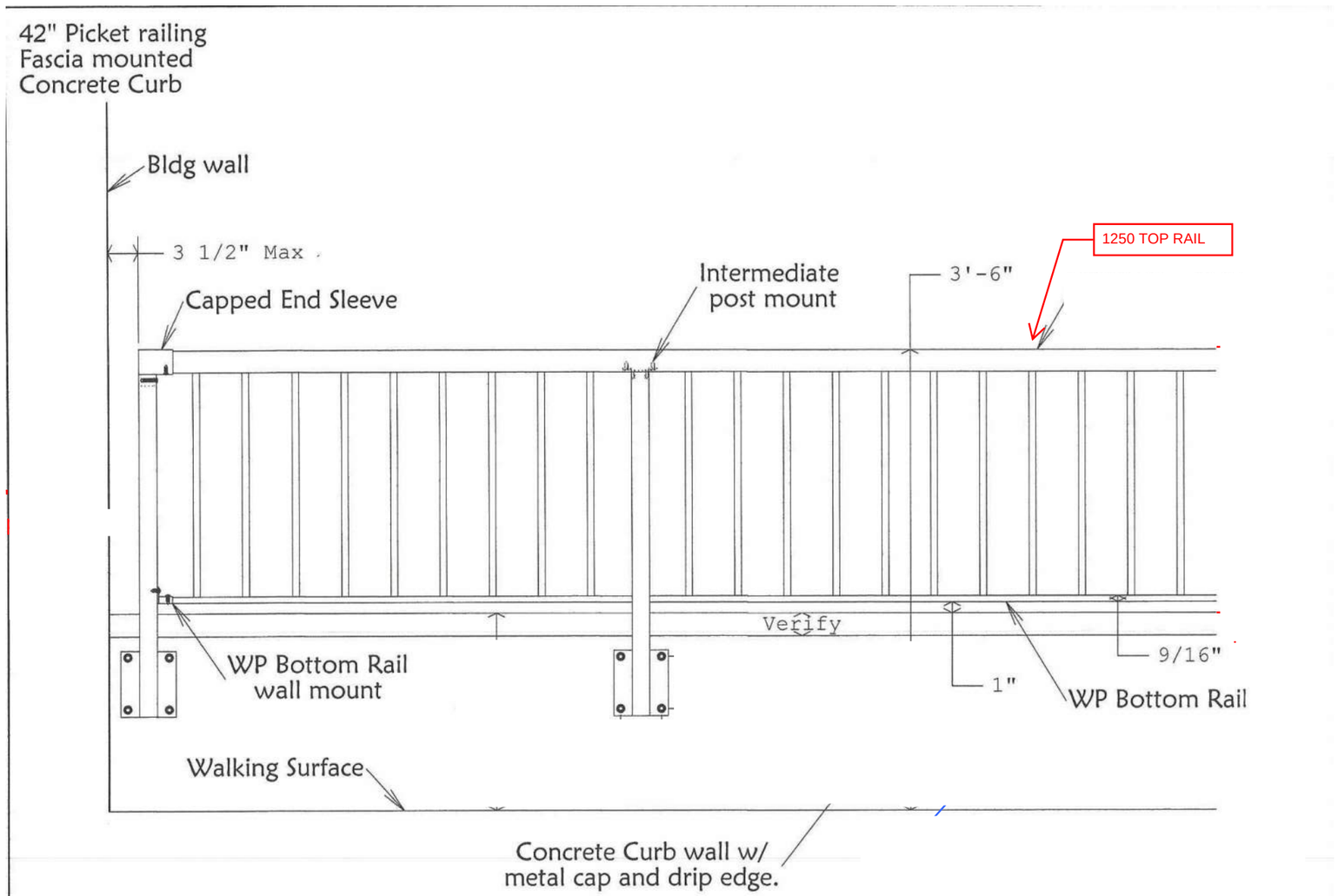
FOR DOOR WIDTH UP TO 20', HEIGHT UP TO 19'-8"

CUSTOMER:

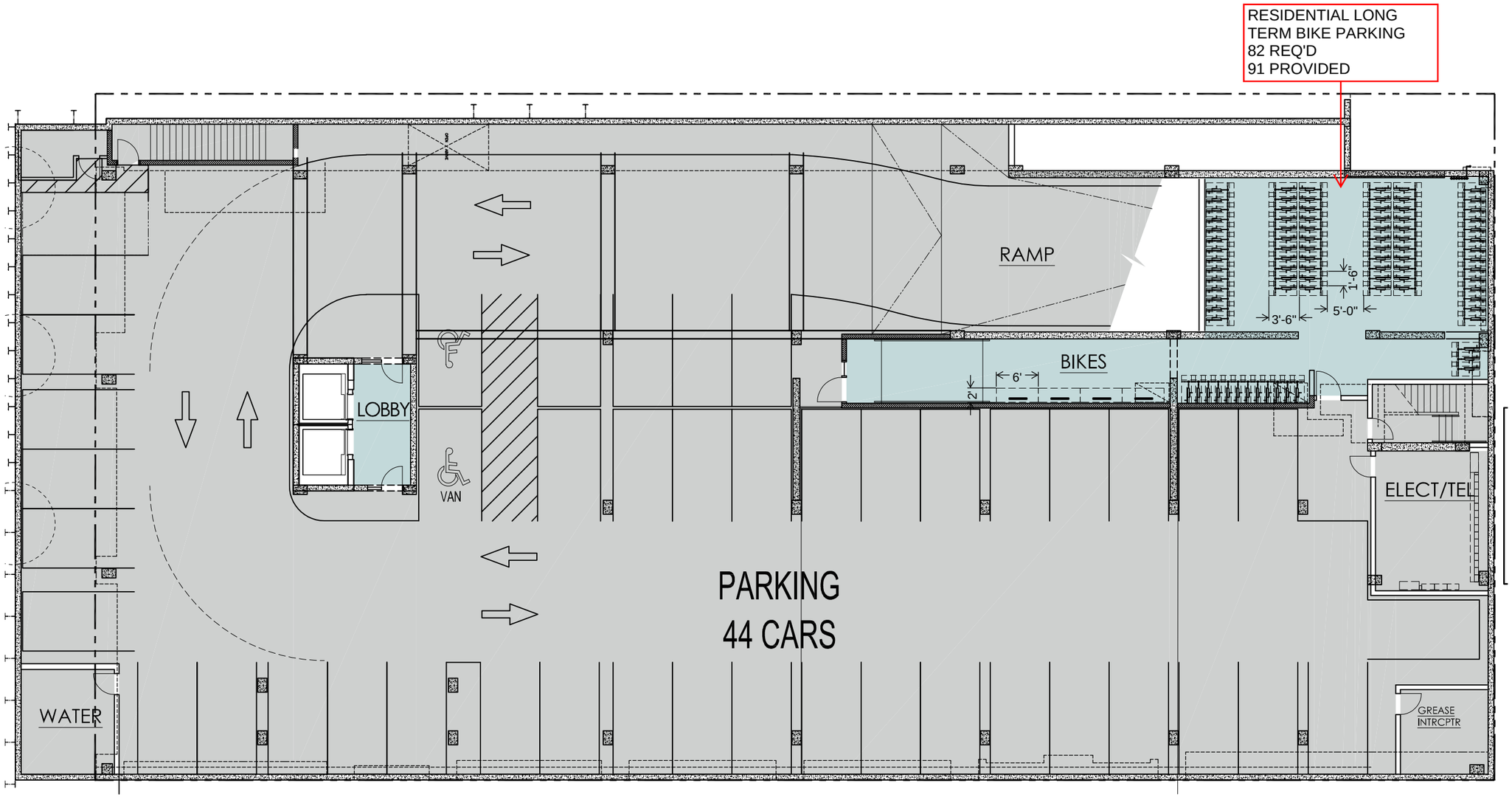
LOCATION:

DATE: REV.: __

DRAWING NO.: 729–02T



RailPro™ RP RAILING SOLUTIONS	V6899	2nd level Patio Elevation	DATE	Approved for Installation
			DRAWN RR	



BICYCLE PARKING SUMMARY

82 *LONG TERM RESIDENTIAL BIKE PARKING*
0 *SHORT TERM RESIDENTIAL BIKE PARKING*

2 *LONG TERM RETAIL BIKE PARKING*
0 *SHORT TERM RETAIL BIKE PARKING*



BICYCLE PARKING TYPE 1

LOTLIMIT *BIKE RACK*

DESCRIPTION: STAPLE RACK 24"X40"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 2

DERO *ULTRA SPACE SAVER SINGLE*

DESCRIPTION: VERTICAL WALL MOUNTED RACK 18"X48"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 3

DERO *ULTRA SPACE SAVER SQUARED*

DESCRIPTION: FLOOR MOUNTED VERTICAL STAND ALONE RACK 18"X48"

COLOR: BLACK POWDER COAT

NOTE: SEE MODIFICATION SECTION C2 FOR BIKE PARKING SIZE ADJUSTMENTS

BIKE PARKING PLAN - BASEMENT

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
Exhibit A3

APPENDIX

NW 23rd and Marshall Apartments

February 26, 2020

LU 20-123610 DZM
Exhibit A4

S□R□□□□RE□□□□RM□□□□

□ □□M□□□ED□SSM□□
R□M□□□□□□□
□□*□□□(□□)□E□□□□□□
□□*□□□□(E)□E□□□□□

□ □□M□□□D□SSM□□
R□M□□□□□□□
□□*□□□(□*E)□E□□□□□□□ □
□□*□□□□(SE)□E□□□□□□□ □
□□*□□□(S□)□E□□□□□
□□*□□□□(E)□E□□□□□

□ S□RM□□□□
R□M□□□□□□□
□□□□(□□)□E□□□□□□ □

□ S□RM□□□
R□M□□□□□□□
□□□□□*(S□)□E□□□□□□ □

□D□R□□□□□□□
□□□□□□ □ □M□RS□□□□S□
ZONING R1

□D□R□□□□□□□
□□□□□□ □□R□□R□□S□
ZONING R1

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EXISTING CONDITIONS

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GBD | C.E. JOHN PROPERTIES 71, LLC | NW 23RD AND MARSHALL APARTMENTS, PORTLAND, OREGON | LU20-000000 DZM

LU 20-123610 DZM
X.1
Exhibit A4

NW MARSHALL ST. (PUBLIC)

NW NORTHRUP ST. (PUBLIC)

NW 23RD AVE. (PUBLIC)

S113,00

S111,70

S109,95

S108,05

S107,20

S106,30

S105,34

S103,96

S106,33

S105,78

S105,40

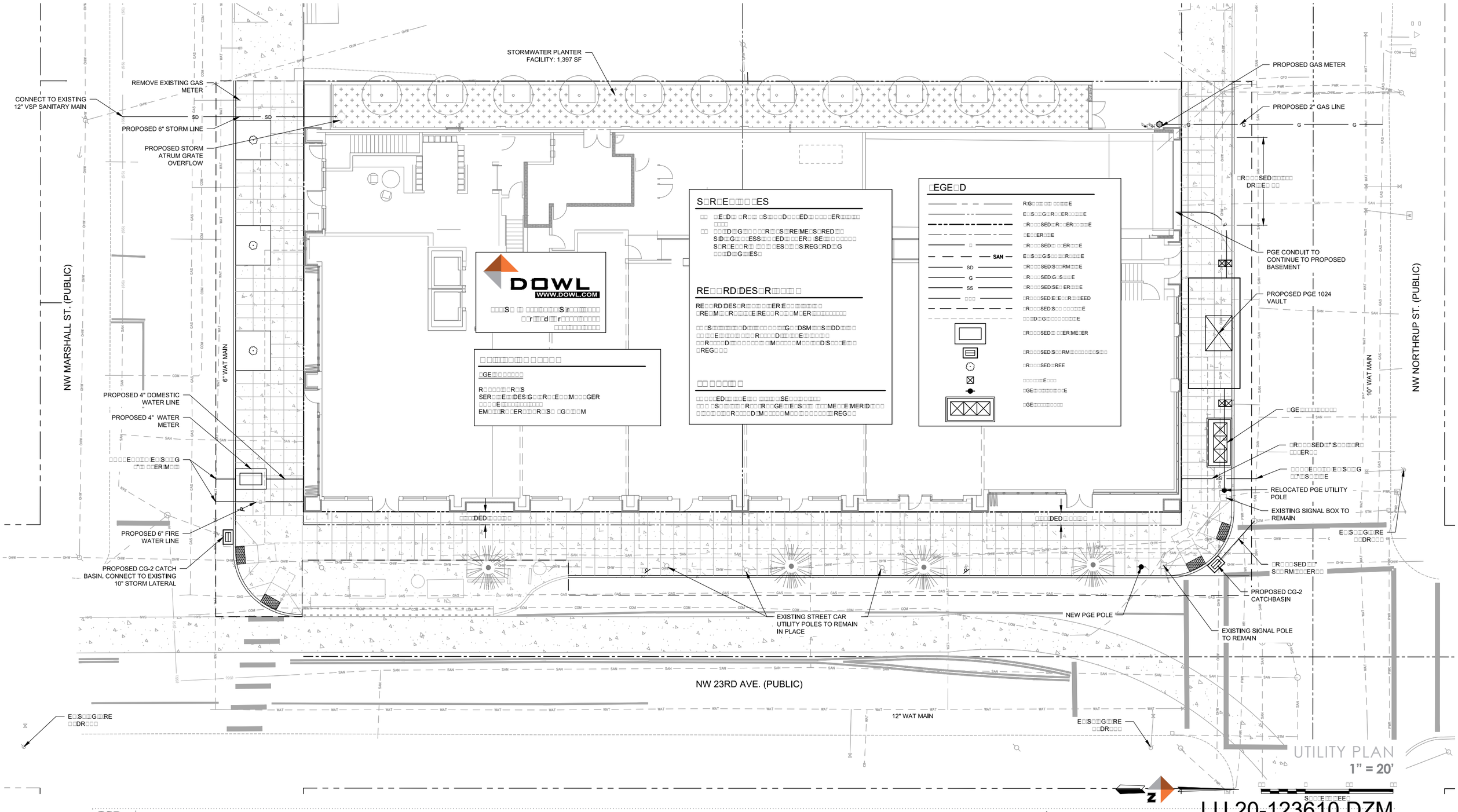
S104,83

S104,80

S104,74

GRADING PLAN

LU 20-123610 DZM
x.2
Exhibit A4



UTILITY PLAN
1" = 20'

FACADE AREA ABOVE 9 ft = 10,722 gsf
10,722 x 0.15 = 1,608 sf

WINDOW AREA = 3,943 sf > 1,608 sf
COMPLIES



EAST ELEVATION

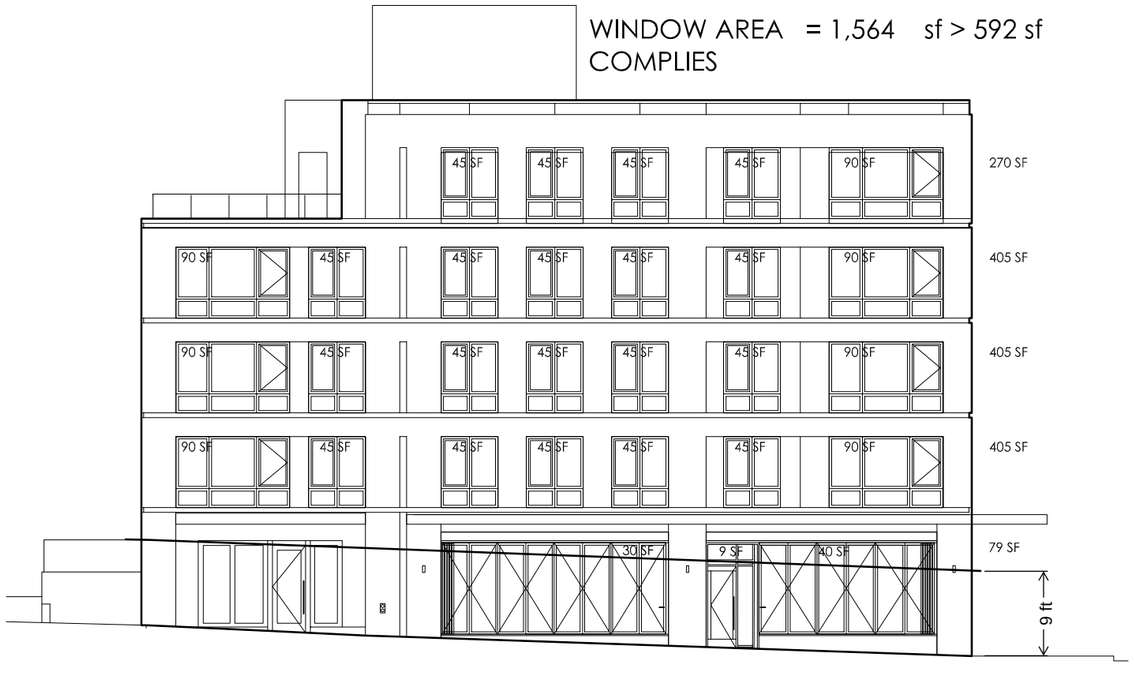
WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
X.4
Exhibit A4

FACADE AREA ABOVE 9 ft = 3,944 gsf
3944 x 0.25 = 592 sf

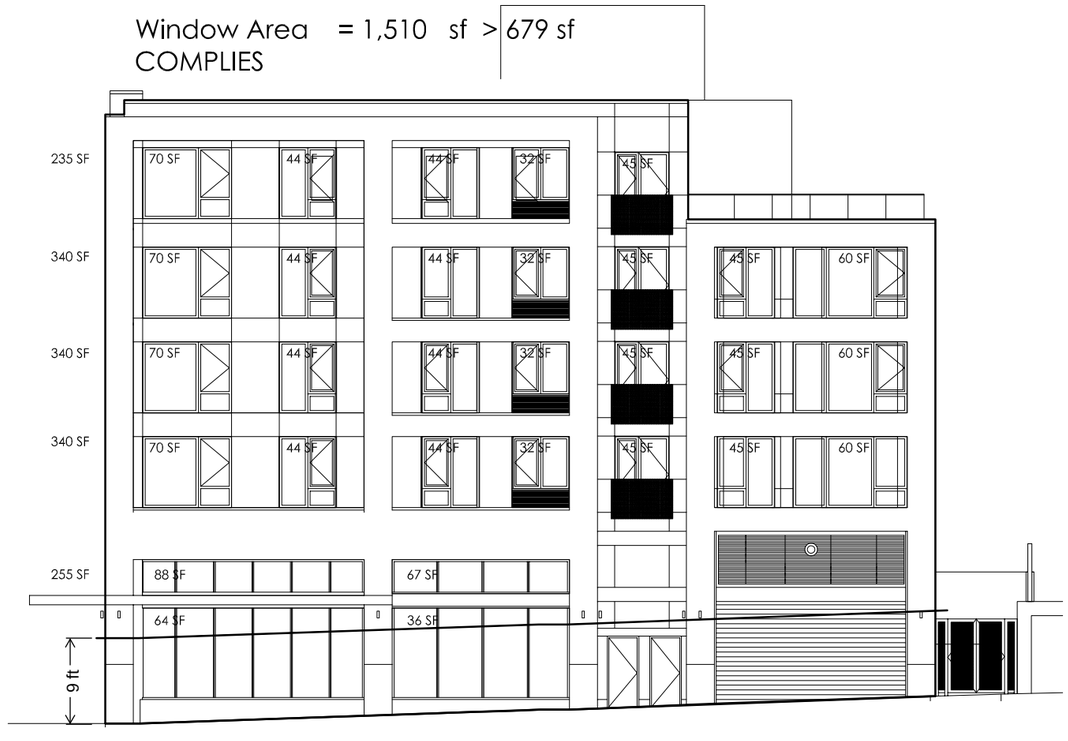
WINDOW AREA = 1,564 sf > 592 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA ABOVE 9ft = 4,525 gsf
5,315 x 0.15 = 679 sf

Window Area = 1,510 sf > 679 sf
COMPLIES

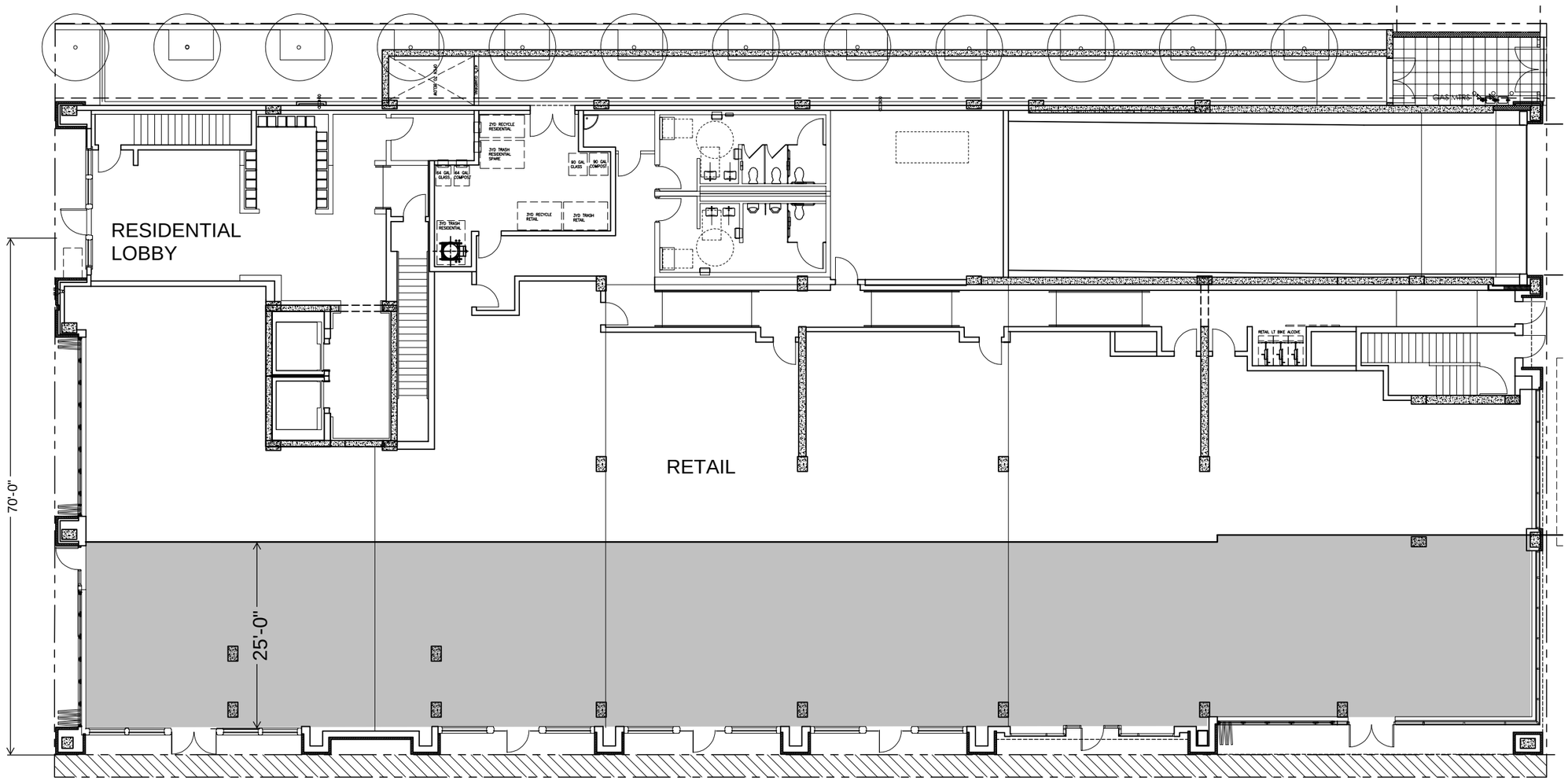


NORTH ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
Exhibit A4



GROUND FLOOR ACTIVE USE DIAGRAM

0 4' 8' 24 ft

LU 20-123610 DZM
Exhibit A4
X.6

FACADE AREA 2'-10' = 1598 gsf
1598 x 0.40 = 639 sf

WINDOW AREA = 1014 sf > 639 sf
COMPLIES



EAST ELEVATION

GROUND WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
X.7
Exhibit A4

FACADE AREA ABOVE 9 ft = 701 gsf
701 x 0.25 = 175 sf

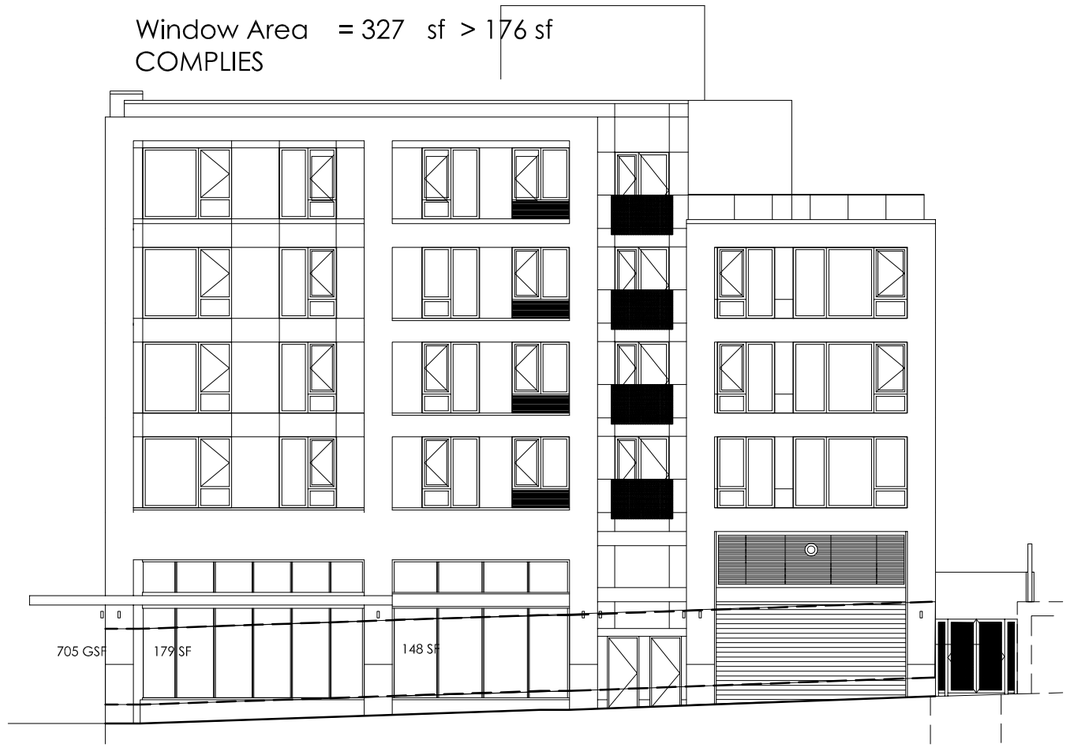
WINDOW AREA = 424 sf > 175 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA 2'-10' = 705 gsf
705 x 0.25 = 176 sf

Window Area = 327 sf > 176 sf
COMPLIES

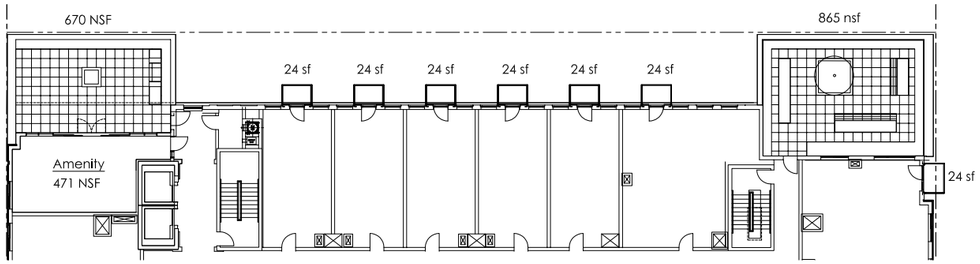


NORTH ELEVATION

GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
Exhibit A4

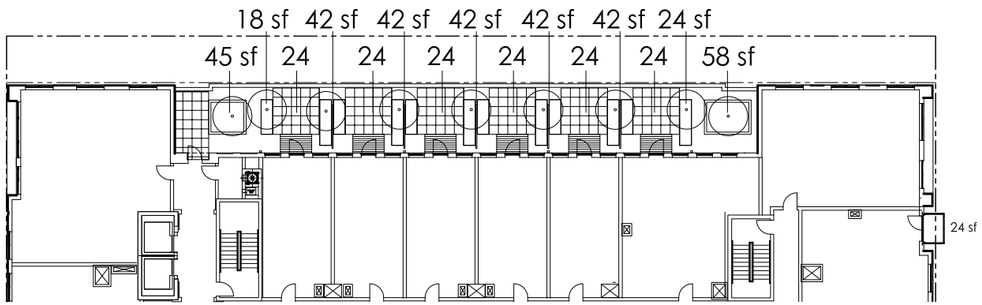


FIFTH FLOOR

common outdoor terraces
670+865 = 1535 sf

indoor amenity room
471 nsf

balconies
24 x 7/flr x 3 floors = 504 sf

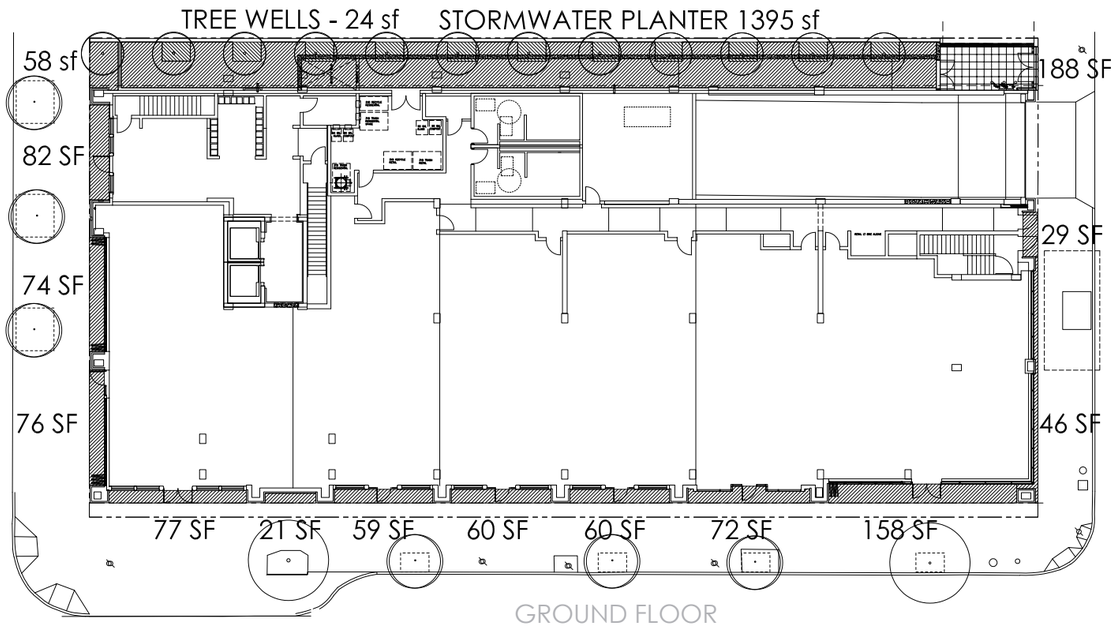


SECOND FLOOR

landscape
45+18+42+42+42
+42+42+24+58 = 355 sf

private patios
24 x 6 = 144 sf

balconies
24 x 1 = 24 sf



GROUND FLOOR

landscape
(24x11)=264+58+1395 = 1717 sf

allowable paved landscape (33%)
188 sf

paved "plazas"
82+74+76+77+21+59+60
+60+72+158+46+29 = 814 sf

REQUIRED LANDSCAPING 15% OF SITE AREA
(19,635 SF after 3 ft sidewalk dedication) = 2945 sf

814+188+1717+355 = 3074 sf
> 2945 sf
COMPLIES

REQUIRED OUTDOOR SPACE 36 sf per Unit
74 units x 36 = 2664 sf

24+144+504+471+1535 = 2678 sf
> 2664
COMPLIES

REQ'D LANDSCAPING AND OUTDOOR AREA

0 4' 8' 24 ft NORTH

LU 20-123610 DZM
X.9
Exhibit A4

FACADE AREA = 12,518 gsf
12,518 x 0.25 = 3,130 sf

OFFSET AREA = 4,378 sf > 3,130 sf
COMPLIES



EAST ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
Exhibit A4

FACADE AREA = 4,744 gsf
4744 x 0.25 = 1,186 sf

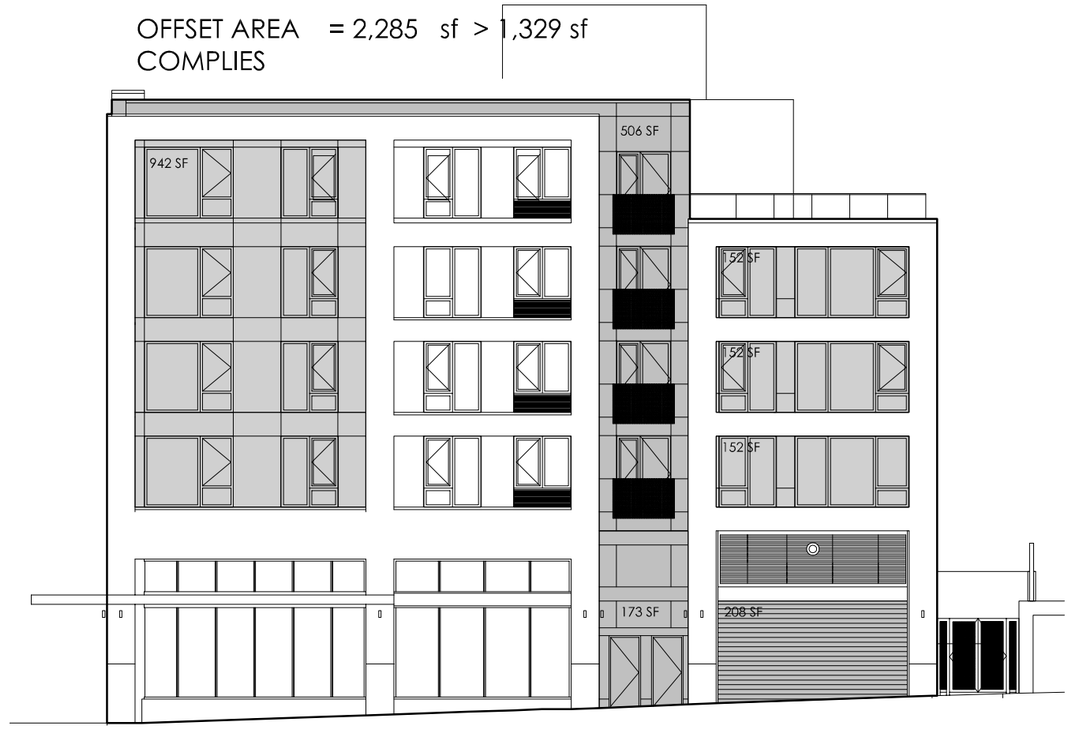
OFFSET AREA = 1,915 sf > 1,186 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,315 gsf
5,315 x 0.25 = 1,329 sf

OFFSET AREA = 2,285 sf > 1,329 sf
COMPLIES



NORTH ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM
A.11
Exhibit A4

NEIGHBORHOOD ASSOCIATION MEETING

Project:	NW 23rd & Marshall Mixed-Use Development Proposed for 1111-1137 NW 23rd Avenue.	**Meeting Date:**	January 30, 2020
Facilitator:	NWDA Planning Committee	**Place/Room:**	Coho Theatre, 2257 NW Raleigh Street

Name	Mailing Address	E-Mail
Michael Cohen		escherm@yahoo.com
Chris Smith		chris@chrissm.th.com
Micah Ellis		Micah@Carbongrp.com
Sue Perkel		soperkel@comcast.net
Bob Weinstein		bobalaska@gmail.NET.com
NOEL JOHNSON		
DENNIS HALL		dchall0218@aol.
SANDRA JOHNSON		lounlopp@aol.
Chuck Duffy		cpd190@comcast.net
Roger Vrilakas		rovrilakas@comcast.net
Greg Theisen		greg.theisen@gmail.com
J. Zell Johnson		Jozell.johnson@gmail.com
Jim Meyer		
Vicki Skryha		vskryha@aol.com
Mike Stonebreaker		

Richard Dobrot

From: Richard Dobrot
Sent: Wednesday, January 15, 2020 5:34 PM
To: Greg Theisen; coalition@nwnw.org; contact@northwestdistrictassociation.org
Cc: nobhillportland@gmail.com; pubinfo@pps.net
Subject: Notice of Informational Meeting for Proposed Development at 1111-1137 NW 23rd Avenue
Attachments: site plan.pdf

This is a notification for a public meeting to review a proposed building development at 1111-1137 NW 23rd Avenue, Portland, Oregon as required by the City of Portland, Bureau of Development Services, Neighborhood Contact. There will be a public informational meeting on January 30th, at 8:30am, at the CoHo Theatre located at 2257 NW Raleigh Street, Portland. (Street parking only).

Summary of the proposed development:

a. Applicant - Seth GaRey (CE John Company), 360-696-0837, sgarey@cejohn.com
b. Site Address is 1111-1137 NW 23rd Avenue, Portland, Oregon
c. The proposed project is a 5 story mixed use building, with approximately 74 apartments on 4 levels, over ground floor retail and parking for 44 cars located below grade.
d. Proposed Site plan is attached.

You are cordially invited to attend.

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

NEIGHBORHOOD CONTACT
EMAIL NOTIFICATION
MTG ATTENDANCE LOG

LU 20-123610 DZM
x.12
Exhibit A4







NEIGHBORHOOD CONTACT
SITE POSTING PHOTOS

LU 20-123610 DZM
X.13
Exhibit A4

Drainage Report

NW 23rd & Marshall Mixed Use

2322.14547.01

Prepared for

CE John Company, Inc.

1701 SE Columbia River Dr.

Vancouver, WA 98661

February 21, 2020

Prepared for	CE John Company, Inc.
Project Name	Drainage Report
Job Number	2322.14547.01
Date	February 21, 2020

DOWL
720 SW Washington Street, Suite 750
Portland, Oregon
97205

Telephone: 971-280-8659
Facsimile: 800-865-9847
kderrick@dowl.com

Name	Title	Date	Revision	Reviewer
Korey Derrick	Project Manager	02/21/2020	0	Jeff Shoemaker

Executive Summary

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1). The project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to describe the pollution reduction and stormwater discharge being proposed as part of the development and to show that the design follows the standards and regulations developed by the City of Portland. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised August 2016.

The City of Portland has developed a stormwater discharge hierarchy that includes four stormwater disposal categories. The highest technically feasible category must be used prior to moving to a lower category.

Hierarchies 1 and 2 are infeasible due to the recommendations of GeoDesign that drywells or infiltration would have a negative impact on foundations. Hierarchy 3 is infeasible since there is no available storm only pipe to connect to. Therefore, the project is designed under Hierarchy 4 and will provide pollution reduction and on-site detention in a vegetated facility before discharging to the combined sewer system. A vegetated planter facility has been designed for the proposed building roof area using the BES PAC to meet pollution reduction and flow control requirements per the City of Portland Stormwater Management Manual.

I hereby certify that this Stormwater Management Report for the NW 23rd Retail development has been prepared by me or under my supervision and meets minimum standards of the City of Portland and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.

Jeff Shoemaker, PE

Senior Project Manager

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1 Project Overview

1.1 Project Overview

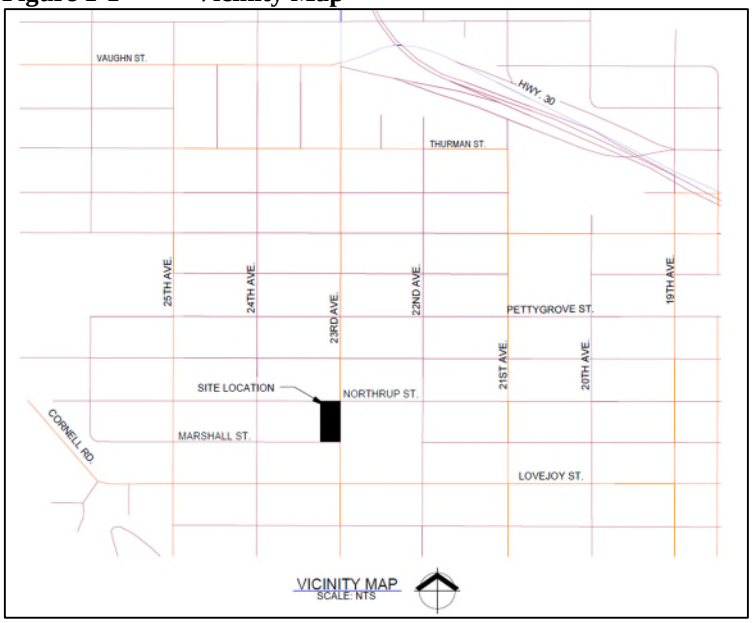
The proposed project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to describe the pollution reduction and detention being proposed as part of the NW 23rd & Marshall Mixed Use development and to show that the design complies with City of Portland standards and regulations for stormwater management. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised in August 2016.

1.2 Location

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1).

Figure 1-1 Vicinity Map



1.3 Stormwater Hierarchy

The disposal hierarchy found on page 1-22 in the City of Portland's *Stormwater Management Manual* was used to evaluate flow control options at the site.

Per City of Portland's Manual, Section 1.3.1 – Infiltration and Discharge:

> *"Stormwater must be infiltrated onsite to the maximum extent feasible, before any flows are discharged offsite… The appropriate use of infiltration depends on a number of factors, including soil type, soil conditions or contamination, slopes, and depth to groundwater."*

Category 1: Requires total onsite infiltration with vegetated infiltration facilities.

Category 2: Requires total onsite infiltration with vegetated facilities that overflow to a subsurface infiltration facility.

GeoDesign completed infiltration tests and borings on the site and deemed no infiltration near the surface. Additionally, infiltration at depths of 30' was in a layer with variable silt proportions. Due to this reason and the proximity of infiltration near the foundations, GeoDesign does not recommend drywells be located on the site. Therefore, Hierarchies 1 and 2 are infeasible. See section 10.3 of the Geotechnical report dated 02-25-2020.

Category 3: Requires onsite detention with vegetated facilities that overflow to a drainageway, river, or storm-only pipe.

Since the site does not have the option of discharging to a storm only pipe or natural drainage way, Hierarchy 3 is infeasible.

Category 4: Requires onsite detention with vegetated facilities that overflow to the combined sewer system.

The project will be designed under Hierarchy 4 and will provide on-site detention in a lined vegetated facility and discharge to the combined sewer system.

1.4 Portland Presumptive Approach Calculator (PAC)

The City of Portland Bureau of Environmental Services (BES) has a design tool that, per BES documentation, "provides a standard sizing methodology for vegetated stormwater facilities designed under the presumptive design approach to meet the stormwater hierarchy requirements of the Stormwater Management Manual." This tool was used to design the proposed stormwater planter facility.

2 Existing Conditions

2.1 Topography

The site contains an existing building and parking lot. The site/parking lot generally steps down northward. The maximum elevation is 113.66 and the minimum elevation is 102.60.

2.2 Climate

The site is located in Portland, Oregon approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons with defined seasonal characteristics. Average daily temperatures range from 44°F to 82°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual rainfall recorded in this area is 41 inches. Average annual snowfall is approximately 3 inches between December and February.

2.3 Site Geology

The underlying soil type on the existing site as classified by the United States Department of Agriculture Soil Survey of Multnomah County, Oregon is Urban Land, with 3 to 15 percent slopes (See Appendix A: USGS Soils Map - Multnomah County). A hydrologic soil group C was assigned to the soil type found in the project's general site area.

2.4 Coefficients

The major factors for determining the CN values are hydrologic soil group, cover type, treatment, hydrologic condition and antecedent runoff condition. The curve number represents runoff potential from the soil. A curve number of 77 was used for the pre-developed site, which represents woods – good condition (See Appendix A: Table 6.7 SCS Method Runoff Curve Numbers for Agricultural Areas).

2.5 Time of Concentration

The time of concentration (TC) as described in NEH-4 Chapter 15 is defined in two ways; the time for runoff to travel from the furthermost point of the watershed to the point in question, and the time from the end of excess rainfall to the point of inflection on the trailing limb of the unit hydrograph. Time of concentration can be estimated from several formulas.

The minimum time of concentration is 5 minutes in highly developed urban areas (i.e. parking lots, roof tops) and the maximum is 100 minutes in rural areas. The time of concentration value of 5 minutes was used for existing conditions.

2.6 Hydrology

Runoff from the existing site flows to an onsite catch basin which discharges to the public combined sanitary sewer line. All roof runover is also conveyed directly to the combined sanitary sewer line. Pollution reduction and flow control does not exist on the existing site.

2.7 Basin Areas

Table 2-1 lists the basin areas in existing conditions. The predeveloped basin is 0% impervious. The existing basin is 96.5% impervious (See Technical Appendix: Figure 1 – Existing Conditions).

Table 2-1 Existing Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Pre Developed	0	20,230	20,230
Existing	19,530	700	20,230

3 Proposed Conditions

3.1 Coefficients

Since the project does not infiltrate on-site and instead directly discharges to the combined sewer system, the pre-development curve number and post-development curve number are dictated by the Portland PAC calculator. The Pre-Development curve number provided is 77. The Post-Development curve number is 98.

3.2 Time of Concentration

The time of concentration value used for proposed conditions is 5 minutes.

3.3 Hydrology

Runoff from the proposed building roof will flow to a vegetated planter facility along the west side of the property (See Technical Appendix: Figure 2 – Proposed Conditions). The stormwater planter will be designed to meet City of Portland pollution reduction and flow control standards. Treated and detained runoff will exit the planter and outlet to the combined sewer system in NW Marshall St.

There is a small pedestrian access area basin on the northwest corner of the property. Due to existing topography and sidewalk connection elevations, this area is too low to be routed to the planter and will drain to the ROW.

3.4 Basin Areas

Table 3-1 lists the basin areas in proposed conditions, 3’ dedication on NW 23rd has been removed from total area calculations. The developed basin is 100% impervious since only the roof area is draining to the stormwater facility (See Technical Appendix: Figure 2 – Proposed Conditions). Since the stormwater planter facility is lined and for conservative calculations this area has been noted as impervious area.

Table 3-1 Proposed Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Roof	19,415	0	19,415
Pedestrian Access	215	0	215

4 Water Quality

4.1 Design Guidelines

The site is located within the jurisdiction of the City of Portland. The analysis and design criteria used for stormwater management described in this section will follow the City of Portland's *Sewer and Drainage Facilities Design Manual*, revised in June 2007.

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires the PAC to provide a design to meet pollution reduction requirements.

4.2 Pollution Reduction Facility

All stormwater from the proposed building roof will be treated for pollution reduction by a vegetated planter facility. Planters are landscaped depressions used to collect and hold stormwater runoff, allowing pollutants to settle and filter out as water passes through the soil media. Planter design incorporates the following criteria:

Flat Planter:

- Storage Depth: 16 inches
- Growing Medium Depth: 18 inches
- Side slope: Walled
- In-line slope: 0.0%
- PAC planter configuration is D: Lined with rock storage and underdrain
- Designed per BES detail SW-230

The online BES PAC was used to size the facility for pollution reduction and flow control.

Table 4-1 Filtration Planter Summary

Basin	Impervious Area (sf)	Required Planter Area (sf)	Combined Storm Sewer Connection Location
Roof	19,415	1,397	NW Marshall St

4.3 Summary of Results

The proposed stormwater planter facility has been sized appropriately using the BES PAC to meet the City of Portland pollution reduction requirements (See Technical Appendix: PAC Report).

5 Flow Control - Detention

5.1 Design Guidelines

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires the design to limit the 25 year post developed peak runoff rate to match the 10-year predeveloped peak runoff rate.

5.2 Flow Control Facility

The proposed stormwater planter facility described in Section 4 above was sized by the BES PAC to meet flow control requirements. The facility limits the 25-yr post development peak runoff rate to the 10-yr predevelopment peak runoff rate; therefore, the system is sized appropriately to meet the flow control requirement (See Technical Appendix: PAC Report).

6 Conveyance Analysis

6.1 Design Guidelines

The analysis and design criteria used for stormwater management described in this section follows the City of Portland's Sewer and Drainage Facilities Design Manual, revised in June 2007. The manual requires storm drainage facilities be designed to pass the 10-year storm event without surcharging and a means to pass the 25-year storm event without damage to property. A full conveyance design will be included in the final drainage report.

7 Operation & Maintenance

An Operation and Maintenance (O&M) Plan will be submitted with the final stormwater report.

8 Summary

Stormwater pollution reduction and flow control for the proposed building roof area will be provided using a stormwater filtration planter. Due to the measured infiltration rates and recommendation from GeoDesign that drywells should not be used in proximity to foundation on-site infiltration is infeasible. The project is designed under Hierarchy 4 which requires on site detention in a vegetated facility and discharge to a combined sewer. The stormwater planter facility was designed using the BES PAC. The system treats targeted pollutants of concern and controls the release rate of the redeveloped basin such that the 25-year post developed outflow is equal to the 10-year predeveloped outflow.

The proposed stormwater management system meets the pollution reduction and flow control requirements of the City of Portland stormwater management manual.

Technical Appendix

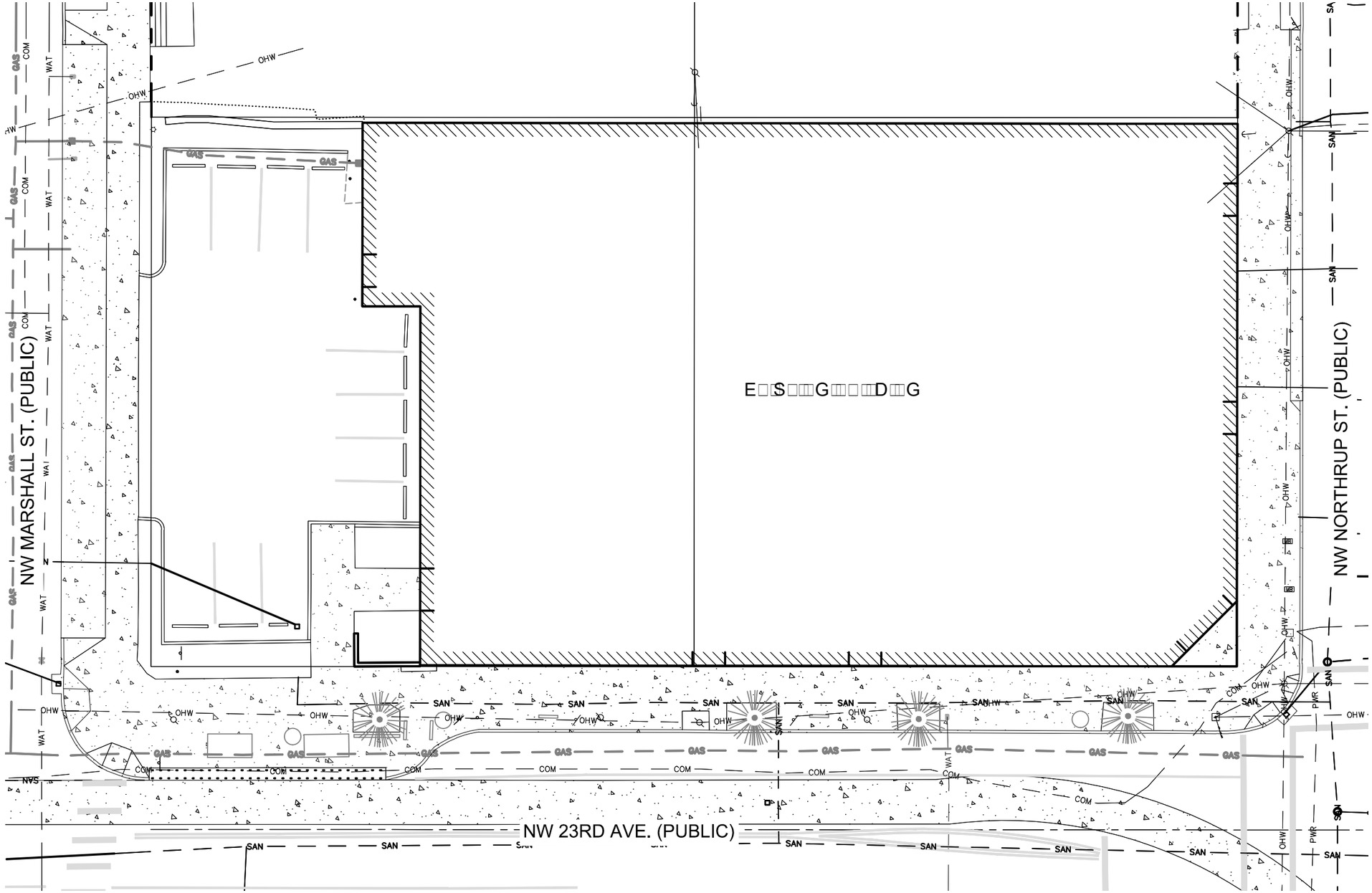
Technical Appendix

- Figure 1 – Existing Conditions
- Figure 2 – Proposed Conditions

- USGS Soil Map – Multnomah County
- PAC Report
- Geotechnical Report

References

1. *USDA Soil Survey of Multnomah County, Oregon Area*
2. City of Portland *Stormwater Management Manual*
   January 2, 2014
3. City of Portland Sewer and *Drainage Facilities Design Manual*
   Revised June 2007
4. Report of Geotechnical Engineering Services, GeoDesign, Dated 2-25-2020



GENERAL NOTES

GENERAL CONTRACTOR SHALL:

1. VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
2. NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AND PLANS.
3. NOTIFY ENGINEER OF ANY CONFLICTS WITH EXISTING UTILITIES.

EXISTING GRADES

1. VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
2. NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AND PLANS.
3. NOTIFY ENGINEER OF ANY CONFLICTS WITH EXISTING UTILITIES.

DOWL
WWW.DOWL.COM

EXISTING CONDITIONS
EXISTING GRADES AND UTILITIES
PROPOSED REGRADE

LU 20-123610 DZM
Exhibit A5

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Exhibit A5

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United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Multnomah County Area, Oregon

NW 23rd Retail



Custom Soil Resource Report
Soil Map



Map Scale: 1:457 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 20 40 80 120

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

LU 20-123610 DZM
Exhibit A5

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Multnomah County Area, Oregon
Survey Area Data: Version 16, Sep 17, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2014—Jul 29, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
50C	Urban land, 3 to 15 percent slopes	0.8	100.0%
Totals for Area of Interest		**0.8**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Multnomah County Area, Oregon

50C—Urban land, 3 to 15 percent slopes

Map Unit Setting

National map unit symbol: 22bw
Elevation: 50 to 100 feet
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

PAC Report

Project Name 23rd Retail	Permit No. 2019-128410-000-00-EA	Created 12/12/19 6:02 PM
Project Address 1111 NW 23rd Ave Portland, OR 97210	Designer KDD	Last Modified 2/24/20 1:17 PM
	Company DOWL	Report Generated 2/24/20 1:17 PM

Project Summary

Demolition of existing building and new mixed use building going in.

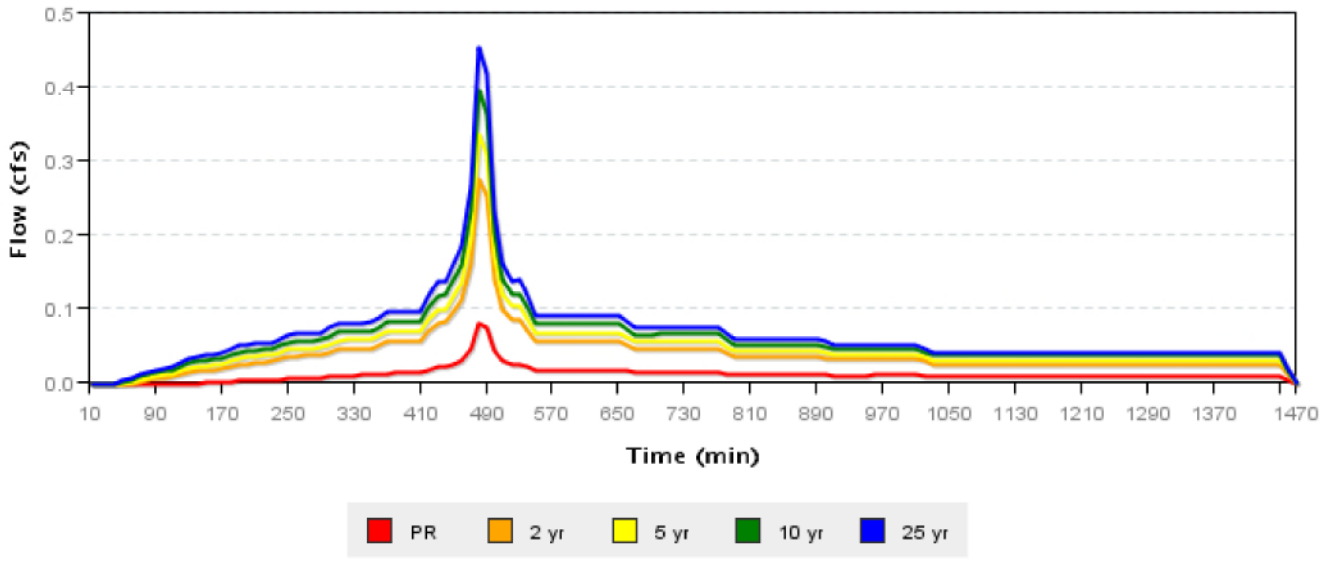
Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
Roof	19415	0.00	4	Planter (Flat)	D	1397	7.2%	Pass	Pass

Catchment Roof

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	**Open Pit Falling Head**
	Native Soil Infiltration Rate (I_{test})	**0.00** ⚠
Correction Factor	CF_{test}	**2**
Design Infiltration Rates	Native Soil (I_{dsgn})	**0.00 in/hr** ⚠
	Imported Growing Medium	**2.00 in/hr**
Catchment Information	Hierarchy Category	**4**
	Hierarchy Description	**Off-site flow to a combined sewer**
	Pollution Reduction Requirement	**Pass**
	10-year Storm Requirement	**N/A**
	Flow Control Requirement	**25-yr post-dev peak runoff rate ≤ 10-yr pre-dev peak rate**
	Impervious Area	**19415 sq ft 0.446 acre**
	Time of Concentration (Tc)	**5**
	Pre-Development Curve Number (CN_{pre})	**72**
	Post-Development Curve Number (CN_{post})	**98**

⚠ Indicates value is outside of recommended range

SBUH Results



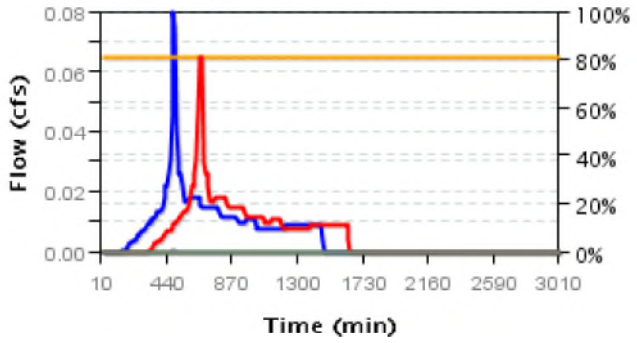
	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	1.12	0.08	1014.488
2 yr	0.024	772.57	0.274	3513.064
5 yr	0.056	1212.225	0.335	4317.732
10 yr	0.092	1708.599	0.395	5123.603
25 yr	0.133	2249.557	0.455	5930.234

Facility Roof

Facility Details	Facility Type	**Planter (Flat)**
	Facility Configuration	**D: Lined Facility with RS and Ud**
	Facility Shape	**Planter**
	Above Grade Storage Data	
	Bottom Area	**1397 sq ft**
	Bottom Width	**6.00 ft**
	Storage Depth 1	**16.0 in**
	Growing Medium Depth	**18 in**
	Surface Capacity at Depth 1	**1862.7 cu ft**
	Design Infiltration Rate for Native Soil	**0.000 in/hr**
	Infiltration Capacity	**0.065 cfs**
Facility Facts	Total Facility Area Including Freeboard	**1397.00 sq ft**
	Sizing Ratio	**7.2%**
Pollution Reduction Results	Pollution Reduction Score	**Pass**
	Overflow Volume	**1011.861 cf**
	Surface Capacity Used	**1%**
Flow Control Results	Flow Control Score	**Pass**
	Overflow Volume	**5118.599 cf**
	Surface Capacity Used	**58%**

25 year post-development outflow (cfs)		10 year pre-development inflow (cfs)	
0.065	≤	0.092	**Pass**

Pollution Reduction Event Surface Facility Modeling

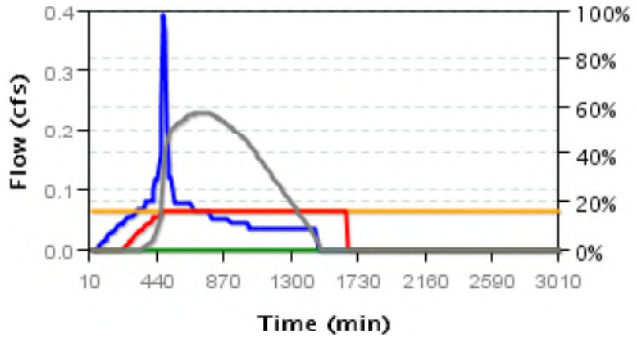




Pollution Reduction Event Below Grade Modeling



10 Year Event Surface Facility Modeling

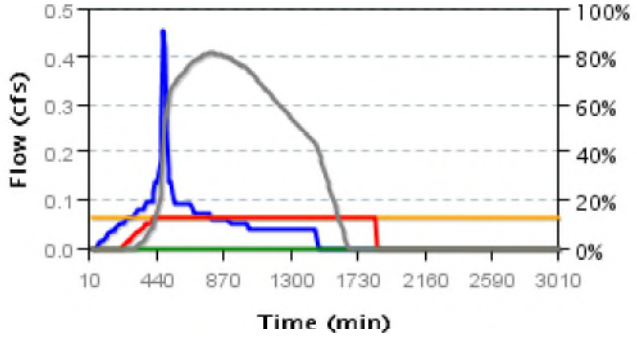


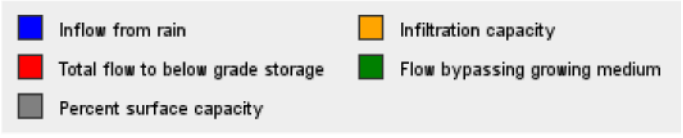


10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling





25 Year Event Below Grade Modeling



GeoDesign Inc
an NV5 company

REPORT OF GEOTECHNICAL ENGINEERING SERVICES

NW 23rd and NW Marshall Development
NW 23rd Avenue and NW Marshall Street
Portland, Oregon

For
C.E. John Company, Inc.
February 25, 2020

GeoDesign Project: CEJohnCo-15-02

GeoDesign Inc
An NV5 Company

February 25, 2020

C.E. John Company, Inc.
1701 SE Columbia River Drive
Vancouver, WA 98661

Attention: Seth GaRey

Report of Geotechnical Engineering Services
NW 23rd and NW Marshall Development
NW 23rd Avenue and NW Marshall Street
Portland, Oregon
GeoDesign Project: CEJohnCo-15-02

GeoDesign, Inc. is pleased to submit this report of geotechnical engineering services for the proposed development located northwest of the intersection of NW 23rd Avenue and NW Marshall Street in Portland, Oregon. Our services were conducted in accordance with the proposal dated August 29, 2019.

We appreciate the opportunity to be of service to you. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.

Nick Paveglio, P.E.
Senior Associate Engineer

Brett A. Shipton, P.E., G.E.
Principal Engineer

NNP:BAS:kt
Attachments
One copy submitted (via email only)
Document ID: CEJohnCo-15-02-022520-geor-rev.docx
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EXECUTIVE SUMMARY

In our opinion, the proposed development is feasible. The primary geotechnical considerations for the project are summarized as follows:

- Building column loads of up to 400 kips can be supported by conventional spread footings bearing on native soil. Foundation loads greater than 400 kips should be supported by conventional spread footings bearing on rammed aggregate piers or other type of ground improvement.

- Due to the unknown strength and composition of the fill, undocumented fill should be completely removed beneath foundations and replaced with compacted granular fill where ground improvement is not planned.

- The presence of undocumented fill can affect the performance of floor slabs. All floor slab and pavement subgrade should be evaluated prior to placing base rock. If soft, loose, or deleterious material is encountered, it should be over-excavated and replaced with crushed rock. In areas where deep pockets of deleterious material are present, we recommend that over-excavation be advanced to a maximum depth of 3 feet BGS. This assumes some risk of floor slab distress is acceptable.

- Liquefaction and lateral spreading are not design considerations for the project.

- The site soil is sensitive to moisture and is easily disturbed when at a moisture content that is above optimum. The subgrade at the site should be protected with granular material to support construction activities at the site.

- Due to the negligible to slow infiltration rates and potential negative effects of introducing stormwater within 10 to 15 feet of the base of foundations, infiltration systems are not recommended at the site.

- Groundwater is expected to be deeper than 45 feet BGS at the site. Perched groundwater could be present at shallower depths and particularly where more permeable layers are underlain by less permeable layers.

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4.3 Subsurface Conditions 3
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5.0 SEISMIC HAZARDS 4
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ACRONYMS AND ABBREVIATIONS

AC	asphalt concrete
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BGS	below ground surface
CMMP	Contaminated Media Management Plan
CRBG	Columbia River Basalt Group
g	gravitational acceleration (32.2 feet/second^2)
H:V	horizontal to vertical
MCE	maximum considered earthquake
OSHA	Occupational Safety and Health Administration
pcf	pounds per cubic foot
pci	pounds per cubic inch
psf	pounds per square foot
SOSSC	State of Oregon Structural Specialty Code
SPT	standard penetration test
UST	underground storage tank

1.0 INTRODUCTION

This report presents the results of GeoDesign's geotechnical engineering evaluation for the proposed development located northwest of the intersection of NW 23rd Avenue and NW Marshall Street in Portland, Oregon. The northern approximately two-thirds of the approximately 0.5-acre site are currently occupied by several one-story buildings and the southern one-third of the site is an AC-paved parking lot.

Development plans include construction of a five-story building with one level of below-grade parking. Maximum column loads for the building could be up to 700 kips and shoring will be required to construct the below-grade parking. Stormwater may be infiltrated on site via drywells.

The site location is shown relative to surrounding features on Figure 1. Acronyms and abbreviations used herein are defined above, immediately following the Table of Contents. All elevations in this report are relative to the City of Portland datum.

2.0 BACKGROUND

Based on a Phase I Environmental Site Assessment by Black Mountain Consulting LLC (2018), the site has an extensive history of site development. It was occupied by residential dwellings up to circa 1910. After 1910 the residential dwellings were demolished and replaced with retail and commercial buildings. An automotive repair shop was present in the northern portion of the site between the early 1930s and mid-1940s and a series of dry-cleaning facilities also operated on the northern portion of the site between the 1950s and 1970s. It appears the southern portion of the site has been continuously used as a parking lot since demolition of the residential dwellings circa 1910.

A UST nest was removed from the northern portion of the property and an No Further Action determination was issued in 1996. A UST associated with an historical residential property is potentially still present in the south parking lot. Figure 2 shows the locations of removed and potentially remaining USTs at the site.

3.0 PURPOSE AND SCOPE

The purpose of our services was to provide geotechnical engineering recommendations for use in design and construction of the proposed development. We completed the following specific scope of services:

- Reviewed our in-house files and geotechnical reports on file at the City of Portland.
- Coordinated and managed the field exploration, including scheduling contractors and GeoDesign staff.
- Drilled two borings to depths between 26.5 and 46.5 feet BGS using a truck-mounted drill rig and hollow-stem auger drilling methods.
- Conducted two infiltration tests in each boring in accordance with the City of Portland Stormwater Management Manual.

- Maintained continuous logs of the explorations, collected samples at representative intervals, and observed subsurface conditions.
- Performed a laboratory testing program on soil samples collected from the explorations, including the following:
  - Eight moisture content determinations in accordance with ASTM D2216
  - Seven particle-size analyses in accordance with ASTM D1140
  - One Atterberg limits test in accordance with ASTM D4318
- Prepared this report summarizing the results of our field and laboratory testing. The report includes the following:
  - A summary of the subsurface conditions at the site
  - Recommendations for site preparation, including grading and drainage, stripping depths, fill type for imported material, compaction criteria, cut and fill slope criteria, temporary excavations, use of on-site soil, and wet and dry weather earthwork
  - A summary of the results of infiltration testing and recommendations for on-site infiltration systems
  - Recommendations for shallow foundation support, including allowable bearing pressure, passive resistance, and coefficient of friction
  - Temporary shoring recommendations
  - Geotechnical engineering recommendations for design and construction of concrete slabs on grade, including an anticipated value for subgrade reaction modulus
  - Geologic hazards, including liquefaction, lateral spreading, and fault rupture
  - Seismic coefficients in accordance with ASCE 7-16

4.0 SITE CONDITIONS

4.1 GEOLOGIC SETTING

The site is east of the Tualatin Mountains (or Portland Hills). The Portland Hills form the physiographic boundary between the Portland Basin to the east and the Tualatin Basin to the west.

Basement rock in the vicinity of the site is similar to that exposed in the adjacent Portland Hills, which primarily consists of the Miocene CRBG (approximately 17 million to 6 million years old) (Beeson et al., 1991; Madin, 1990). The CRBG consists of layered flows of basalt that have been folded and faulted by the compressional tectonics of the region. The Pliocene-Pleistocene Troutdale Formation overlies the CRBG and generally consists of dense to very dense sand and gravel deposited by ancient rivers throughout the Portland Basin.

Overlying the Troutdale Formation are fine sand, silt, and clay deposited by the glacial-outburst Missoula Floods approximately 15,500 and 12,500 years ago. The flood waters left behind thick deposits of unconsolidated sediment where they flowed through the Portland Basin.

4.2 SURFACE CONDITIONS

The 0.5-acre site is bound by NW Northrup Street to the north, NW 23rd Avenue to the east, NW Marshall Street to the south, and residential structures to the west. The northern two-thirds of the approximately 0.5-acre site are currently occupied by several one-story buildings and the

southern one-third of the site is an AC-paved parking lot. The silt is relatively flat with an average elevation of 113 feet. Vegetation at the site consists of landscape trees and brush around the perimeter of the parking lot.

4.3 SUBSURFACE CONDITIONS

Subsurface conditions were explored by drilling two borings (B-1 and B-2) to depths of 46.5 and 26.5 feet BGS, respectively. Figure 2 shows the approximate locations of the explorations. The exploration logs and results of laboratory testing are presented in the Appendix A. Borings logs were also obtained from geotechnical reports completed for sites north and west of the project. The locations of the borings are shown on Figure 2 and exploration logs are presented in Appendix B.

The following sections provide a detailed description of the subsurface conditions at the site.

4.3.1 Pavement Section

A pavement section consisting of 3 of AC underlain by 6 inches of aggregate base was encountered in both borings in the south portion of the site.

4.3.2 Fill

Fill was not observed in the explorations on the south portion of the site. Up to 2 feet of fill was observed in the borings north of the site. It is anticipated that 10 feet or more of fill is present in the locations of former or existing USTs. Outside of the footprints of USTs, fill is generally anticipated to extend less than a few feet BGS, except isolated areas resulting from demolition of historical structures.

4.3.3 Alluvial Silt and Sand

Alluvial silt and silty sand are beneath the pavement section or fill and to the maximum depth explored of 46.5 feet BGS. The silt is soft to stiff in consistency, moist, and gray to brown based on SPTs. Laboratory testing indicates the silt has low plasticity. The sand is silty, gray-brown, and loose to medium dense based on SPTs. The moisture content of the soil varied between 14 and 38 percent at the time of explorations with the silt soil having the highest moisture content.

4.3.4 Groundwater

Groundwater was not encountered to the maximum depth explored of 46.5 feet BGS. Based on experience in the area, groundwater typically ranges from 45 to 60 feet BGS. Perched water could be present in portions of the site and particularly where more permeable layers are underlain by less permeable layers. The depth to groundwater may fluctuate in response seasonal changes, changes in surface topography, water level fluctuation in nearby bodies of water, and other factors not observed in this study.

4.4 INFILTRATION TESTING

Infiltration testing was conducted in borings B-1 and B-2 in general accordance with the City of Portland Stormwater Management Manual. Table 1 summarizes the infiltration testing results.

Table 1. Infiltration Testing Results

Exploration	Depth (feet BGS)	Soil Description	Observed Infiltration Rate (inches per hour)
B-1	5	Silt	negligible
	30	Silty Sand	4.3
B-2	5	Silt	negligible
	25	Silty Sand	5.5

A discussion of the feasibility of infiltration systems is presented in the "Drainage Considerations" section.

5.0 SEISMIC HAZARDS

5.1 LIQUEFACTION AND LATERAL SPREADING

Liquefaction is caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles to near zero. Granular soil, which relies on interparticle friction for strength, is susceptible to liquefaction until the excess pore pressures can dissipate. In general, loose, saturated sand soil with low silt and clay content is the most susceptible to liquefaction. Silty soil with low plasticity is moderately susceptible to liquefaction under relatively higher levels of ground shaking.

Lateral spreading is a liquefaction-related seismic hazard and occurs on sloping or flat sites underlain by liquefiable sediment adjacent to an open face, such as a riverbank. Liquefied soil adjacent to an open face can flow toward the open face, resulting in lateral ground displacement.

Based on the subsurface conditions, liquefaction and lateral spreading are not a design consideration for the project.

5.2 SURFACE FAULT RUPTURE

The closest mapped fault to the site is the Portland Hills fault, which is located approximately 0.35 mile southwest of the site. Consequently, the probability of surface fault rupture beneath the site is low.

6.0 SITE DEVELOPMENT RECOMMENDATIONS

6.1 SITE PREPARATION

6.1.1 Demolition

Demolition includes removal of existing structures, AC, concrete curbs, and utilities. Excavations remaining from demolition should be backfilled with structural fill where below planned site grades. Excavation bases should expose firm subgrade before backfilling. The sides of the excavations should be cut into firm material and sloped a minimum of 1.5H:1V. Utility lines

abandoned under new structural components should be completely removed and backfilled with structural fill. Soft or loose soil encountered during site preparation should be replaced with structural fill.

Material generated during demolition should be transported off site for disposal in accordance with the project CMMP or stockpiled in areas designated by the owner. If USTs are encountered, they should be removed in accordance with Oregon Department of Environmental Quality requirements.

6.1.2 Clearing

Trees and their root balls should be grubbed out to the depth of roots greater than ½ inch in diameter, which could exceed 3 feet BGS for some of the larger trees. Depending on the methods used to remove root balls, considerable disturbance and loosening of the subgrade could occur during site grubbing. We recommend that soil disturbed during grubbing operations be removed to expose firm, undisturbed subgrade. The resulting excavations should be backfilled with structural fill.

6.1.3 Subgrade Evaluation

Upon completion of demolition and clearing and prior to the placement of any structural fill or pavement, the exposed subgrade should be evaluated by proof rolling, or probing with a foundation probe when the subgrade is too wet, to identify soft, loose, or unsuitable areas. A proof roll should be completed with a fully loaded dump truck or similar heavy, rubber tire construction equipment. Qualified personnel should observe proof rolling to evaluate yielding of the ground surface.

If soft or yielding subgrade areas are identified during evaluation, we recommend the subgrade be excavated and replaced with compacted imported granular fill in conformance with the "Structural Fill" section.

6.2 CONSTRUCTION CONSIDERATIONS

The near-surface fine-grained soil at the site is easily disturbed during the wet season and when the soil is above optimum moisture. If not carefully executed, site preparation and excavation activities can create extensive soft areas. A granular working pad will be required to support construction activities. The thickness of the working pad should be selected by the contractor based on their construction approach and the amount and type of construction traffic at the base of the excavation. Twelve to 18 inches of imported granular material is typically sufficient.

6.3 TEMPORARY SLOPES

Excavation side slopes less than 10 feet high should be no steeper than 1.5H:1V, provided groundwater seepage does not occur. If slopes greater than 10 feet high are required, GeoDesign should be contacted to make additional recommendations. We recommend a minimum horizontal distance of 5 feet from the edge of the existing improvements to the top of the temporary slope. All cut slopes should be protected from erosion by covering them during wet weather. If sloughing or instability is observed, the slope should be flattened or supported by shoring. Excavations should not undermine adjacent utilities, foundations, walkways, streets, or other hardscapes unless special shoring or underpinned support is provided.

6.4 EROSION CONTROL

The on-site soil is moderately susceptible to erosion. Slopes should be covered with an appropriate erosion control product. We recommend all slope surfaces be planted as soon as practical to minimize erosion. Surface water runoff should be collected and directed away from slopes to prevent water from running down the slope face. Erosion control measures such truck tire washers and temporary detention and settling basins should be used in accordance with local and state ordinances.

6.5 SHORING

6.5.1 General

Cantilevered shoring may be needed to support the basement excavation if it is located within the site or adjacent to rights-of-way and some settlement can be tolerated. Settlement of the ground surface of approximately 1 inch at the shoring face is typical and becomes negligible at a horizontal distance of 10 feet from the shoring. Where settlement-sensitive structures or utilities are adjacent to the excavation, anchors are required to reduce lateral movements that will cause damage to the structure.

Adjacent facilities should be surveyed and existing cracks measured prior to, during, and after construction of the shoring and completion of the parking level excavation. We also recommend the condition of adjacent structures be photographed prior to excavation. If settlement or damage is observed in adjacent structures, GeoDesign should be contacted to provide additional recommendations.

6.5.2 Cantilevered Shoring

Cantilever soldier pile shoring can be designed using the values presented on Figure 3. The equivalent fluid pressure does not include surcharge loads such as crane pads and traffic loading. The values on Figure 4 should be used to compute surcharge-induced lateral earth pressures. A surcharge load of 250 psf should be applied at the surface of the retained soil where the wall shoring retains roadways.

6.5.3 Anchored Shoring

Anchored soldier pile shoring can be designed using the values presented on Figure 3. These values do not include surcharged-induced lateral earth pressures. Figure 4 should be used to compute surcharge-induced lateral earth pressures. A bearing capacity of 3,000 psf can be assumed in the alluvial soil. We recommend a vertical live load of 250 psf be applied at the surface of the retained soil where the wall shoring retains roadways.

In addition to lateral earth pressures, the soldier piles will be subject to compressive forces as a result of the downward component of the tieback anchor loads. We recommend the tips of soldier piles be embedded at least 5 feet below the base of the excavation.

The bonded zone for tieback anchors should be maintained outside of the “unbonded zone” show on Figure 3. We anticipate that 6-inch-diameter tieback anchors can achieve allowable bond strengths of between 0.5 and 2 kips per foot in the alluvial soil, depending on the method

of construction. A variety of methods are available for construction of tieback anchors. Therefore, we recommend the contractor be responsible for selecting the appropriate bonded length and installation methods to achieve the required anchor capacity. Tieback anchors should be locked off at 100 percent of the design load.

Prior to installing production anchors, we recommend performance testing be conducted on a minimum of two anchors. The purpose of the testing is to verify the installation procedure selected by the contractor before a large number of anchors are installed. We recommend proof testing be conducted on all production anchors. Performance and proof testing should be performed in accordance with the guidelines provided in *Recommendations for Prestressed Rock and Soil Anchors* (Post Tensioning Institute, 2014); however, we recommend that performance tests be completed to 150 percent of the design load.

We anticipate lagging will consist of pressure-treated lumber. To maintain the integrity of the excavation, prompt and careful installation of lagging, particularly in areas of seepage and loose soil, is recommended. All voids behind the lagging should be backfilled promptly.

Tiebacks will need to extend into City of Portland rights-of-way and adjacent buildings, which will require temporary easements. The City of Portland does not allow permanent tiebacks in rights-of-way and all tiebacks will need to be de-tensioned but can likely remain in place. Prior to the start of construction, tieback locations and inclinations should be checked to verify that they do not interfere with existing foundations or buried utilities.

6.6 EXCAVATION

6.6.1 General

Excavations into the upper soil at the site should generally stand vertical to a depth of approximately 4 feet, provided perched groundwater seepage does not occur in the trench walls. Excavations in undocumented fill areas could ravel at all depths. If caving occurs, the walls of the trench should be flattened or braced for stability and the area dewatered if seepage occurs. If shoring is used, we recommend that the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation.

Excavations should not undermine adjacent utilities, foundations, walkways, streets, or other hardscapes unless special shoring or underpinned support is provided. Unsupported excavations that do not extend to groundwater should not be conducted within a downward and outward projection of a 1H:1V line from 5 feet outside the edge of an adjacent structural feature.

Excavations should be made in accordance with applicable OSHA and state regulations. While we have described certain approaches to trench excavation, it is the contractor's responsibility to select the excavation and dewatering methods, monitor the trench excavations for safety, and provide any shoring required to protect personnel and adjacent improvements. All trench excavations should be in accordance with applicable OSHA and state regulations.

Excavation spoils should be disposed of in accordance with the CMMP that will be prepared by an environmental consultant.

6.6.2 Dewatering

Significant dewatering is not anticipated for the project. If perched groundwater is present, dewatering may be required to maintain dry working conditions. Pumping from sumps located within the trench will likely be effective in removing water resulting from seepage.

If perched groundwater is present at the base of utility excavations, trench stabilization material consisting of at least 1 foot of well-graded gravel, crushed gravel, or crushed rock with a minimum particle size of 4 inches and less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve should be placed at the base of the excavation. The material should be free of organic matter and other deleterious material and should be placed in one lift and compacted until "well keyed." A 2-foot-thick layer of stabilization material may be required if soft soil conditions are encountered.

6.7 STRUCTURAL FILL

Structural fill should be free of organic matter and other deleterious material and, in general, should consist of particles no larger than 4 inches in diameter. Existing concrete debris or remnant concrete structural elements, AC pavement, and base rock can be used as structural fill, provided they are adequately processed as described below for recycled concrete or broken into particles no greater than 4 inches in greatest dimension and can be incorporated into well-graded structural fill and adequately compacted.

6.7.1 On-Site Soil

The on-site soil could be suitable for use as structural fill, provided it is free of organic matter and can be moisture conditioned. The on-site soil is sensitive to small changes in moisture content and may be difficult, if not impossible, to compact. Laboratory testing indicates that the moisture content of the native silt unit is significantly greater than the anticipated optimum moisture content required for satisfactory compaction. Therefore, this soil should not be used as structural fill. Imported granular material should be used for structural fill if imported fill is required.

6.7.2 Imported Granular Material

Imported granular material should be pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is fairly well graded between coarse and fine and has less than 5 percent by dry weight passing the U.S. Standard No. 200 sieve. The percentage of fines can be increased to 12 percent if the fill is placed during dry weather and provided the fill material is moisture conditioned, as necessary, for proper compaction. The material should be placed in lifts with a maximum uncompacted thickness of 12 inches and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557. During the wet season or when wet subgrade conditions exist, the initial lift should have a maximum thickness of 15 inches and should be compacted by rolling with a smooth-drum roller without the use of vibratory action. Special conditions apply to wall backfill as described in the "Permanent Retaining Structures" section.

6.7.3 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 12 inches above utility lines (i.e., the pipe zone) should consist of well-graded granular material with a maximum particle size of

1½ inches and less than 10 percent by dry weight passing the U.S. Standard No. 200 sieve. The pipe zone backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department.

Within pavement areas and building pads, the upper portion of the trench backfill should consist of well-graded granular material, with a maximum particle size of 2½ inches. Trench backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department. The upper 3 feet of the trench backfill should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.4 Stabilization Material

Material used to stabilize staging areas, haul roads, and utility trench subgrade should consist of pit- or quarry-run rock, crushed rock, or crushed gravel and sand with a maximum particle size of 4 inches; should have less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve; and should have at least two mechanically fractured faces. The material should be free of organic matter and other deleterious material. The stabilization material should be placed in one lift and compacted to a well-keyed, firm condition.

6.7.5 Drain Rock

Drain rock should consist of angular, granular, open-graded material with a maximum particle size of 2 inches. The material should be free of roots, organic matter, and other unsuitable materials; should have less than 2 percent by dry weight passing the U.S. Standard No. 200 sieve (washed analysis); and should have at least two mechanically fractured faces. Drain rock should be compacted to a well-keyed, firm condition.

6.7.6 Floor Slab Base Rock

Imported granular material placed beneath building floor slabs should be clean crushed rock or crushed gravel and sand that is fairly well graded between coarse and fine. The granular material should have a maximum particle size of 1½ inches, should have less than 5 percent by dry weight passing a U.S. Standard No. 200 sieve, and should have at least two mechanically fractured faces. The imported granular material should be placed in one lift and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.7 Retaining Wall Select Backfill

Backfill material placed behind retaining walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of imported granular material. The backfill should be placed and compacted as recommended for structural fill, except for backfill placed immediately adjacent to walls. Backfill adjacent to walls should be compacted to a lesser standard to reduce the potential for generation of excessive pressure on the walls. Backfill located within a horizontal distance of 3 feet from the retaining walls should be compacted to approximately 90 percent of the maximum dry density, as determined by ASTM D1557. Backfill placed within 3 feet of the wall should be compacted in lifts less than 6 inches thick using hand-operated tamping equipment (such as a jumping jack or vibratory plate compactor). If flatwork

(slabs, sidewalk, or pavement) will be placed adjacent to the wall, we recommend that the upper 2 feet of fill be compacted to 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.8 Recycled Concrete

Recycled concrete can be used for structural fill, provided the concrete is broken to a maximum particle size of 3 inches. This material can be used as trench backfill if it meets the requirements for imported granular material, which would require a smaller maximum particle size. The material should be placed in lifts with a maximum uncompacted thickness of 12 inches and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

6.8 PERMANENT CUT AND FILL SLOPES

While not expected, permanent cut and fill slopes in the site soil should be inclined no steeper than 2H:1V. Buildings, access roads, and pavement should be set back a minimum of 5 feet from the crest of any such slopes.

7.0 FOUNDATION SUPPORT RECOMMENDATIONS

Column and wall loads of up to 400 kips and 8 kips per foot, respectively, can be supported by conventional spread footings bearing on granular pads on undisturbed native soil. Column and wall loads more than 400 kips and 8 kips per foot, respectively, should be supported by spread footings underlain rammed aggregate piers.

7.1 CONVENTIONAL SPREAD FOOTINGS

7.1.1 General

Spread footings are feasible for column loads and wall loads up to 400 kips and 8 kips per foot, respectively. Conventional spread footings should be supported on native soil or granular pads that extend to native soil. Footings should not be supported on undocumented fill. Table 2 provides minimum granular pad thicknesses for new foundations with respect to loading.

Table 2. Recommended Granular Pad Thicknesses for Spread Footings

	Maximum Load					
	Columns (kips)			Continuous Footings (kips per foot)		
	0 to 200	200 to 300	300 to 400	0 to 4	4 to 8	8 to 10
Recommend Granular Pad Thickness (inches)	0	12	24	0	12	24

Granular pads should extend 6 inches beyond the margins of the footings for every foot excavated below the base grade of the footings. Granular pads should consist of imported granular material, as defined in the "Structural Fill" section. The imported granular material

should be compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557. A member of our geotechnical staff should observe the prepared footing subgrade prior to granular pad placement.

7.1.2 Bearing Capacity and Dimensions

Footings should be sized based on an allowable bearing pressure of 2,500 psf. This is a net bearing pressure; the weight of the footings and overlying backfill can be ignored in calculating footing sizes. A one-third increase in allowable bearing pressure is also typical for such systems when resisting short-term loads such as wind and seismic forces. Continuous wall and spread footings should be at least 18 and 24 inches wide, respectively. The bottom of exterior footings should be at least 18 inches below the lowest adjacent final grade. The bottom of interior footings should be placed at least 12 inches below the base of the floor slab.

7.1.3 Settlement

Total post-construction consolidation-induced settlement of spread footings should be less than 1 inch, with differential settlement up to approximately one-half of the total settlement over a distance of 50 feet between similarly loaded footings.

7.1.4 Resistance to Sliding

Lateral loads can be resisted by passive earth pressure on sides of the footings and by friction on the base of the footings. We recommend a friction coefficient of 0.35 for computing the friction capacity of building foundations that bear on native soil. The friction coefficient can be increased to 0.45 for foundations on granular pads.

An equivalent fluid unit weight of 300 pcf is recommended to compute passive earth pressure acting on footings constructed in direct contact with compacted structural fill or native soil. This value is based on the assumptions that the adjacent confining structural fill or native soil is level and that groundwater remains below the base of the footing. The top 1 foot of soil should be neglected when calculating lateral earth pressures, unless the foundation area is covered with pavement or is inside a building.

7.1.5 Subgrade Observation and Preparation

All footing subgrades should be evaluated by a representative of GeoDesign to confirm suitable bearing conditions. Observations should also confirm that loose or soft material, organic matter, unsuitable fill, prior topsoil zones, and softened subgrade (if present) have been removed. Localized deepening of footing excavations may be required to penetrate deleterious material.

7.2 SPREAD FOOTINGS ON RAMMED AGGREGATE PIERS

Column and wall loads greater than 400 kips and 8 kips per foot, respectively, should be supported by conventional spread footings on rammed aggregate piers. Rammed aggregate piers consist of compacted aggregate columns that reinforce and improve the soil. These systems are proprietary and are designed and constructed by a specialty contractor. Conventional spread foundations are placed over the completed rammed aggregate piers.

An allowable bearing pressure between 4,000 and 6,000 psf is typically provided by the designers of rammed aggregate piers. A one-third increase in allowable bearing pressure is also typical for such systems when resisting short-term loads such as wind and seismic forces.

Shallow foundations bearing on rammed aggregate piers can be designed to limit post-construction settlement of less than 1 inch. Differential settlement of up to one-half of the total settlement magnitude can be expected between adjacent footings with similar loads. We expect settlement will occur during construction as loads are applied.

Lateral loads for spread footings on rammed aggregate piers can be designed as described in the "Conventional Spread Footings" section.

8.0 SLABS ON GRADE

Maximum floor loads are assumed to be less than 150 psf. The presence of undocumented fill can affect the performance of floor slabs. All floor slab and pavement subgrades should be evaluated prior to placing base rock. If soft, loose, or deleterious material is encountered, it should be over-excavated and replaced with crushed rock. In areas where deep pockets of deleterious material are present, we recommend that over-excavation be advanced to a maximum depth of 3 feet BGS.

A modulus of subgrade reaction of 120 pci can be used for design of floor slabs on subgrade prepared as described in this report. This assumes that all undocumented fill is removed from the subgrade to expose undisturbed native soil.

The floor slab should be supported on at least 6 inches of imported granular material to aid as a capillary break and to provide uniform support. The imported granular material should be placed and compacted as previously recommended for aggregate base.

Vapor barriers beneath floor slabs are typically required by flooring manufactures to maintain the warranty on their products. In our experience, adequate performance of floor adhesives can be achieved by using a clean base rock (less than 5 percent fines) beneath the floor slab with no vapor barrier. In fact, vapor barriers can frequently cause moisture problems by trapping water beneath the floor slab that is introduced during construction. If a vapor barrier is used, water should not be applied to the base rock prior to pouring the slab and the work should be completed during extended dry weather so that rainfall is not trapped on top of the vapor barrier.

Selection and design of an appropriate vapor barrier, if needed, should be based on discussions among members of the design team. We can provide additional information to assist you with your decision.

9.0 PERMANENT RETAINING STRUCTURES

Retaining structures and basement walls can be designed using the values presented on Figure 3. These values are based on the following assumptions: (1) the retained soil is level,

(2) the retained soil is drained, and (3) the wall is less than 20 feet in height. Lateral pressures induced by surcharge loads can be computed using the methods presented on Figure 4.

For embedded building walls, a superimposed seismic lateral force should be calculated based on a dynamic force of $7H^2$ pounds per lineal foot of wall, where H is the average height of the soil supported by the wall in feet, and applied at 0.6H from the base of the wall. A traffic surcharge load of 250 psf should be included where traffic will be within a horizontal distance equal to the wall height. If other surcharges (e.g., slopes steeper than 2H:1V, foundations, vehicles, etc.) are located within a horizontal distance from the back of a wall equal to twice the height of the wall, additional pressures may need to be accounted for in the wall design. Our office should be contacted for appropriate wall surcharges based on the actual magnitude and configuration of the applied loads.

The wall footings should be designed in accordance with the "Foundation Support Recommendations" section.

10.0 DRAINAGE CONSIDERATIONS

10.1 GENERAL

Roof drains should be connected to a tightline leading to storm drain facilities. Pavement surfaces and open space areas should be sloped such that surface water runoff is collected and routed to suitable discharge points. We also recommend ground surfaces adjacent to the building be sloped to facilitate positive drainage away from the building.

10.2 DESIGN GROUNDWATER

Based on our experience, groundwater at the site will be more than 45 feet BGS and perimeter footing drains will not be required.

10.3 INFILTRATION SYSTEMS

Unfactored infiltration rates are provided in the "Infiltration Testing" section. Subsurface soil consists of approximately 20 feet of silt underlain by sandy silt with interbedded silty sand layers to a depth approximately 33 feet BGS. Below the sandy silt is stiff silt to the maximum depth explored of 46.5 feet BGS.

Based on testing and experience, infiltration will be negligible in the silt between 0 and 20 feet BGS and below 33 feet BGS. Infiltration rates in the predominately sandy silt layer between 20 and 33 feet BGS were slow and will be inconsistent due to variable silt proportions.

The proposed development will encompass the entire site and feasible locations for infiltration systems will be within approximately 10 to 15 feet of the base of the foundations (and possibly within the zone of rammed aggregate piers, if installed). Introduction of stormwater below the base of foundation systems in previously unsaturated soil could negatively affect the performance of foundations.

Based on negligible to slow and inconsistent infiltration rates and potential negative effects of introducing stormwater within 10 to 15 feet of the base of foundations, infiltration systems are not recommended at the site.

11.0 SEISMIC DESIGN CRITERIA

Seismic design criteria for this project will be based on the 2019 SOSSC and ASCE 7-16. Based on the soil conditions, a seismic Site Class D is appropriate. ASCE 7-16 Section 11.4.8 requires a ground motion hazard study in accordance with Section 21.2 for structures on Site Class D sites with S_1 greater than or equal to 0.2 (S_1 at the site is 0.399 g).

Exception 2 of ASCE 7-16 Section 11.4.8 indicates a ground motion hazard study is not required for structures on Site Class D sites with S_1 greater to or equal 0.2 provided the value of the seismic response coefficient C_S is determined by Eq. (12.8-2) for values of $T \leq T_s$ and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for $T_L \geq T > 1.5T_s$ or Eq. (12.8-4) for $T > T_L$.

At the time this report was prepared it was unknown if the exception is applicable to the project. The seismic design criteria in accordance with Exception 2 of ASCE 7-16 Section 11.4.8 are summarized in Table 3. If the exception is not applicable, we should be contacted to complete a ground motion hazard analysis for the site.

Table 3. Seismic Design Parameters (ASCE-7-16)

Parameter	Short Period (T_s = 0.2 second)	1 Second Period (T_1 = 1.0 second)
MCE Spectral Acceleration, S	S_s = 0.887 g	S_1 = 0.399 g
Site Class	D	
Site Coefficient, F	F_a = 1.145	F_v = 1.901
Adjusted Spectral Acceleration, S_M	S_{MS} = 1.015 g	S_{M1} = 0.758 g
Design Spectral Response Acceleration Parameters, S_D	S_{DS} = 0.677 g	S_{D1} = 0.506 g

12.0 OBSERVATION OF CONSTRUCTION

Satisfactory earthwork and foundation performance depends to a large degree on the quality of construction. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated. In addition, sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications.

13.0 LIMITATIONS

We have prepared this report for use by C.E. John Company and members of the design and construction team for the proposed development. The data and report can be used for estimating purposes, but our report, conclusions, and interpretations should not be construed as a warranty of the subsurface conditions and are not applicable to other sites.

Soil explorations indicate soil conditions only at specific locations and only to the depths penetrated. They do not necessarily reflect soil strata or water level variations that may exist between exploration locations. If subsurface conditions differing from those described are noted during the course of excavation and construction, re-evaluation will be necessary.
The site development plans and design details were not finalized at the time this report was prepared. When the design has been finalized and if there are changes in the site grades or location, configuration, design loads, or type of construction, the conclusions and recommendations presented may not be applicable. If design changes are made, we should be retained to review our conclusions and recommendations and to provide a written evaluation or modification.

The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in this report for consideration in design.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with the generally accepted practices in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

♦ ♦ ♦

We appreciate the opportunity to be of continued service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,

GeoDesign, Inc.

Nick Paveglio P.E.
Senior Associate Engineer

Brett A. Shipton, P.E., G.E.
Principal Engineer



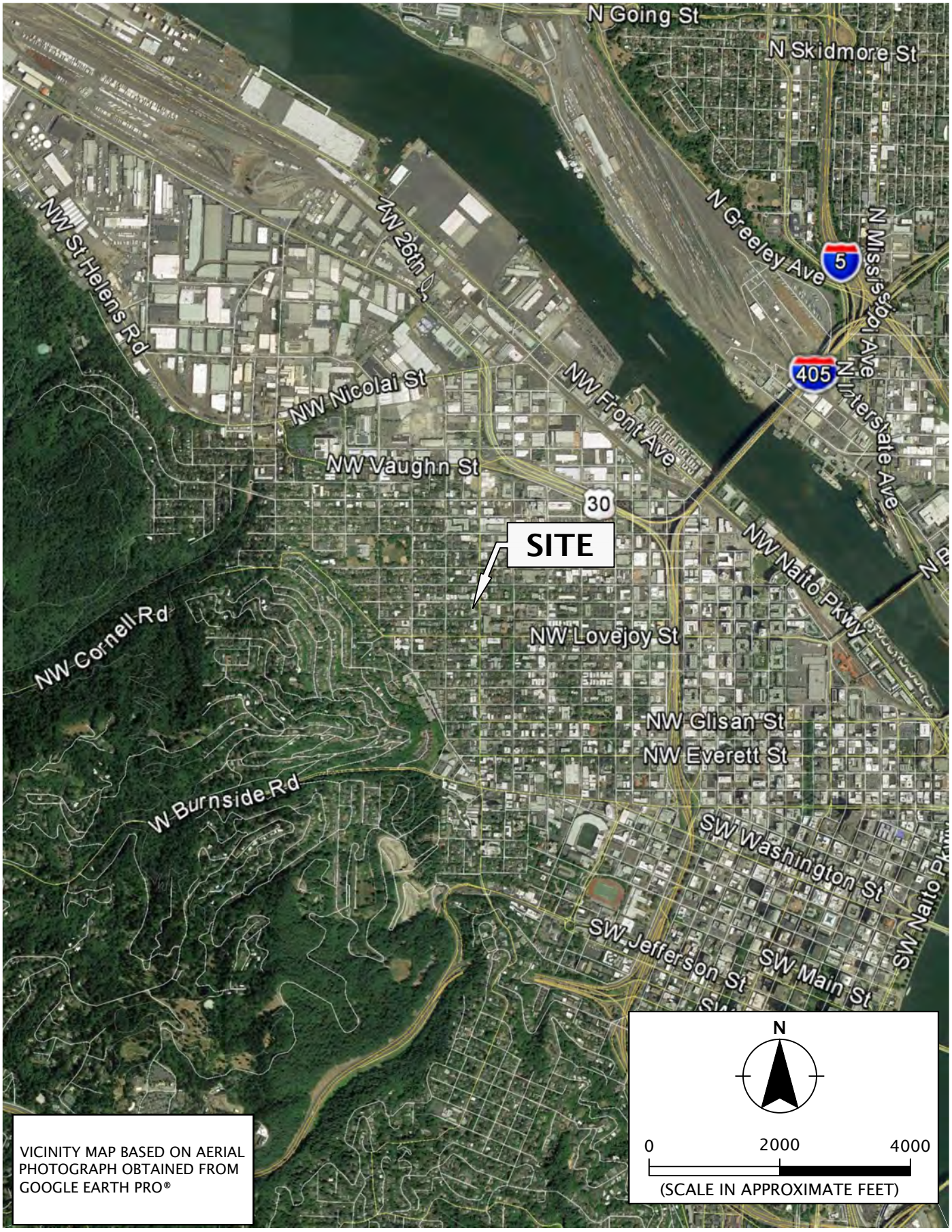
REFERENCES

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FIGURES



VICINITY MAP BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®

GEODESIGN INC AN NV5 COMPANY	CEJOHNCO-15-02	**VICINITY MAP**	
	FEBRUARY 2020	NW 23RD AND NW MARSHALL DEVELOPMENT PORTLAND, OR	**FIGURE 1**

Printed By: mmiller | Print Date: 2/24/2020 2:38:32 PM
File Name: J:\A-D\CEJohnCo\CEJohnCo-15\CEJohnCo-15-02\Figures\CAD\CEJohnCo-15-02-VM01.dwg | Layout: FIGURE 1



LEGEND:

- SITE BOUNDARY
- B-1⊕ BORING (GEODESIGN 2019)
- IR = ~0.0 IN/HR AT 5 FEET UNFACTORED INFILTRATION RATE
- B-1⊕ PRIOR BORING (BRAUN INTERTEC 1997)
- B-3◎ PRIOR BORING (DAVID J. NEWTON 1996)
- PROPOSED BUILDING LOCATION

N

0 50 100

(SCALE IN FEET)

SITE PLAN BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®, NOVEMBER 6, 2019

SITE PLAN

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE 2

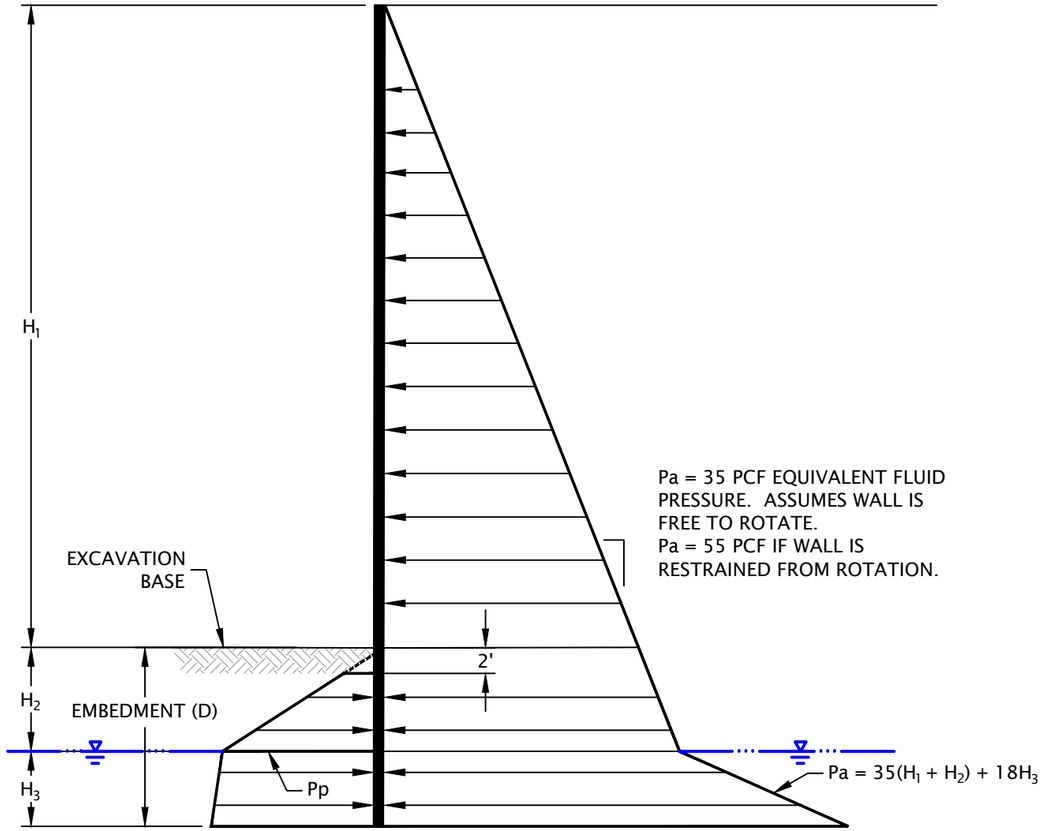
CEJOHNCO-15-02

FEBRUARY 2020

GeoDesign AN NV5 COMPANY

Printed By: mmiller | Print Date: 2/24/2020 2:38:37 PM
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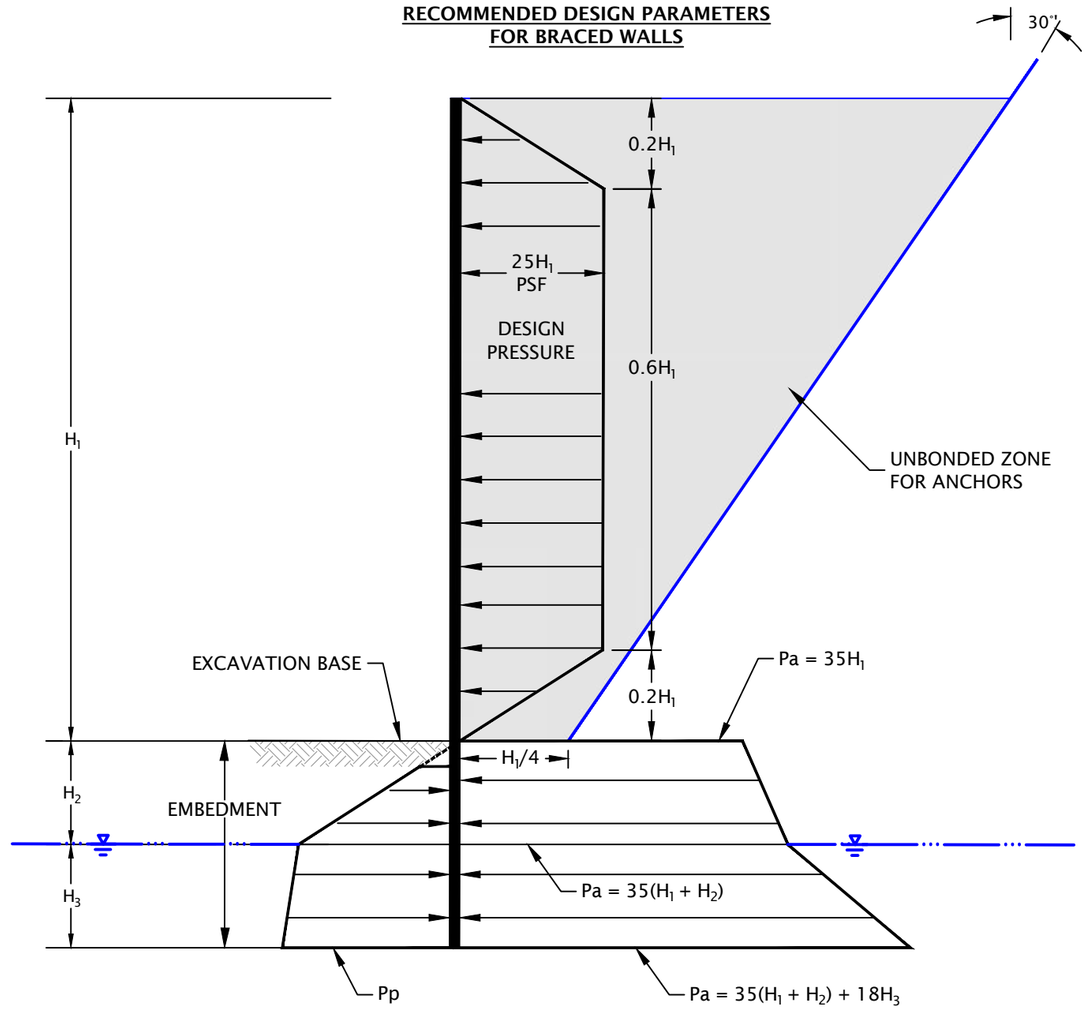
RECOMMENDED DESIGN PARAMETERS FOR CANTILEVERED WALL



EXPLANATION:
Pp = 300 H_2 ABOVE GROUNDWATER
Pp = 225 H_2 BELOW GROUNDWATER
H_1 = HEIGHT OF EXPOSED SOLDIER PILE IN FEET
PASSIVE PRESSURE ACTS OVER 2X THE PILE WIDTH
ACTIVE PRESSURE ACTS OVER 1X THE PILE WIDTH BELOW EXCAVATION BASE

NOTES:
1. FIGURE DOES NOT INCLUDE SURCHARGE OR SEISMIC LOADS.
2. LATERAL EARTH PRESSURE ASSUMES WATER WILL BE MAINTAINED BELOW THE BASE OF THE EXCAVATION.
3. THE LATERAL EARTH PRESSURES ARE UNFACTORED.
4. PASSIVE PRESSURE RESISTANCE SHOULD BE NEGLECTED 2 FEET BELOW THE BOTTOM OF THE EXCAVATION.
5. REFER TO THE GEOTECHNICAL REPORT FOR APPROPRIATE GROUNDWATER ELEVATION.

RECOMMENDED DESIGN PARAMETERS FOR BRACED WALLS



EXPLANATION:
PP = 300 H_2 ABOVE GROUNDWATER
PP = 225 H_2 BELOW GROUNDWATER
H_1 = HEIGHT OF EXPOSED SOLDIER PILE IN FEET
PASSIVE PRESSURE ACTS OVER 2X THE PILE WIDTH
ACTIVE PRESSURE ACTS OVER 1X THE PILE WIDTH BELOW EXCAVATION BASE

NOTES:
1. DOES NOT INCLUDE SURCHARGE OR SEISMIC LOADS.
2. TIEBACKS SHOULD BE LOCKED OFF AT 100 PERCENT OF THE DESIGN LOAD.
3. THE LATERAL EARTH PRESSURES ARE UNFACTORED.
4. PASSIVE PRESSURE RESISTANCE SHOULD BE NEGLECTED 2 FEET BELOW THE BOTTOM OF THE EXCAVATION.
5. REFER TO THE GEOTECHNICAL REPORT FOR APPROPRIATE GROUNDWATER ELEVATION.

CANTILEVERED AND BRACED WALLS DESIGN CRITERIA

FIGURE 3

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

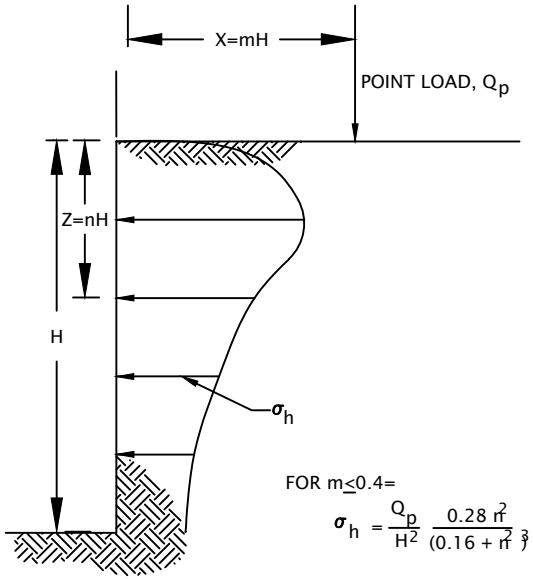
CEJOHNCO-15-02

FEBRUARY 2020

GEODESIGN AN NV5 COMPANY

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File Name: J:\A-D\CEJohnCo\CEJohnCo-15\CEJohnCo-15-02\Figures\CAD\CEJohnCo-15-02-DET01.dwg | Layout: FIGURE 3

Printed By: mmiller | Print Date: 2/24/2020 2:38:46 PM
File Name: J:\A-D\CEJohnCo\CEJohnCo-15\CEJohnCo-15-02\Figures\CAD\CEJohnCo-15-02-DET02.dwg | Layout: FIGURE 4

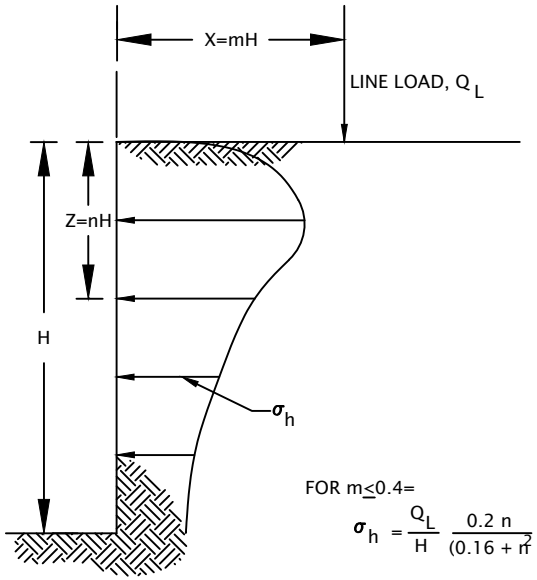


FOR $m \leq 0.4$=

$$\sigma_h = \frac{Q_p}{H^2} \frac{0.28\, n^2}{(0.16 + n^2)^3}$$

FOR $m > 0.4$=

$$\sigma_h = \frac{Q_p}{H^2} \frac{1.77 m^2 n^2}{(m^2 + n^2)^3}$$



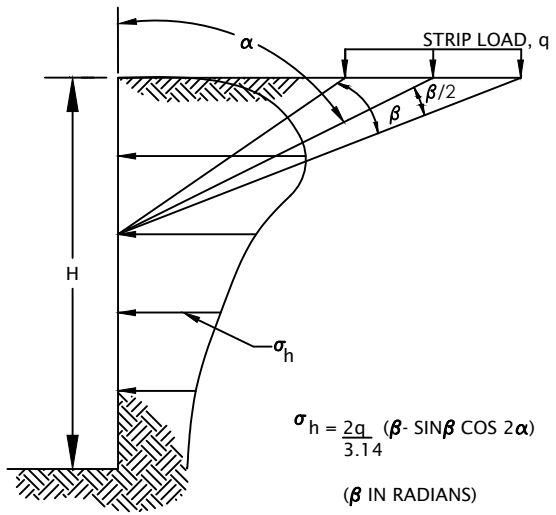
FOR $m \leq 0.4$=

$$\sigma_h = \frac{Q_L}{H} \frac{0.2\, n}{(0.16 + n^2)^2}$$

FOR $m > 0.4$=

$$\sigma_h = \frac{Q_L}{H} \frac{1.28 m^2 n}{(m^2 + n^2)^2}$$

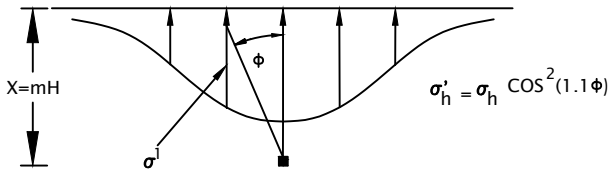
LINE LOAD PARALLEL TO WALL



$$\sigma_h = \frac{2q}{3.14} (\beta - \sin\beta \cos 2\alpha)$$

(β IN RADIANS)

STRIP LOAD PARALLEL TO WALL



DISTRIBUTION OF HORIZONTAL PRESSURES

VERTICAL POINT LOAD

NOTES:

1. THESE GUIDELINES APPLY TO RIGID WALLS WITH POISSON'S RATIO ASSUMED TO BE 0.5 FOR BACKFILL MATERIALS.
2. LATERAL PRESSURES FROM ANY COMBINATION OF ABOVE LOADS MAY BE DETERMINED BY THE PRINCIPLE OF SUPERPOSITION.
3. VALUES IN THIS FIGURE ARE UNFACTORED.

GEODESIGN INC AN NV5 COMPANY	CEJOHNCO-15-02	**SURCHARGE-INDUCED LATERAL EARTH PRESSURES**
	FEBRUARY 2020	NW 23RD AND NW MARSHALL DEVELOPMENT PORTLAND, OR

FIGURE 4

APPENDIX A

APPENDIX A

FIELD EXPLORATIONS

GENERAL

Two borings (B-1 and B-2) were drilled at the site to explore subsurface conditions and conduct infiltration testing. The borings were drilled to depths between 26.5 and 46.5 feet BGS. Drilling services were provided by Western States Soil Conservation, Inc. of Hubbard, Oregon. The explorations were conducted with a truck-mounted drill rig using hollow-stem auger methods on April 2, 2019. The exploration logs are presented in this appendix.

The exploration locations were determined in the field pacing from survey existing site features. This information should be considered accurate only to the degree implied by the methods used.

A member of our geology staff observed the exploration. Representative samples of the various soils encountered were collected from the explorations for geotechnical laboratory testing.

SOIL SAMPLING

We collected representative samples of the various soils encountered during drilling for geotechnical laboratory testing. Samples were collected from the borings using 1½-inch-inside diameter split-spoon SPT sampler in general accordance with ASTM D1586. The samplers were driven into the soil with a 140-pound automatic trip hammer free-falling 30 inches. The sampler was driven a total distance of 18 inches. The number of blows required to drive the sampler the final 12 inches is recorded on the exploration logs, unless otherwise noted. Sampling methods and intervals are shown on the exploration logs.

The average efficiency of the automatic SPT hammer used by Western States Soil Conservation, Inc. was 86 percent. The calibration testing results are presented at the end of this appendix.

SOIL CLASSIFICATION

The soil samples were classified in accordance with the "Exploration Key" (Table A-1) and "Soil Classification System" (Table A-2), which are presented in this appendix. The exploration logs indicate the depths at which the soil or its characteristics change, although the change could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications are shown on the exploration logs.

LABORATORY TESTING

CLASSIFICATION

The soil samples were classified in the laboratory to confirm field classifications. The laboratory classifications are included on the exploration logs if those classifications differed from the field classifications.

ATTERBERG LIMITS

The plastic limit and liquid limit (Atterberg limits) of a select soil sample were determined in accordance with ASTM D4318. The Atterberg limits and the plasticity index were determined to aid in the classification of the soil. The test results are presented in this appendix.

MOISTURE CONTENT

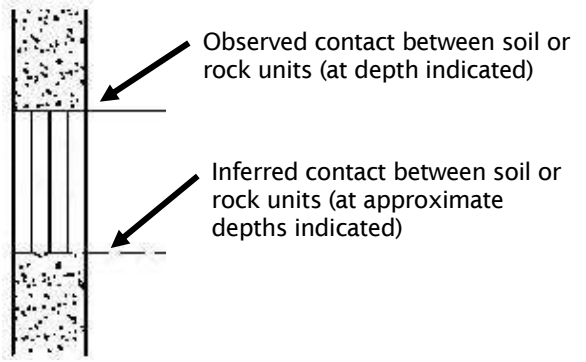
We determined the natural moisture content of select soil samples in general accordance with ASTM D2216. The test results are presented in this appendix.

PARTICLE-SIZE ANALYSIS

Particle-size analysis was performed on select soil samples in general accordance with ASTM D1140. The test results are presented in this appendix.

SYMBOL	SAMPLING DESCRIPTION
	Location of sample collected in general accordance with ASTM D1586 using Standard Penetration Test with recovery
	Location of sample collected using thin-wall Shelby tube or Geoprobe® sampler in general accordance with ASTM D1587 with recovery
	Location of sample collected using Dames & Moore sampler and 300-pound hammer or pushed with recovery
	Location of sample collected using Dames & Moore sampler and 140-pound hammer or pushed with recovery
	Location of sample collected using 3-inch-O.D. California split-spoon sampler and 140-pound hammer with recovery
	Location of grab sample
	Rock coring interval
	Water level during drilling
	Water level taken on date shown

Graphic Log of Soil and Rock Types



GEOTECHNICAL TESTING EXPLANATIONS

ATT	Atterberg Limits	P	Pushed Sample
CBR	California Bearing Ratio	PP	Pocket Penetrometer
CON	Consolidation	P200	Percent Passing U.S. Standard No. 200 Sieve
DD	Dry Density		
DS	Direct Shear	RES	Resilient Modulus
HYD	Hydrometer Gradation	SIEV	Sieve Gradation
MC	Moisture Content	TOR	Torvane
MD	Moisture-Density Relationship	UC	Unconfined Compressive Strength
NP	Non-Plastic	VS	Vane Shear
OC	Organic Content	kPa	Kilopascal

ENVIRONMENTAL TESTING EXPLANATIONS

CA	Sample Submitted for Chemical Analysis	ND	Not Detected
P	Pushed Sample	NS	No Visible Sheen
PID	Photoionization Detector Headspace Analysis	SS	Slight Sheen
		MS	Moderate Sheen
ppm	Parts per Million	HS	Heavy Sheen

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EXPLORATION KEY

TABLE A-1

RELATIVE DENSITY - COARSE-GRAINED SOIL

Relative Density	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)
Very Loose	0 – 4	0 – 11	0 – 4
Loose	4 – 10	11 – 26	4 – 10
Medium Dense	10 – 30	26 – 74	10 – 30
Dense	30 – 50	74 – 120	30 – 47
Very Dense	More than 50	More than 120	More than 47

CONSISTENCY - FINE-GRAINED SOIL

Consistency	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)	Unconfined Compressive Strength (tsf)
Very Soft	Less than 2	Less than 3	Less than 2	Less than 0.25
Soft	2 – 4	3 – 6	2 – 5	0.25 – 0.50
Medium Stiff	4 – 8	6 – 12	5 – 9	0.50 – 1.0
Stiff	8 – 15	12 – 25	9 – 19	1.0 – 2.0
Very Stiff	15 – 30	25 – 65	19 – 31	2.0 – 4.0
Hard	More than 30	More than 65	More than 31	More than 4.0

PRIMARY SOIL DIVISIONS			GROUP SYMBOL	GROUP NAME
COARSE-GRAINED SOIL (more than 50% retained on No. 200 sieve)	GRAVEL (more than 50% of coarse fraction retained on No. 4 sieve)	CLEAN GRAVEL (< 5% fines)	GW or GP	GRAVEL
		GRAVEL WITH FINES (≥ 5% and ≤ 12% fines)	GW-GM or GP-GM	GRAVEL with silt
			GW-GC or GP-GC	GRAVEL with clay
		GRAVEL WITH FINES (> 12% fines)	GM	silty GRAVEL
			GC	clayey GRAVEL
			GC-GM	silty, clayey GRAVEL
	SAND (50% or more of coarse fraction passing No. 4 sieve)	CLEAN SAND (<5% fines)	SW or SP	SAND
		SAND WITH FINES (≥ 5% and ≤ 12% fines)	SW-SM or SP-SM	SAND with silt
			SW-SC or SP-SC	SAND with clay
		SAND WITH FINES (> 12% fines)	SM	silty SAND
			SC	clayey SAND
			SC-SM	silty, clayey SAND
FINE-GRAINED SOIL (50% or more passing No. 200 sieve)	SILT AND CLAY	Liquid limit less than 50	ML	SILT
			CL	CLAY
			CL-ML	silty CLAY
			OL	ORGANIC SILT or ORGANIC CLAY
		Liquid limit 50 or greater	MH	SILT
			CH	CLAY
			OH	ORGANIC SILT or ORGANIC CLAY
HIGHLY ORGANIC SOIL			PT	PEAT

MOISTURE CLASSIFICATION

Term	Field Test
dry	very low moisture, dry to touch
moist	damp, without visible moisture
wet	visible free water, usually saturated

ADDITIONAL CONSTITUENTS

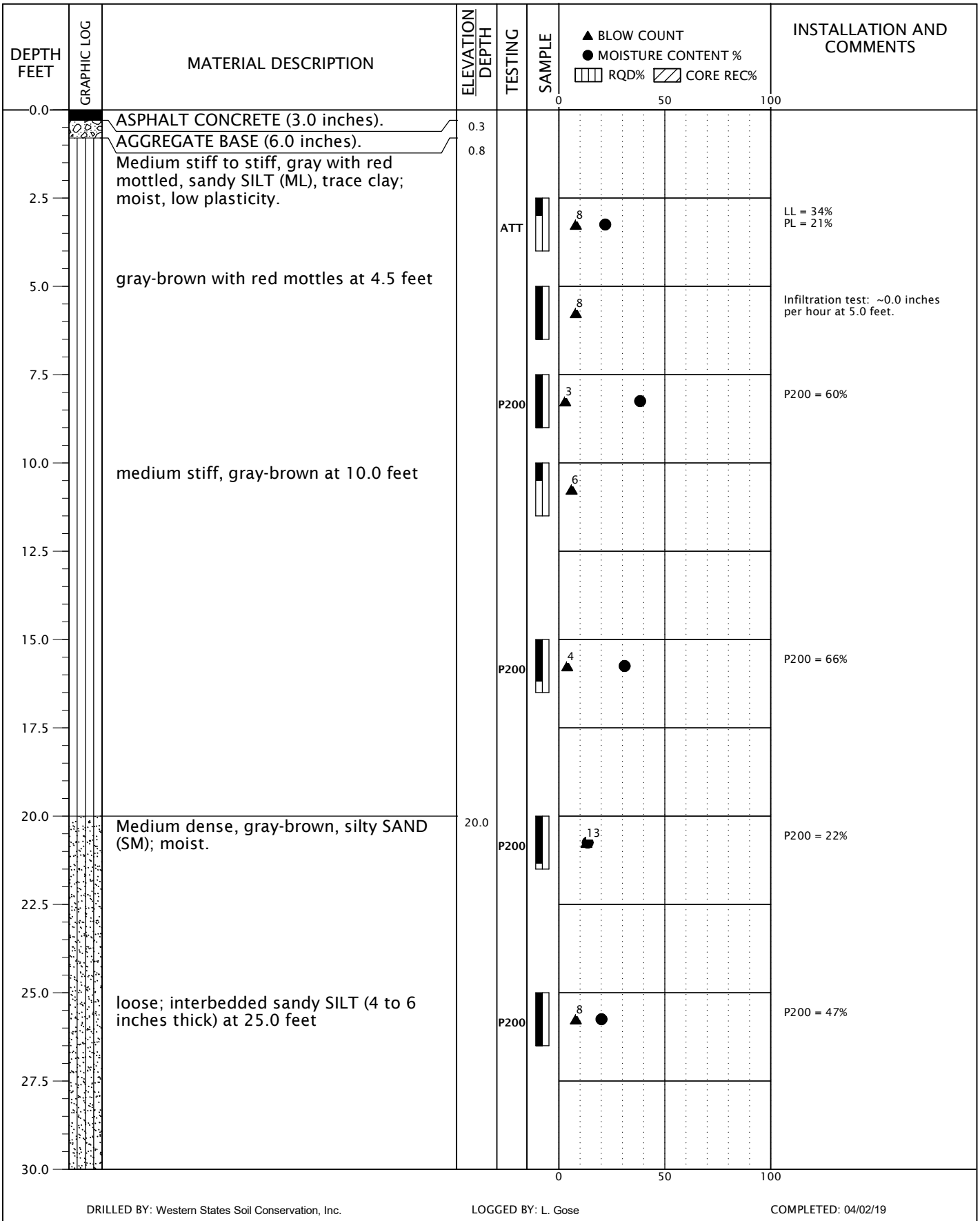
Secondary granular components or other materials such as organics, man-made debris, etc.

Percent	Silt and Clay In: Fine-Grained Soil	Silt and Clay In: Coarse-Grained Soil	Percent	Sand and Gravel In: Fine-Grained Soil	Sand and Gravel In: Coarse-Grained Soil
< 5	trace	trace	< 5	trace	trace
5 – 12	minor	with	5 – 15	minor	minor
> 12	some	silty/clayey	15 – 30	with	with
			> 30	sandy/gravelly	Indicate %

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SOIL CLASSIFICATION SYSTEM

TABLE A-2



DRILLED BY: Western States Soil Conservation, Inc.

LOGGED BY: L. Gose

COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text)

BORING BIT DIAMETER: 6 inches

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CEJOHNCO-15-01

APRIL 2019

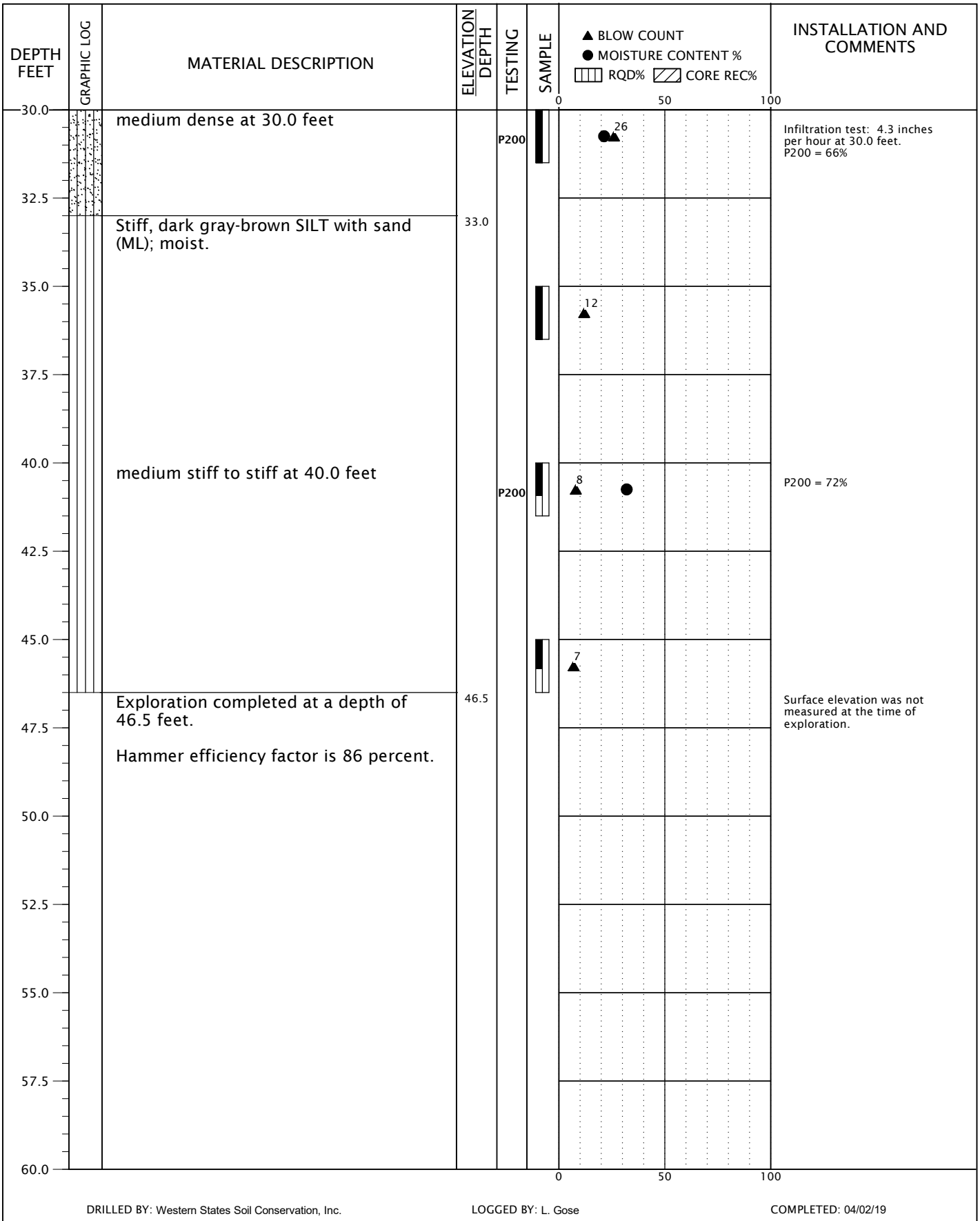
BORING B-1

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-1

LU 20-123610 DZM, Exhibit A6

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT



DRILLED BY: Western States Soil Conservation, Inc.

LOGGED BY: L. Gose

COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text)

BORING BIT DIAMETER: 6 inches

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APRIL 2019

BORING B-1
(continued)

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-1

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % RQD% CORE REC% (0 50 100)	INSTALLATION AND COMMENTS
0.0		ASPHALT CONCRETE (3.0 inches).	0.3				
		AGGREGATE BASE (6.0 inches).	0.8				
		Medium stiff to stiff, gray with red mottled, sandy SILT (ML), trace clay; moist, low plasticity.					Soil description based on drill cuttings to a depth of 25.0 feet.
2.5							
5.0							Infiltration test: ~0.0 inches per hour at 5.0 feet.
7.5							
10.0							
12.5							
15.0							
17.5							
20.0							
22.5							
25.0		Loose, gray-brown, silty SAND (SM); moist.	25.0	P200		9 ▲ ●	Infiltration test: 5.5 inches per hour at 25.0 feet. P200 = 53%
		Exploration completed at a depth of 26.5 feet.	26.5				Surface elevation was not measured at the time of exploration.
27.5		Hammer efficiency factor is 86 percent.					
30.0							

DRILLED BY: Western States Soil Conservation, Inc. LOGGED BY: L. Gose COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text) BORING BIT DIAMETER: 6 inches

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CEJOHNCO-15-01

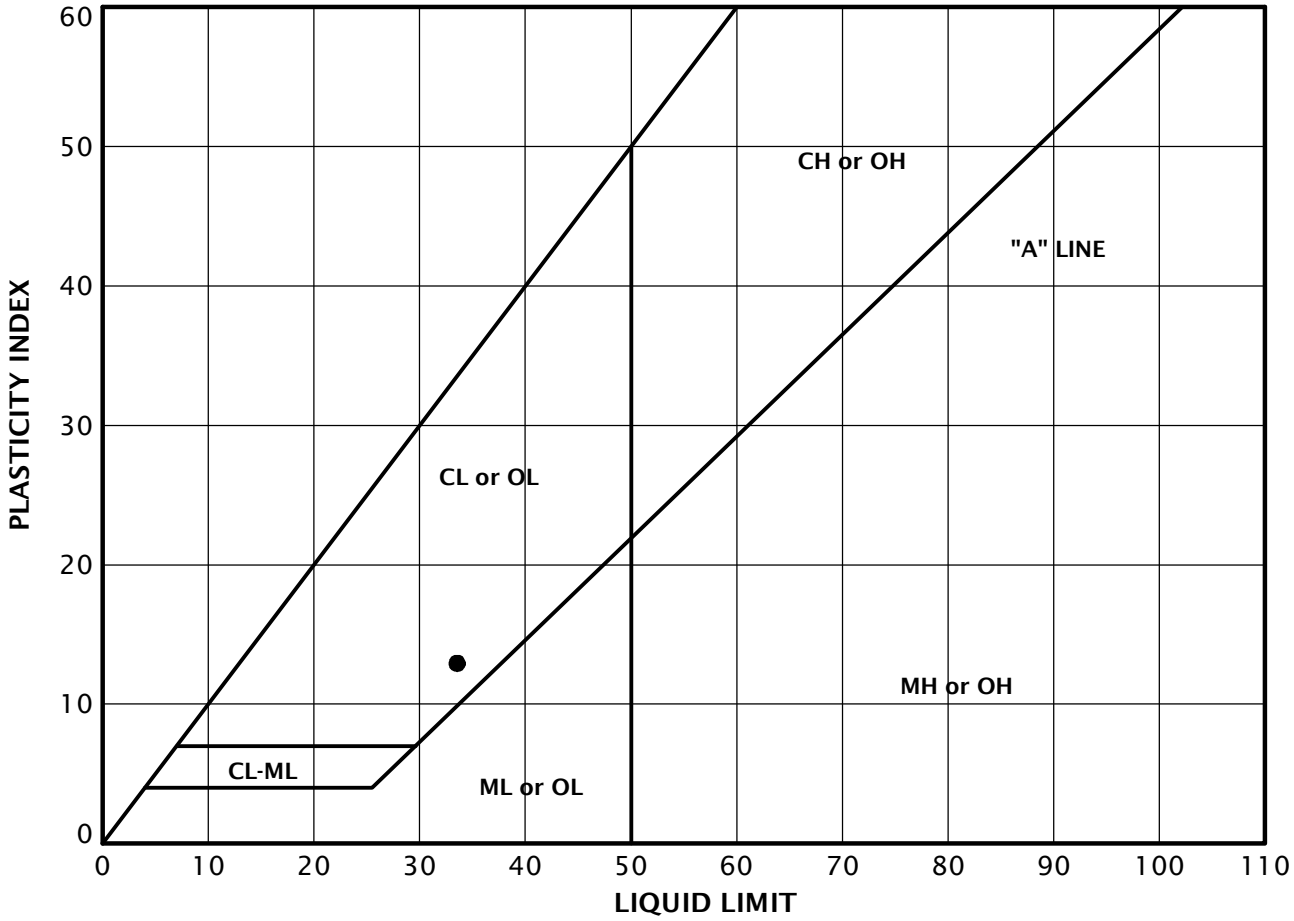
BORING B-2

APRIL 2019

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-2

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
●	B-1	2.5	22	34	21	13

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ATTERBERG LIMITS TEST RESULTS

APRIL 2019

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-3

LU 20-123610 DZM, Exhibit A6

ATTERBERG_LIMITS 7 CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 4/17/19 SN

SAMPLE INFORMATION			MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)	SIEVE			ATTERBERG LIMITS		
EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	ELEVATION (FEET)			GRAVEL (PERCENT)	SAND (PERCENT)	P200 (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
B-1	2.5		22					34	21	13
B-1	7.5		38				60			
B-1	15.0		31				66			
B-1	20.0		14				22			
B-1	25.0		20				47			
B-1	30.0		21				66			
B-1	40.0		32				72			
B-2	25.0		22				53			

LAB SUMMARY CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 4/17/19.SN

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APRIL 2019

SUMMARY OF LABORATORY DATA

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-4

LU 20-123610 DZM, Exhibit A6

Summary of SPT Test Results

Project: WSSC-8-04, Test Date: 12/27/2018

EMX: Maximum Energy — ETR: Energy Transfer Ratio - Rated

Start Depth ft	Final Depth ft	**N Value**	**N60 Value**	Average EMX ft-lb	Average ETR %
25.00	26.50	**20**	**28**	300.86	86.0
30.00	31.50	**0**	**0**	0.00	0.0
35.00	36.50	**0**	**0**	0.00	0.0
40.00	41.50	**0**	**0**	0.00	0.0
			Overall Average Values:	300.86	86.0
			Standard Deviation:	20.24	5.8
			Overall Maximum Value:	342.80	97.9
			Overall Minimum Value:	276.33	79.0

APPENDIX B

APPENDIX B

NEARBY EXPLORATIONS

The logs of drilled borings completed near the site are presented in this appendix. The locations of the borings are shown on Figure 2.

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-1** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 110'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	1 1 2		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	1 2 4		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	2 1 2						
10	SPT 4	1 2 2						
	SPT 5	1 1 3						
15	SPT 6	1 2 2						
20	SPT 7	1 4 4				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-1 was located in the southwest portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-2** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 108'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	5 6 7		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	1 2 3		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	2 2 2						
10	SPT 4	1 2 2						
	SPT 5	1 2 2						
15	SPT 6	2 2 1						
20	SPT 7	0 2 5				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-1 was located in the northwest portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-3** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 107'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	3 3 4		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	2 4 4		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	1 2 2						
10	SPT 4	1 2 3						
	SPT 5	2 2 3						
15	SPT 6	2 3 4						
20	SPT 7	2 4 5				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-3 was located in the northeast portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-4** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 106'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	3 2 3		ML		SILTY SAND - Light brown, loose, moist		
5	SPT 2	2 2 2		SM				
	SPT 3	2 2 2						
10	SPT 4	1 2 2						
	SPT 5	2 3 3						
15	SPT 6	2 4 4						
20	SPT 7	2 3 3				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-4 was located in the southeast portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

Boring Log No. 3

PROJECT: Bishop Morris Place
DATE: 2-29-96
LOGGED BY: J. Lawes
DRILL RIG: Trailer-mounted
HOLE DIA.: 4 in.
SAMPLER: SPT
INITIAL GW DEPTH: not encountered
FINAL GW: not encountered
HOLE ELEV.: ±130 ft. City of Portland

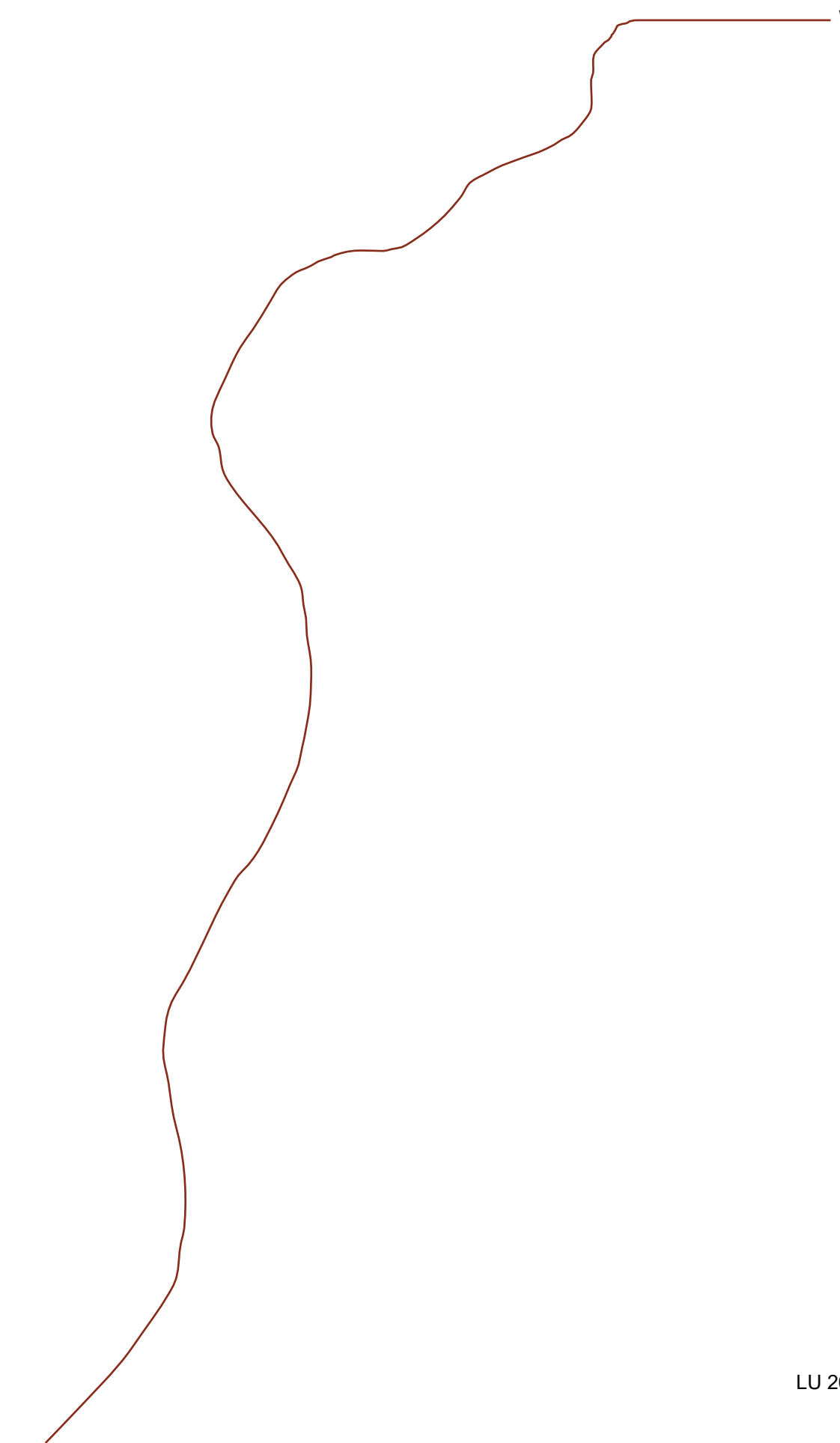
DESCRIPTION	USCS CLASS	GRAPHIC LOG	DEPTH	SAMPLE	SAMPLE NO.	BLOWS/FT.	REMARKS
2-inch asphalt concrete layer.			0				
GRAVEL, gray, dry to moist, medium dense. (3/4-inch minus pavement base course layer, man-made fill).	GW		1		3-1	15	
SILT, yellowish brown, moist, stiff, trace to some sand	ML		2				
			3		3-2	17	MC=15.6%
			4		3-3	17	MC=27.3%
			5				
			6		3-4	15	52% passing #200.
Silty SAND, yellowish brown, moist, medium dense.	SM		7		3-5	12	
			8				
			9		3-6	12	
Poorly-graded SAND with Silt, yellowish brown, moist, medium dense.	SP SM		10		3-7	16	
			11				
			12				
			13				
			14				
			15				
			16		3-8	16	
			17				
			18				
			19				
			20				
			21		3-9	18	
Boring terminated at a depth of 21½ feet. Groundwater not encountered during drilling.			22				
			23				
			24				
			25				

RECEIVED
MAR 28 1996
WESTWOOD CONSTRUCTION COMPANY
PORTLAND, OREGON

DAVID J. NEWTON ASSOCIATES
INCORPORATED

Notes:
THE LOGS OF SUBSURFACE CONDITIONS APPENDED APPLY ONLY AT THE SPECIFIC EXPLORATION LOCATION AND ON THE DATE INDICATED. THEY ARE NOT WARRANTED TO BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS AT OTHER LOCATIONS.

Project No. 349-191


www.geodesigninc.com

Neighborhood Contact – Certification Statement

The Neighborhood Contact requirement provides a way to learn more about a proposed development before a land use review or building permit is submitted. The applicant must provide documentation with the land use review or building permit application to document that Neighborhood Contact requirements are met. There are three different Neighborhood Contact processes, each requiring slightly different documentation. These requirements are listed below. This form can also be used to satisfy the requirements to submit a signed statement certifying certain requirements related to timelines and note distribution were met.

To complete this form:

1. Check the box that corresponds to the Neighborhood Contact process required.
2. Sign the bottom of this form to verify that timeline and note distribution requirements were met.
3. Submit the listed documentation requirements with the land use review or building permit application to verify other Neighborhood Contact requirements were met.

❒ Neighborhood Contact 1

- A copy of the initial notification email or letter sent to the neighborhood association, district neighborhood coalition, and business association;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;

❒ Neighborhood Contact 2

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), and business association(s);
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required meeting was held at least 14 days before applying for the land use review or building permit and at least 14 days after sending the initial notification email or letter and posting the required sign(s); and
  - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

continued on back

☒ Neighborhood Contact 3

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), business association, and school district;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required meeting request was sent;
  - The neighborhood association either did not reply or declined the request, or that the neighborhood association meeting took place; and
  - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

By signing this form, I acknowledge the Neighborhood Contact requirements for the marked option above have been met.

Applicant Signature: Richard Dobrot Date: 2/26/2020

Printed Name: Richard Dobrot, GBD Architects

Additional Applicant Signature: _____ Date: _____

Printed Name: _____

CITY OF PORTLAND, OREGON - BUREAU OF DEVELOPMENT SERVICES
1900 SW Fourth Avenue • Portland, Oregon 97201 • 503-823-7526 • www.bds.ci.portland.or.us

Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 Days

State law requires the City to issue a final decision on your land use proposal within 120 days of receiving a complete application. In order to ensure that the decision on your land use review application is rendered within 120 days, any appeal of your proposal to City Council will be held based on evidence submitted as part of your first hearing to the Hearings Officer, Design Commission, or Historic Landmarks Commission.

If you prefer a hearing on appeal to City Council where anyone may bring in new facts and evidence (an "evidentiary hearing"), you must request a full 245-day extension of the 120-day review period by completing this form within 21 days of submitting your land use review application. You may choose to extend the 120-day review period for up to 245 days at any point in the land use review process. However, if the request is received more than 21 days after the application date, any appeal to City Council will be on-the-record and no new evidence can be submitted.

STAFF USE ONLY
Date Land Use Application received by BDS _____ **Case File No.** _____

Date this form is due to BDS for evidentiary hearing _____

APPLICANT: Complete all sections below. Please Print Legibly.

DATE: 3/17/2020

TO: **Bureau of Development Services**
Attention: Case Planner
1900 SW Fourth Avenue, Suite 4500
Portland, OR 97201

REGARDING:
Type of Land Use Review TYPE 3 DESIGN REVIEW

Site Address/Street 1111-1137 NW 23RD AVENUE

Tax Account Number(s) 171330, 171331

I understand the following information:

1. I have the right, under State law, to a final decision on my application no more than 120 days after my application is determined to be complete by BDS staff.
2. I am not required to sign this form. If I do not sign this form, the City of Portland will process my application to meet the 120-day requirement.
3. By signing this form, I am making an irrevocable decision to extend the review period a full 245 days, and may not change my mind later except by withdrawing this application, filing a new application, and paying the associated fee.
4. By signing this form, I am waiving my right under State law to a final decision on my application with the 120-day review period. I am waiving my right to file any legal action to enforce the 120-day review period.

All applicants must print their name and sign this form.

Print Name RICHARD DOBROT **Day Phone** 503-224-9656

Signature Richard Dobrot

Print Name _____ **Day Phone** _____

Signature _____

120-day Review Period Information

State law requires that the City make a final decision on your application no more than 120 days after it is deemed complete. State law also allows an applicant to extend the 120-day review period for an additional 245 days. Generally, we have been able to meet the 120-day deadline. However, where the proposal is complex or there is an appeal to City Council, it is difficult to meet this deadline. This is due to the amount of time required to review cases, make findings, provide time for neighbors to comment, and hold public hearings.

The 1995 Oregon Legislature adopted new laws which change how this 120-day period is calculated, and these laws make it much more difficult for us to meet the timeline. As a result, City Council adopted a resolution allowing us to comply with the new laws. The way this affects you, the applicant, is that an appeal of your proposal to City Council will be held based only on the evidence already in the record.

Our Type III procedure provides for a hearing before a Land Use Hearing Officer or a commission (Design or Landmarks). It also provides for a hearing before City Council if there is an appeal. Our Zoning Code allows City Council to choose how it will hear appeals. City Council may hold a full evidentiary hearing, or the Council may hear the appeal "on the record." An evidentiary hearing is one where anyone may bring in new facts and evidence. For instance, a neighbor or applicant could bring a traffic study to the City Council hearing and request that Council consider it, even though it was not submitted to the original review body (Hearings Officer, Design Commission or Historic Landmarks Commission).

For an "on the record" appeal, the City Council relies only on the testimony and other evidence that was submitted to the original decision-maker—evidence that is "in the record." For an appeal based on the review body's decision and record, the appellant presents arguments to the Council about what is wrong with the review body's decision. The person that did not file the appeal is responsible for defending the decision. Neither side presents new evidence, and no new issues may be raised. Hearing appeals that are "on the record" saves considerable time, and makes it possible to meet the 120-day review period requirement.

The right to a final decision within 120 days is the applicant's right and guarantee under State law. The only way this can be changed is if the applicant requests that any appeal include an evidentiary hearing. If you prefer the process that allows for a full evidentiary hearing if there is an appeal, you must extend the 120-day review period by a full 245 days. We will still handle your application differently, but still in a timely manner.

There are several reasons why you may want to extend the 120-day review period. The most significant advantage is that it allows time for all parties—you, the neighbors, and the city agencies—to work together to develop solutions. It allows time for you to provide additional information in response to concerns, and to help everyone better understand the application. This can avert a costly appeal to City Council or even to the Land Use Board of Appeals (LUBA), but it does take time. In addition, it allows for modification to the proposal as it moves through the process. This gives you the opportunity to change your project to address concerns or improve the proposal. Extending the 120-day review period allows for flexibility in the nature, number, and types of hearings that can be held so your case is reviewed in the way best suited to your particular case. Finally, it allows for a full evidentiary hearing if there is an appeal to City Council. This would allow new information to be submitted, including new information to support your application.

Although we think the longer process can benefit everyone involved, you are fully entitled to the 120-day process. If you prefer that option, do not sign or return this form. We will then proceed in processing your application within the required 120-day review period. If you prefer to extend the 120-day review period by 245 days, you must sign and return this form to the Bureau of Development Services within 21 days of submitting your application.

Once you choose the timeline you want to follow, we will include that information in the notice to neighbors, and process your application accordingly. For that reason, once you choose a timeline, you may not change your request. If you choose the 120-day review period, you may not opt for an evidentiary appeal hearing unless you start the entire process over, including a new application fee. Conversely, once you choose to extend the review period by 245 days, you may not demand that a final decision be issued within 120 days.

For more information regarding 120-day review period, contact the planner assigned to your case, or the Development Services Center at 823-7526.

For more information visit or call the Planning and Zoning staff at the Development Services Center at 1900 SW 4th Ave, Suite 1500, 503-823-7526

Information is subject to change, for current Portland Zoning Code visit www.planning.ci.portland.or.us/cd_over.html

LU 20-123610 DZM, Exhibit A8

GBD

LAND USE TYPE III APPLICATION

WRITTEN NARRATIVE

Northwest 23rd and Marshall Apartments

August 21, 2020

LU 20-123610 DZM
Exhibit A9

GBD Architects Incorporated 1120 NW Couch St., Suite 300 Portland, OR 97209 Tel. (503) 224-9656 www.gbdarchitects.com

LU20-123610 DZM

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WRITTEN STATEMENT

Northwest 23rd & Marshall Street Mixed Use Project

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ARCHITECTURAL SUMMARY

The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street.

The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.

The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.

The massing is split into three primary blocks, aka the Southern, Northern and central East buildings. The Southern and Northern buildings are compositionally similar but their outward appearances are expressed very differently. The central East building is separated from the others with a two foot deep vertical recess in the façade and a variation in the parapet heights.

The **Southern Building** is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffited canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

On the floors above deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

The central **East Building** takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

The **Northern Building** is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The parking garage entrance is located on Northrup Street, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.

The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provides an

additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.

SITE AND VICINITY

The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. The site is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay.

NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest District and is a designated Streetcar Main Street.

The site was occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant.

The topography has a surprising amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

LEED SUMMARY

The 23rd and Marshall Apartments is pursuing LEED for Homes (Mid-Rise) Gold certification. Through strategic design, development and construction techniques the 23rd and Marshall Apartments will strive to earn the necessary credits in order to be certified by the U.S. Green Building Council.

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DESIGN REVIEW NARRATIVE

Northwest 23rd & Marshall Street Mixed Use Project

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DESIGN GUIDELINES

PORTLAND PERSONALITY

P1 COMMUNITY 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".

P1.1 URBAN CHARACTER: DISTRICT-WIDE CONSIDERATIONS

The proposed building configuration responds well to the district's pattern of development. The proposal visually divides the building into three distinct structures that more closely reflect lot and building frontage lengths of the early twentieth century and reinforces the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.

P1.2 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: ARCHITECTURE

Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stores (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways. The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.

P1.3 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: URBAN PATTERN

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces.

The retail tenant entrance at the Southern building is directly opposite the transit stop. There is a ten foot wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
The central East building has three bays of robust wood storefronts for small retail spaces.
At the wider of the two recesses, a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: DESIRED CHARACTERISTICS AND TRADITIONS

The Streetcar Era structures that define the character of the main streets, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and a variety of retail activities and outdoor dining spaces along the sidewalk.

P2 HISTORIC AND CONSERVATION DISTRICTS

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

While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details.

P3 GATEWAYS

This guideline does not apply to this site.

PEDESTRIAN EMPHASIS

E1 PEDESTRIAN NETWORKS

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

The proposed development will replace the sidewalks in accordance with the City requirements. Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. A three-foot dedication on Northwest 23rd will provide a 15 foot wide sidewalk for enhanced pedestrian circulation. Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

E2 STOPPING PLACES

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

In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.

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.

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the buildings have a distinctive storefront treatment to add vitality to the pedestrian experience.

The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south

wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.

The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.

Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

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.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

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.

Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of anticipated future signage above.

PROJECT DESIGN

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.

The proposed development will cover most of the buildable site area.
However, outdoor areas are provided in a number of other ways. A setback at the second floor west side creates a number of large private patios for the apartments that face onto them.
The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience. Private balconies at the west and north facades provide the remainder of the required outdoor space.

D2 MAIN ENTRANCES

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

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

D3 LANDSCAPE FEATURES

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

New street trees with tree well plantings will be installed on street frontages at locations where utilities allow.
The second floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth floor terraces will also have raised planters and other amenity features.

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.

Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance is located at the north side accessed from NW Northrup Street. The garage door will likely be primarily solid slats or a combination of solid and perforated slats. The one required loading space will also be located in the underground garage.

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.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six foot tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

D6 ARCHITECTURAL INTEGRITY

Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

This guideline is intended specifically for modifications to existing structures, and therefore does not apply to new construction. However, in the spirit of guideline, the proposed project seeks to add to the neighborhood a building that is compatible in character, color, details, and materials.

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.

The proposed design is intended to blend in with the early 20th century buildings, the turn of the century apartment buildings and industrial buildings commonly found in and around the Northwest neighborhood that share simple building massing, proportions and scale.

Masonry materials are primarily used on the street facing facades, with a smaller amount of metal panel. Appropriately scaled retail storefronts, each with a unique character, further enhance the Main Street character of NW 23rd Avenue.

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.

The proposed exterior materials have been selected to be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Vinyl windows at the upper levels and aluminum or wood storefronts with clear glazing at the ground floor provide for a variety of window expressions. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

ZONING

Northwest 23rd & Marshall Street Mixed Use Project

ZONING REQUIREMENTS

The site is zoned CM2 d/m (Commercial/Mixed Use 2 with a design overlay and main street overlay), 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 residential zoned areas.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. These standards foster a transit-supportive, mixed-use urban character with a high quality pedestrian environment, and an emphasis on good building design.

The following development standards are applicable to the design and development of the proposed project at Northwest 23rd and Northwest Marshall Street. The uses described in this project are allowed outright. The accompanying standards are addressed in reverse order beginning with the more specific Site Development Standards found in the Northwest District Plan (Chapter 33.562) and culminating with the more general Site Development Standards of the Base Zone (CH 33.130). Where a standard needs to meet both the NWDP and the Base Zone requirement, the NWDP standards are addressed first to avoid duplication with the base zone.

CHAPTER 33.562 NORTHWEST PLAN DISTRICT STANDARDS

The following table compares the proposed building's features to the applicable District zone standards referenced in Chapter 33.562.

Development Feature	Standard	Proposed
Maximum Height	See Base Zone	55'-0"
Minimum FAR	1.5:1 (30,345 sf)	3.8:1 (76,600 sf)
Maximum FAR	See Base Zone	
Main Street Development Standards	Yes	
Required Windows above Ground Floor	15 % of street facing façade above 9 ft	East – 36 % South – 35 % North – 33 %
Ground floor active use standard	Yes 50% of street frontage on 23rd	100%
Inside height	12 feet min	14'-6" min
Active use area depth	At least 25 ft	100% > 25ft deep

CHAPTER 33.130 COMMERCIAL ZONES

The following table compares the proposed building's features to the applicable Base Zone standards referenced in Table 130-2.

Development Feature	Standard	Proposed
Maximum Height	45'-0" (55'-0" with IH Bonus Option)	55'-0"
Maximum FAR	2.5:1 (4:1 with IH Bonus Option)	3.8:1
Min. Building Setbacks	10 ft to Adjacent R Zone landscaped to L3 standard	10'-3" ft at west lot line
Step Down Height	45 ft within 25 ft of R1 Zone	45 ft within 25 ft of R1 Zone
Garage Entrance Setback	<5 ft or >18 ft	3 ft
Required Windows	15% of street facing façade	East – 38 % South – 37 % North – 33 %
Ground floor windows	40% of ground floor wall area on 23rd 25% on other frontages	East – 63 % South – 59 % North – 46 %
Maximum Building Setbacks	10 ft	
Building Coverage	100 % of site area allowable	85 %
Minimum Landscaped area	15%	15% (See diagrams)
Ground Floor Windows	Yes	
(Main Street Overlay)	40% (60 %) of the area of the ground level wall area must be windows on the transit street (NW 23rd) 25% ground floor windows required on other frontages	NW 23rd - 63 % NW Marshall – 59% NW Northrup – 46%
Pedestrian Standards	Yes	All entrances are accessed directly from public sidewalks
Required Outdoor Area	36 sf per unit (based on site area after sidewalk dedication = 19,630 sf)	2,664 sf (see diagrams)
Façade Articulation	25% of façade area offset by 2 ft min.	Complies. See diagrams

CHAPTER 33.266 PARKING AND LOADING

Proposed development will comply with Chapter 33.266 Parking and Loading.

Development Feature	Standard	Proposed
Minimum Vehicle Parking Spaces	None required	44 provided
Loading 33.266.310.C2a	1 space meeting Standard B for buildings with more than 40 units and less than 20,000 sf of uses other than household living. Standard B size 9 ft wide x 18ft long with 10 ft clearance.	1 space provided inside parking garage

33.266.210 BICYCLE PARKING

Proposed development will comply with Chapter 33.266. See Modification #1 for Residential Long-Term bike spacing.

Space Type	Long Term Required	Long Term Provided	Short Term Required	Short Term Provided
Household Living	1.1 per unit = 82	82	2, or 1 per 20 units = 4	0
Retail	2, or 1 per 12,000 nsf = 2	2	2, or 1 per 5000 nsf = 3	0

Long term household bike parking is provided in a secure bike room in the below grade garage. Long term retail bike parking is provided in the internal service corridor in an alcove with a secure sliding door.
It is not possible to provide all the required amount of Short-term bike parking on site without significantly compromising the retail frontage/pedestrian environment so we propose to pay into the Bicycle Parking Fund instead.

DESIGN MODIFICATIONS

Northwest 23rd & Marshall Street Mixed Use Project

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

The applicant is requesting a total of four (4) modifications:

MODIFICATION #1

BIKE PARKING STANDARDS - STALL WIDTH

(33.266.220.C.3.b)

General Standard: Figure 266-11 indicates a bike stall of 2ft x 6ft.

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

PROPOSAL:

The long-term residential bicycle spaces provided within the residential building are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0". The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

APPROVAL CRITERIA:

A. The resulting development will better meet the applicable designed guidelines:

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. We are proposing to use a slightly less compact spacing of 1'-6" for the vertical long term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, a number of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

B. The resulting development will better meet the applicable designed guidelines:

The purpose of the regulation is to provide usable bike racks. The proposed spacing has been shown to be useable and efficient on past projects.

MODIFICATION #2

TRANSIT MAIN STREET ENTRANCE - RESIDENTIAL ENTRANCE LOCATION

(33.130.242.C.3.c)

General Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

PROPOSAL:

The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

APPROVAL CRITERIA:

C. The resulting development will better meet the applicable designed guidelines:

The proposed location of the residential entrance is approximately 70 feet from NW 23rd and will still provide convenient pedestrian access to public sidewalks and transit facilities. Located closer to the residential zone to the west seems more appropriate in this instance. Even though a loading space is provided within the building, inevitably some residential loading will occur thru the front door. This would likely pose traffic concerns, streetcar conflicts, and building security concerns were the entrance to be located on the busier NW 23rd frontage.

The proposed location also allows for a greater concentration of retail uses on the transit street which is also key to creating a vibrant main street experience. If a residential entrance cut thru the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this happens all the time elsewhere it is not ideal, nor is it good for the pedestrian experience to contend with trash carts competing with walking space. Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity.

MODIFICATION #3

SETBACKS - L3 SCREENING REQUIREMENTS

(33.130.215.B.2.b)

General Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6 foot tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

The setback requirements for areas that abut residential zones promote commercial/mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

PROPOSAL:

The 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

APPROVAL CRITERIA:

D. The resulting development will better meet the applicable designed guidelines:

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity. The screen wall would stop short of the north and south property lines – 3'-8" from the north property line where the new wall connects to the existing neighbors garage; the screen wall at the south steps with the adjacent grades and stops about 4 feet from the property line to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

MODIFICATION #4

VEHICLE PARKING STALL SIZE

(33.130.266.130 Table 266-4)

General Standard: The minimum stall size for 90 degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

PROPOSAL:

Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

APPROVAL CRITERIA:

E. The resulting development will better meet the applicable designed guidelines:

The proposed stalls are for residential use and are typically assigned to a specific tenant which increases the likelihood that the stalls could be used by someone who has a smaller car.

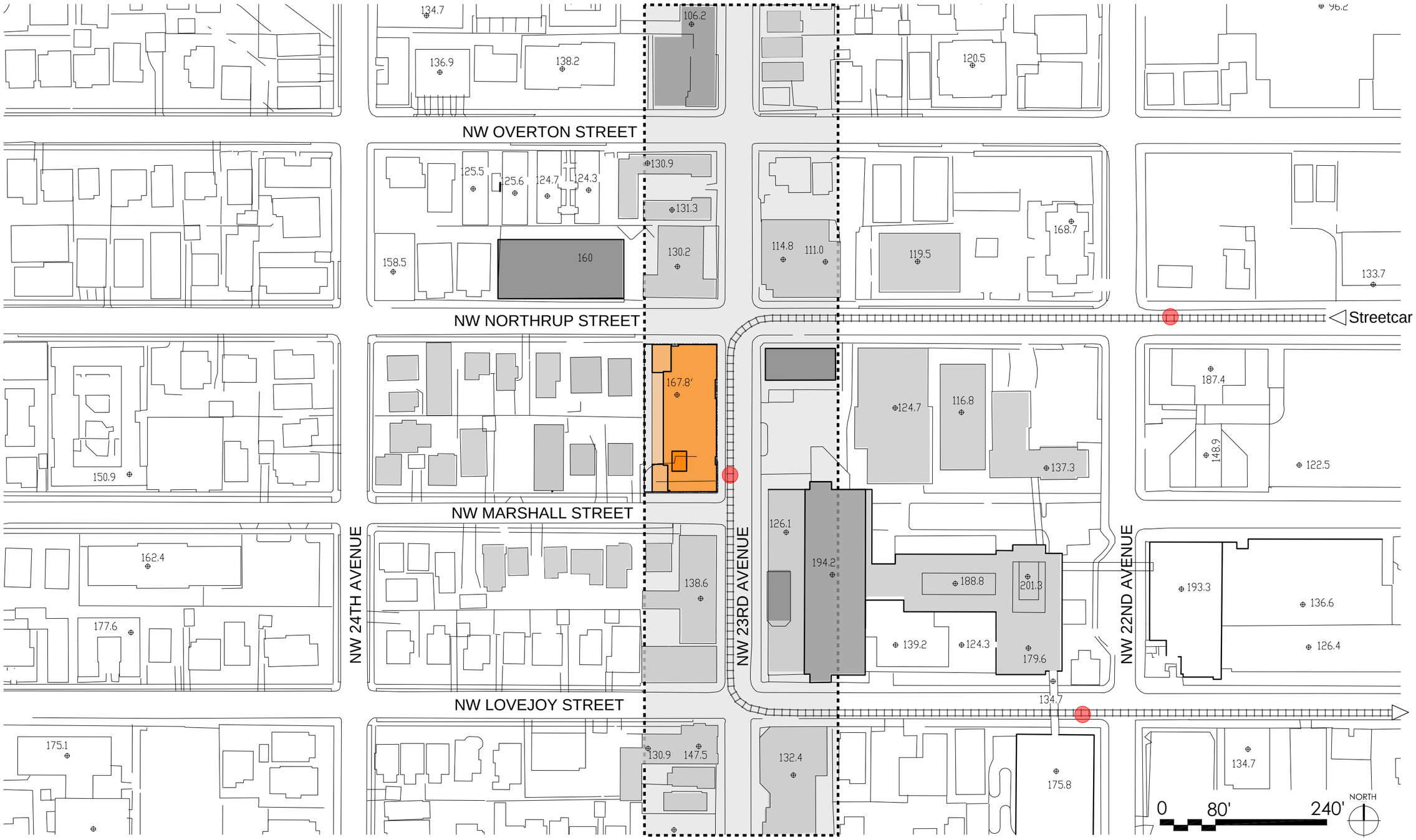
GBD

OVERVIEW

Northwest 23rd and Marshall Apartments
August 21, 2020

LU20-123610 DZM


NW NORTHRUP STREET
NW MARSHALL STREET
SITE
GOOD
SAMARITAN
HOSPITAL
NW 23RD AVENUE
Google Earth



VICINITY PLAN

2296 NW Northrup St - Google Maps Page

Google Maps



View of site from NW 23rd Avenue and NW Marshall Street



4 story brick building at NW 23rd & Northrup (east side of 23rd)



Looking north on NW 23rd Avenue at Northrup St.



Looking east on NW Marshall towards Good Samaritan Hospital



Commercial buliding on 23rd and Marshall



4 Residential building on NW Northrup.



NW Marshall (south side of street) transition to Residential Zone.

Context Images



EAST ELEVATION PERSPECTIVE

SOUTH EAST CORNER AT DAY



SOUTH WEST CORNER
AT 10 FT SETBACK



SOUTH WEST AERIAL VIEW



NORTH WEST AERIAL VIEW



REQUIRED OUTDOOR AREAS
REQUIRED LANDSCAPE AREAS



NORTHWEST CORNER



NORTH EAST CORNER


23rd and Northrup



NW 23RD STOREFRONT - RETAIL E

LU 20-123610 DZM, Exhibit A10



NW 23RD STOREFRONT - RETAIL B-C-D



NW 23RD STOREFRONT - RETAIL A



NW 23RD STOREFRONT - RETAIL A

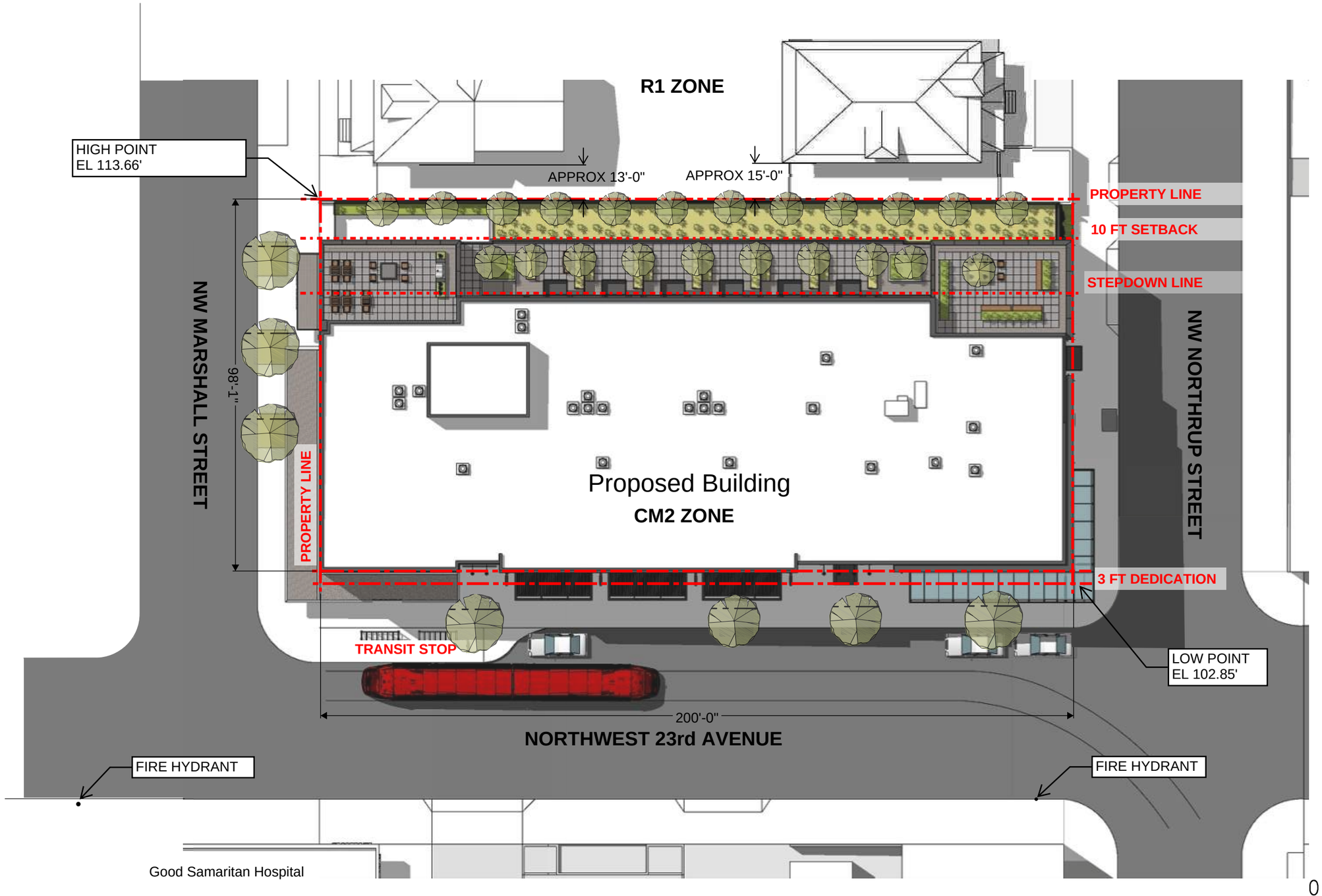


SOUTH EAST CORNER AT NIGHT

ARCHITECTURAL DRAWINGS

NW 23rd and Marshall Apartments

August 21, 2020

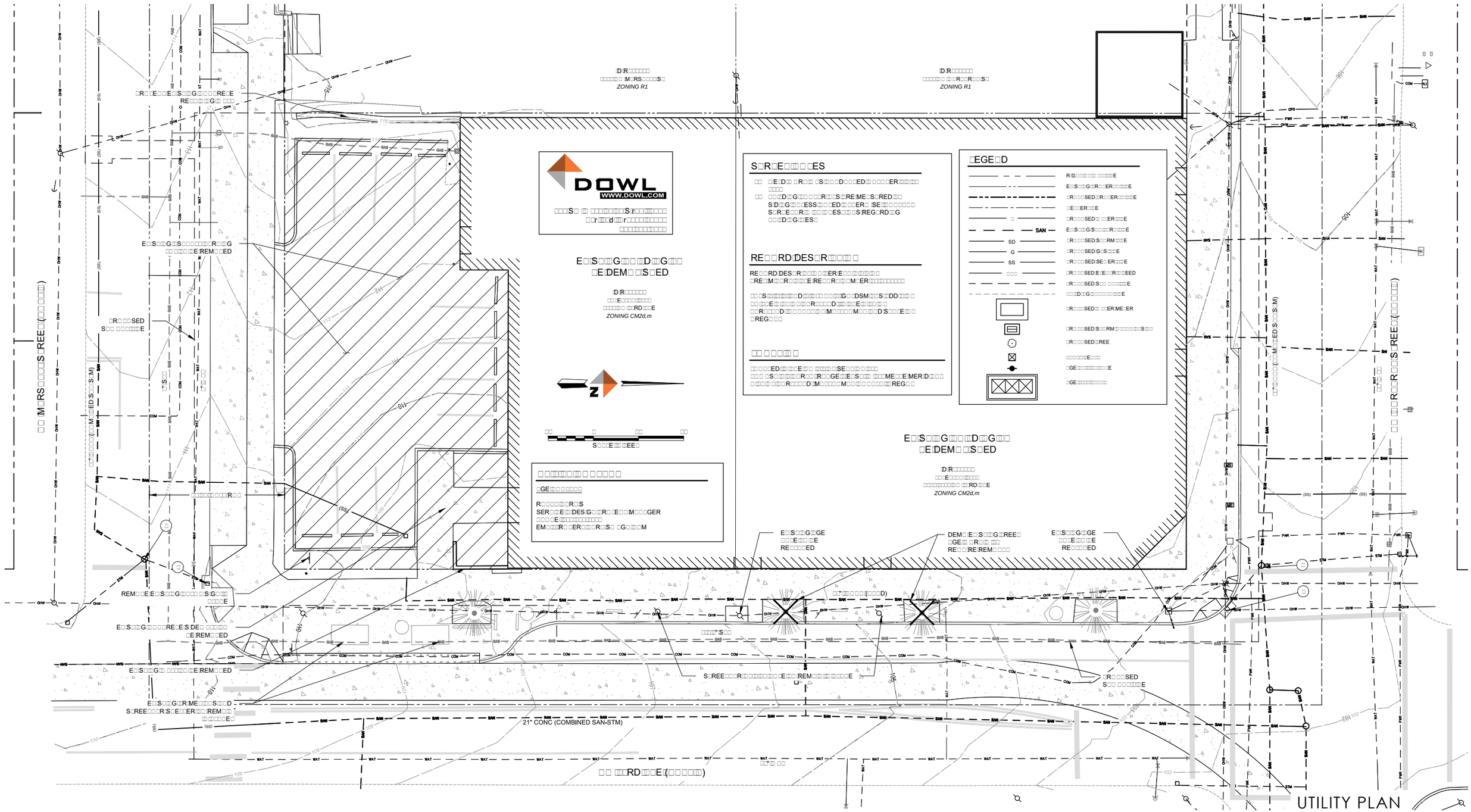


NORTH

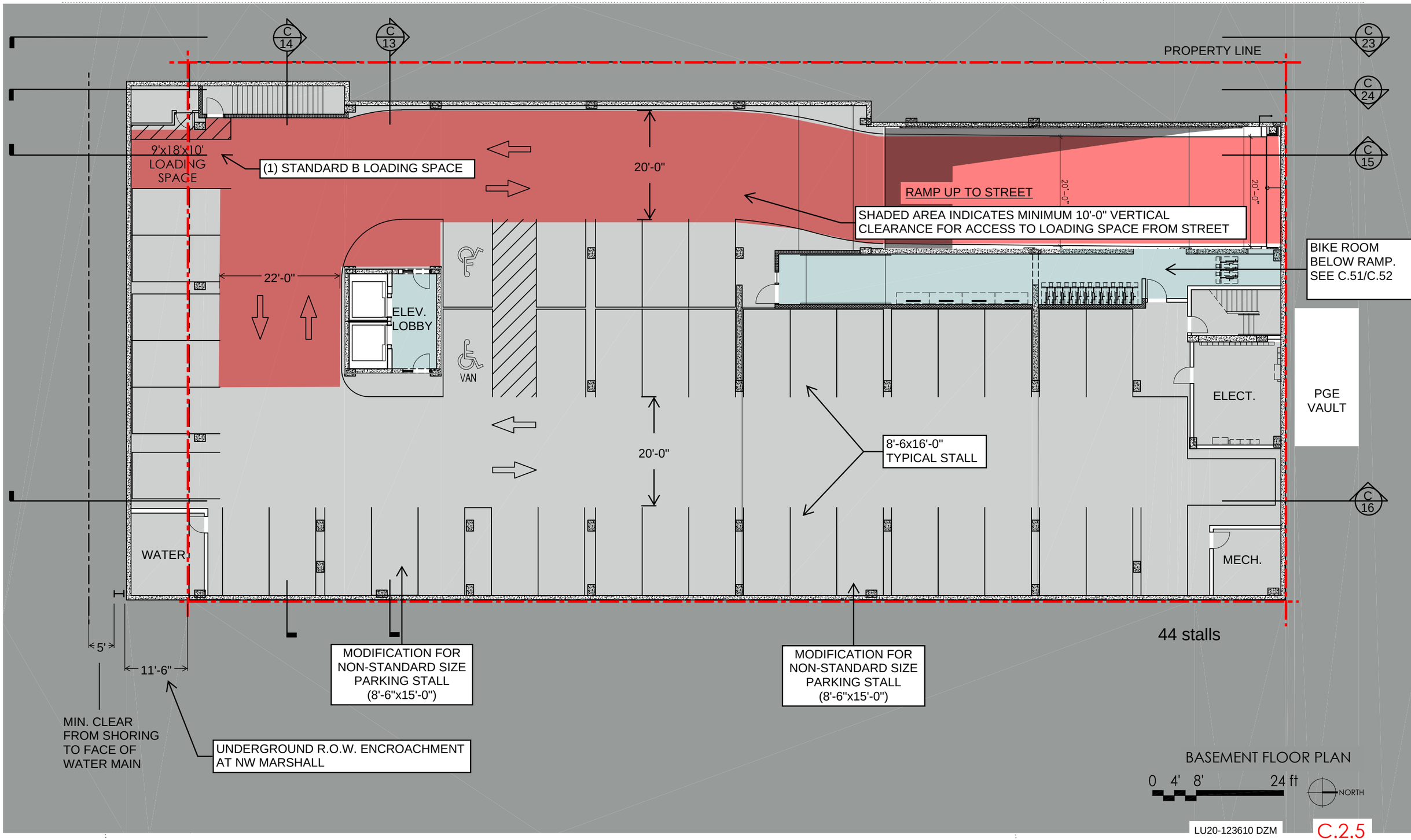
SITE PLAN

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A11



LU 20-123610 DZM, Exhibit A11

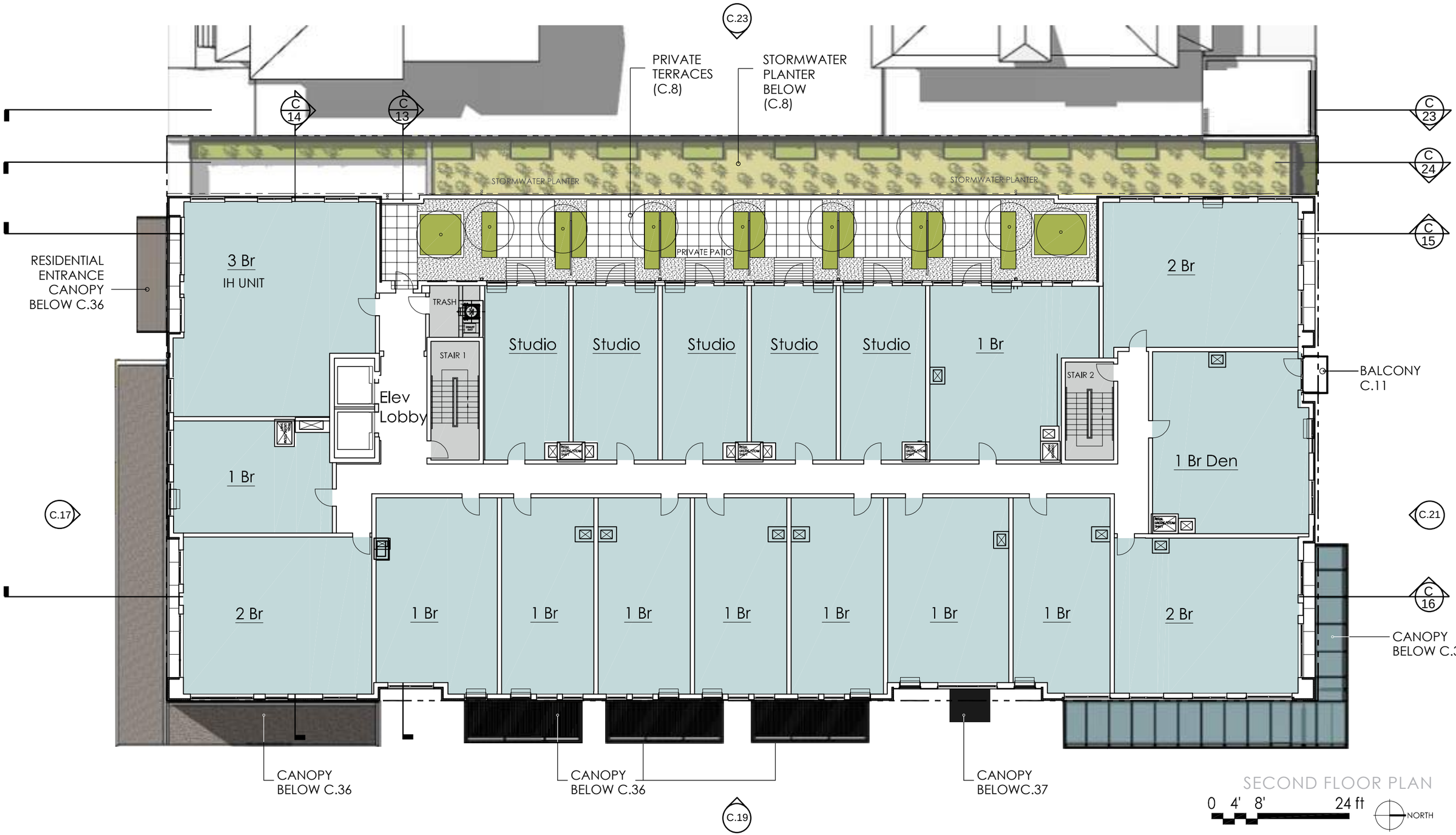


BASEMENT FLOOR PLAN

0 4' 8' 24 ft NORTH

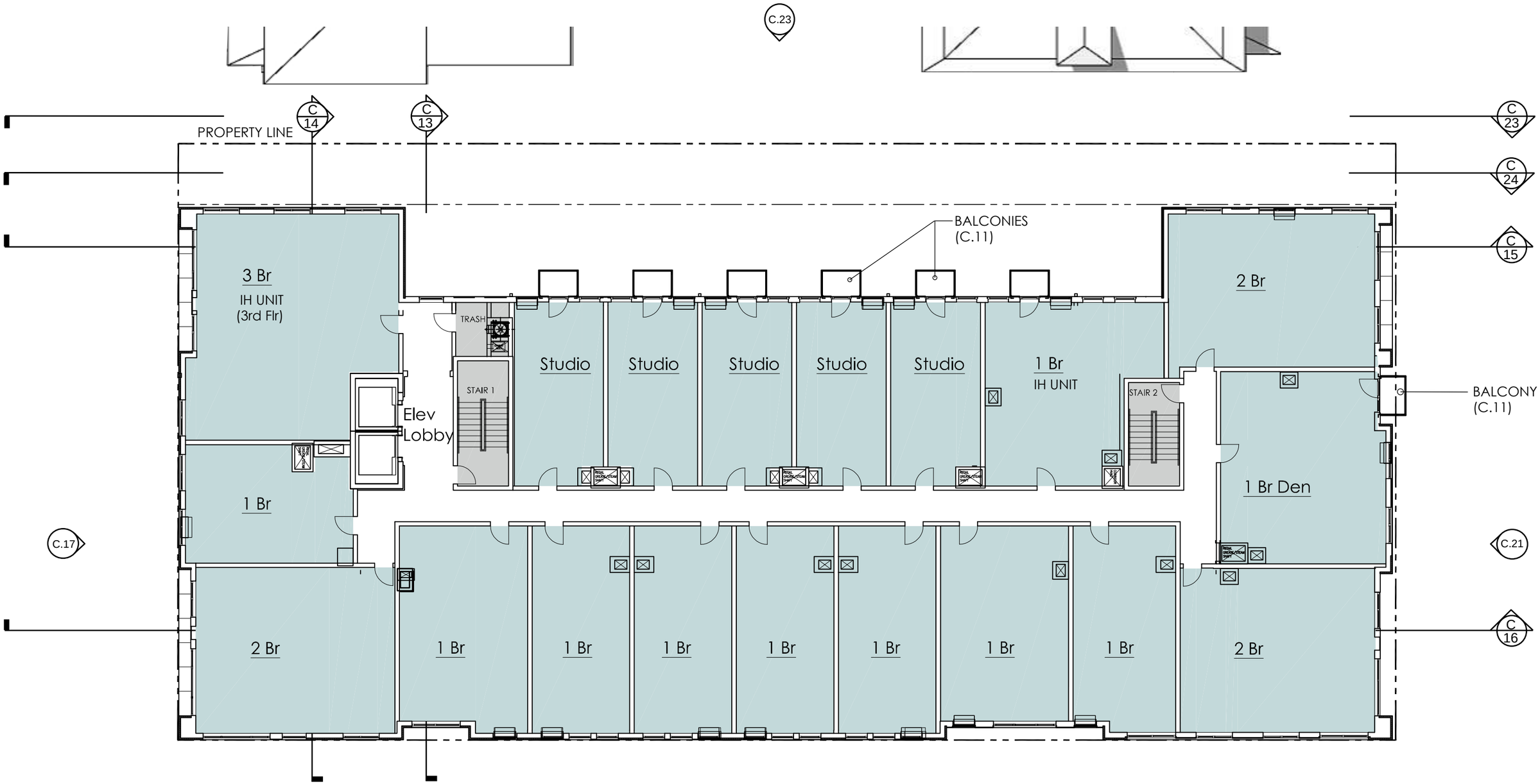
UNDERGROUND R.O.W. ENCROACHMENT
STEEL GATES
PROPERTY LINE
10'-0" SETBACK
C 14
C 13
C.23
CONCRETE PAVING
STORMWATER PLANTER C.8
ADJACENT PROPERTY SINGLE CAR GARAGE
C 23
C 24
GAS METERS
C 15
GARAGE DOOR
Slope up
STAIR TO PARKING
DN
MAIL
LOBBY
UP
ELEV. LOBBY
TRASH
Womens-RR
Mens-RR
GENERATOR RM
RAMP DOWN
20'-0"
20'-3 1/2"
2'-8"
MINIMUM 10'-0" VERTICAL CLEARANCE FOR LOADING SPACE ACCESS
1:12 ramp up
1:12 ramp up
1:12 ramp up
slope up
RETAIL SERVICE CORRIDOR
GARAGE EXHAUST
RETAIL LT BIKES
UP
DN
RETAIL LONG TERM BIKE PARKING
BELOW GRADE ELECT. VAULT
Northwest Marshall Street
Northwest Northrup Street
RETAIL A
2498 GSF
RETAIL B
1248 GSF
RETAIL C
1428 GSF
RETAIL D
1461 GSF
RETAIL E
1381 GSF
RETAIL F
2044 GSF
STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
EL 108.00' Structural slab
C.17
C.16
C.21
11'-6"
3'-0"
3'-0"
3 FT SIDEWALK DEDICATION
EXISTING TREE
CAR SHARE SPACE
EXISTING TREE
STREETCAR / BUS STOP
Northwest 23rd Avenue
C.19

GROUND FLOOR PLAN
0 4' 8' 24 ft
NORTH



SECOND FLOOR PLAN

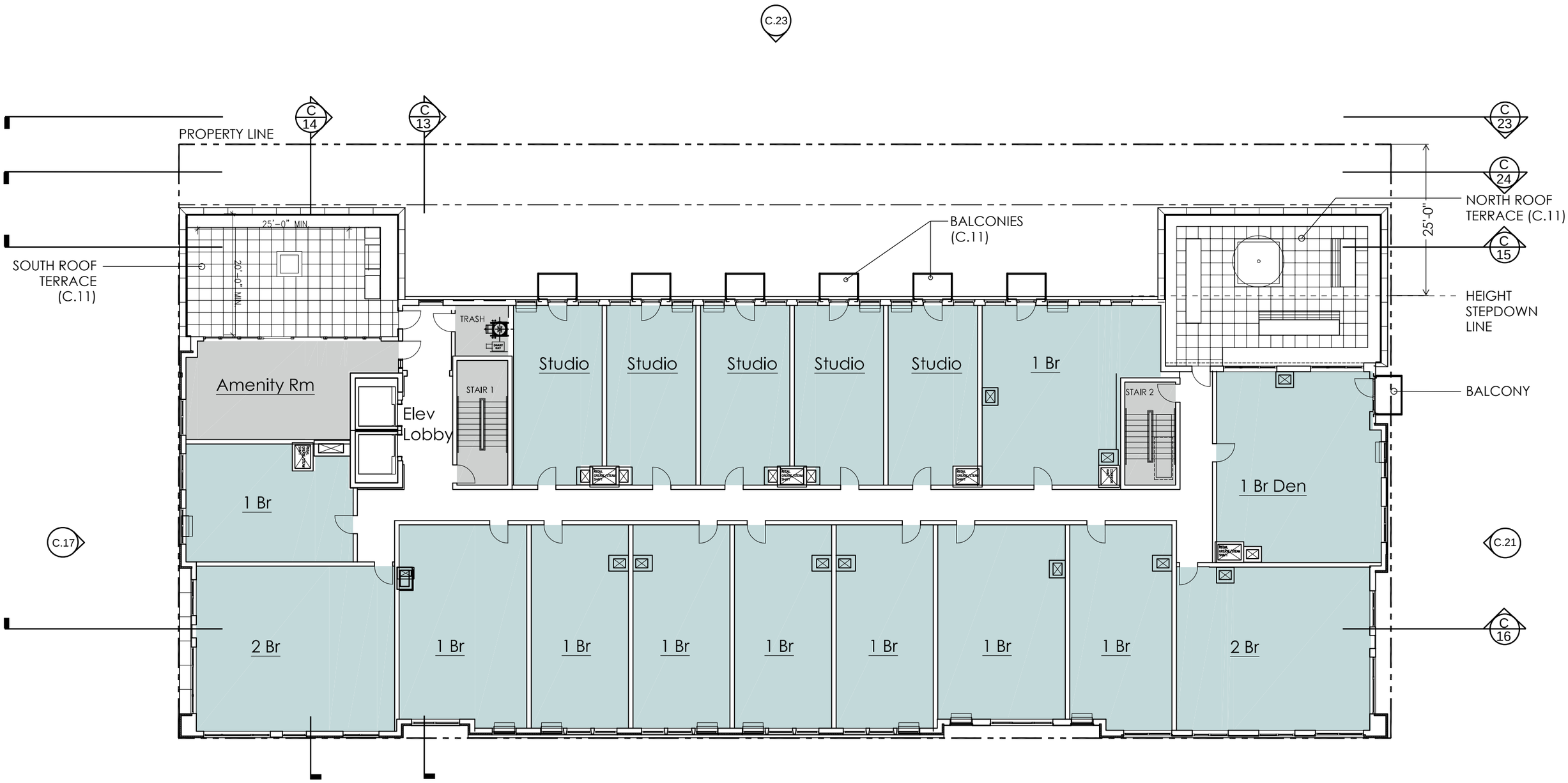
0 4' 8' 24 ft NORTH



THIRD and FOURTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A11



FIFTH FLOOR PLAN

0 4' 8' 24 ft NORTH



A. RTU PACKAGED AIR HANDLER

SIZE: 74 3/8"L X 46 3/4"W X 44"H

SEE CUTSHEETS D3

C.23



B. FUTURE RETAIL SPLIT SYSTEM HEAT PUMPS

SIZE: 35"L X 35"W X 39 1/8"H

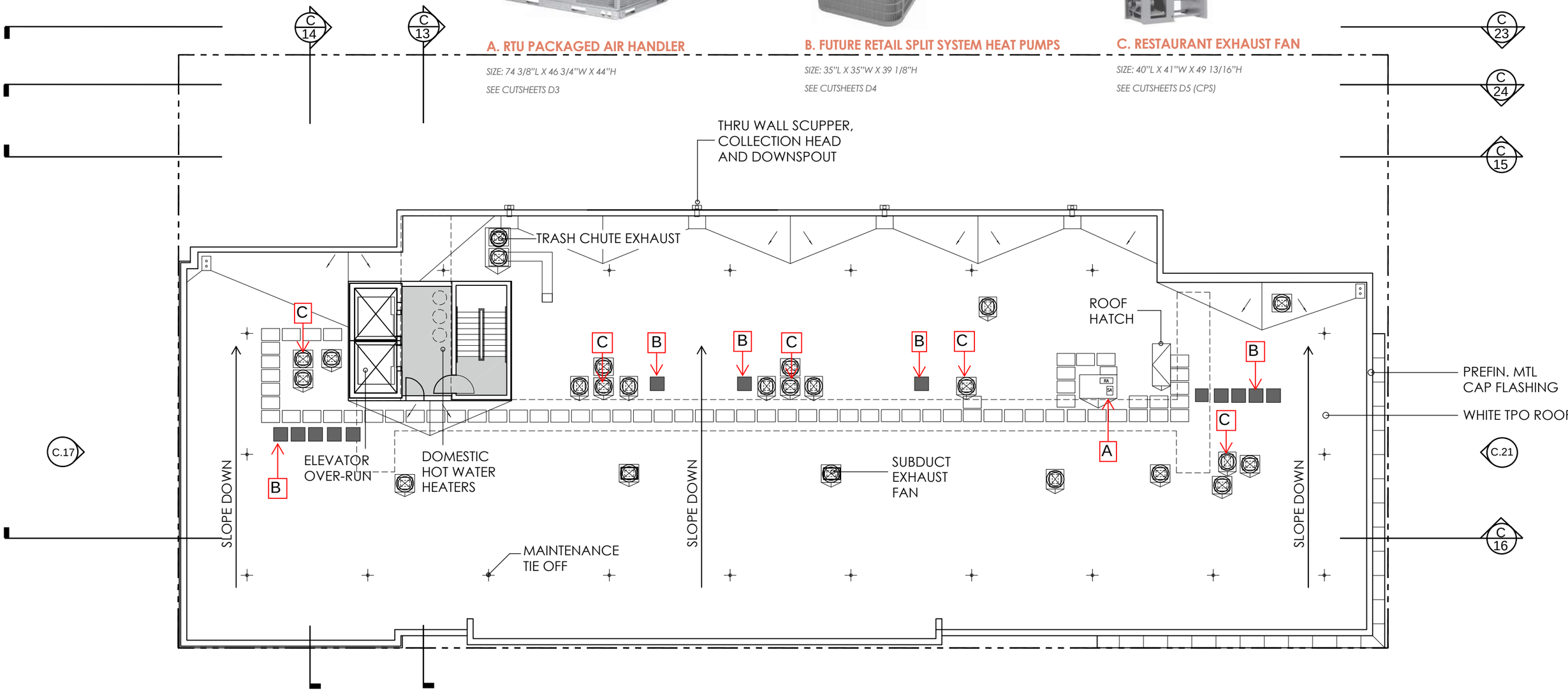
SEE CUTSHEETS D4



C. RESTAURANT EXHAUST FAN

SIZE: 40"L X 41"W X 49 13/16"H

SEE CUTSHEETS D5 (CPS)

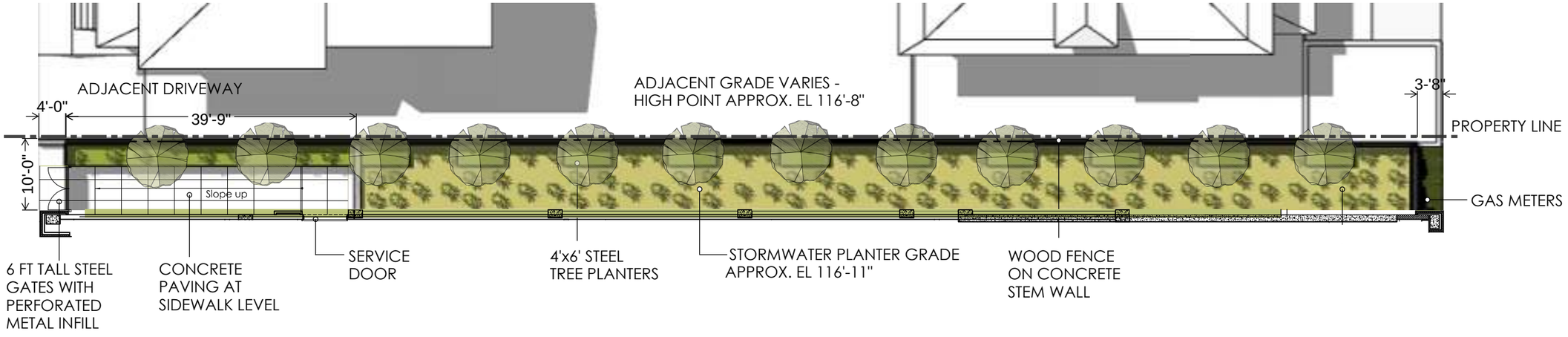


C.19

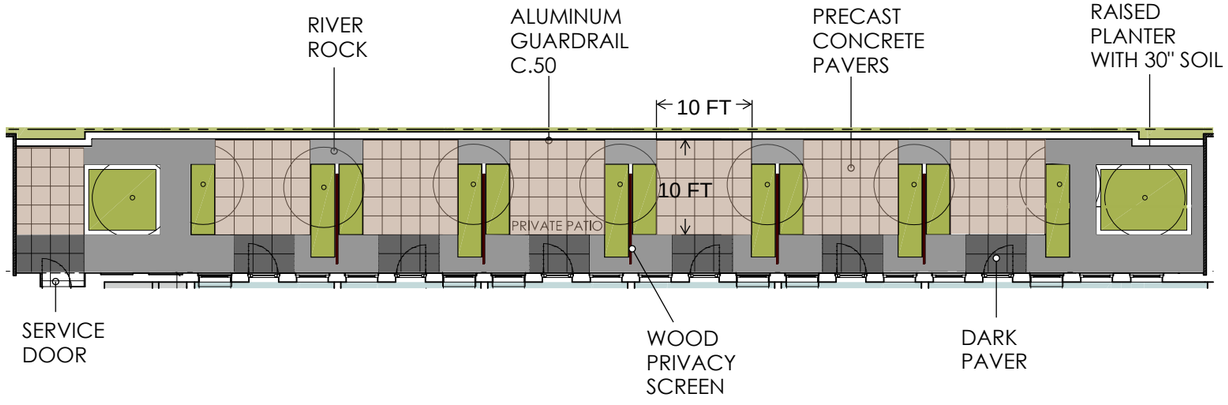
ROOF PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A11



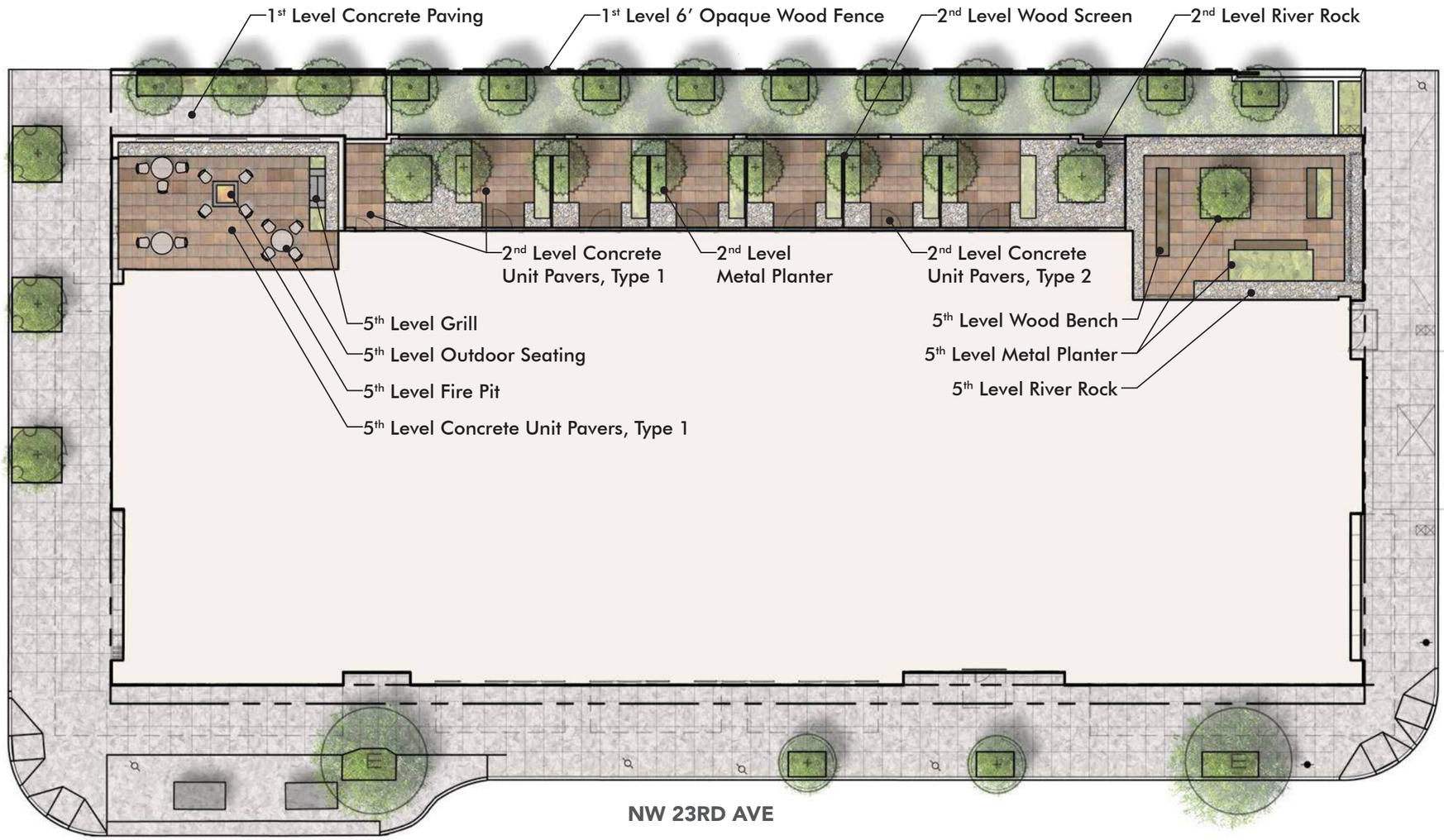
SETBACK PLAN



2ND FLOOR TERRACE PLAN

SETBACK DIMENSION PLAN and
2ND FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH




Concrete Unit Pavers


Fire Pit

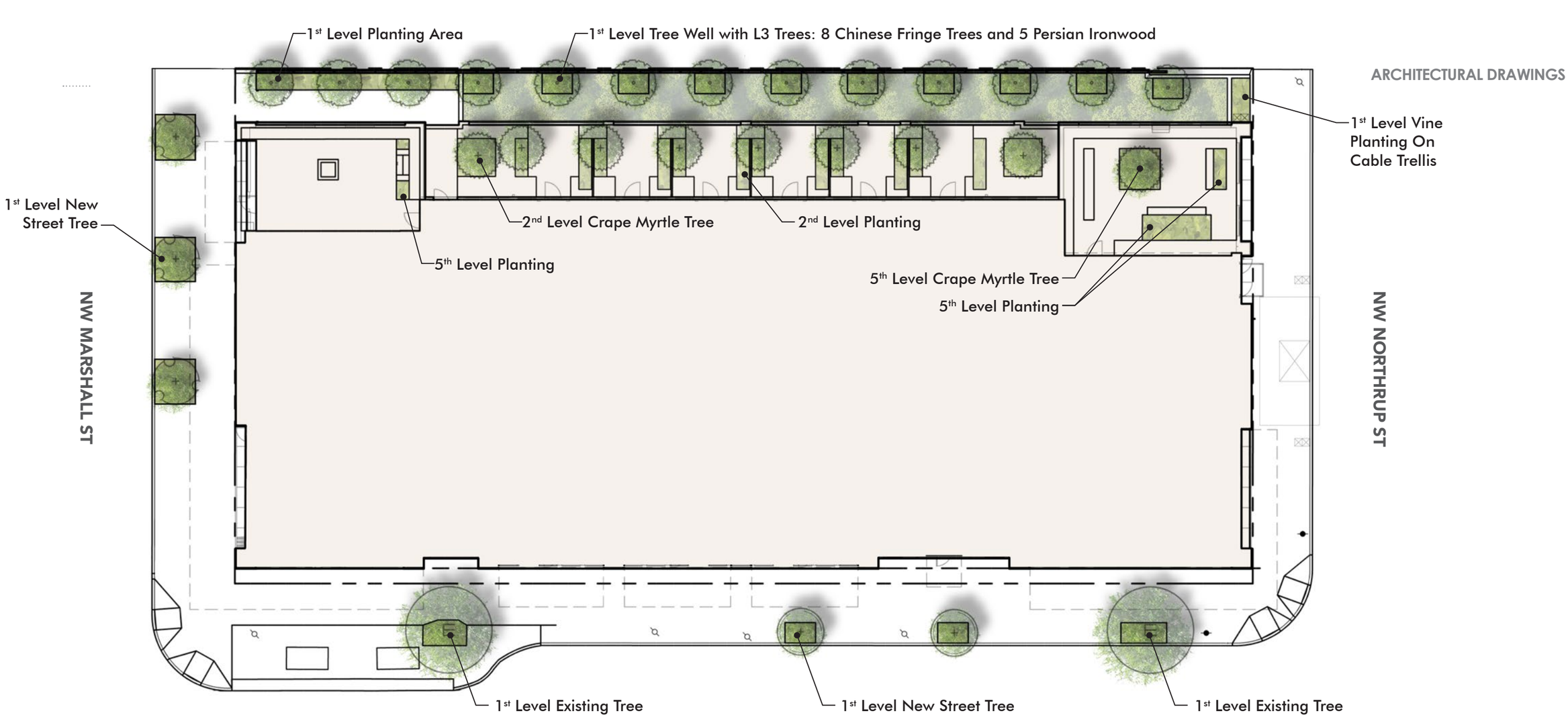

Grill


Steel Planters


Wood Bench


6' Opaque Wood Fence

LANDSCAPE MATERIALS PLAN



1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

L3 TREES


Chinese Fringe Tree


Persian Ironwood


Star Jasmine Vine

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass

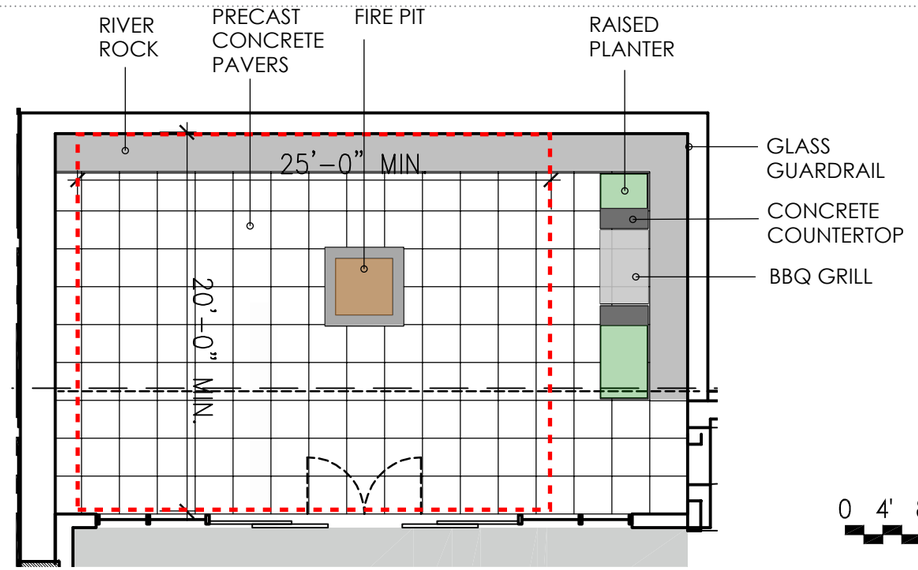

Flowering Crape Myrtle

NW MARSHALL AVENUE


European Hornbeam

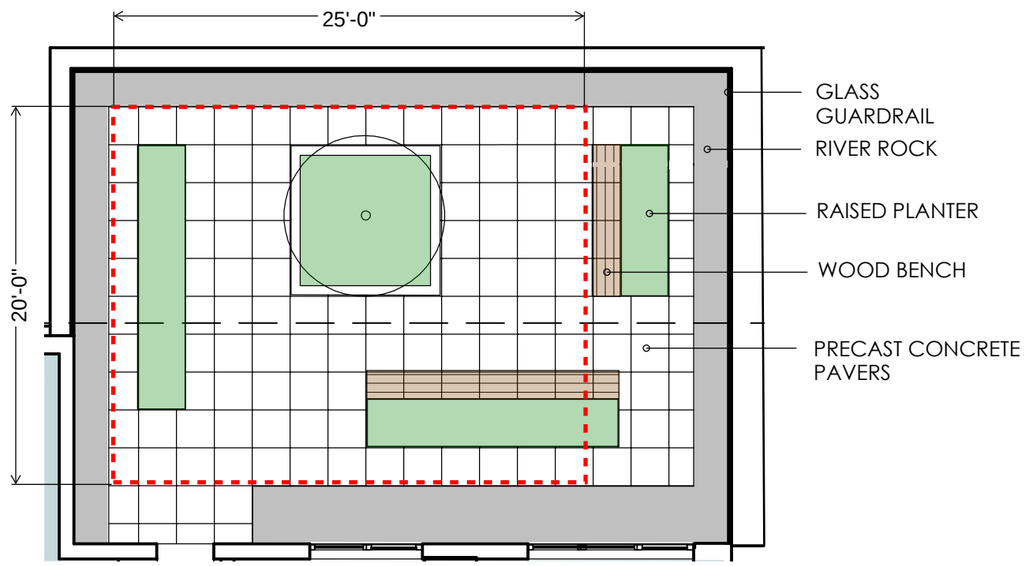
NW 23RD AVENUE


Frontier Elm

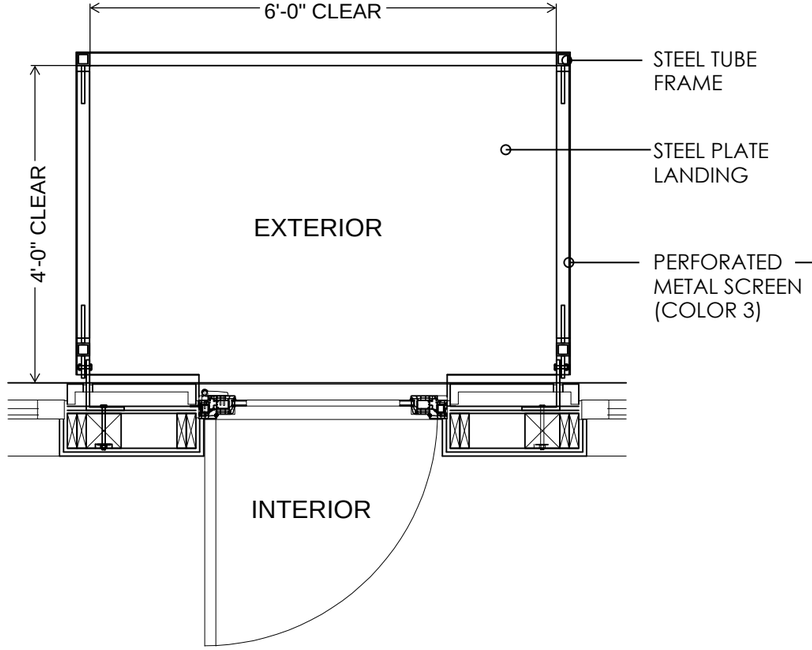


SOUTH TERRACE PLAN

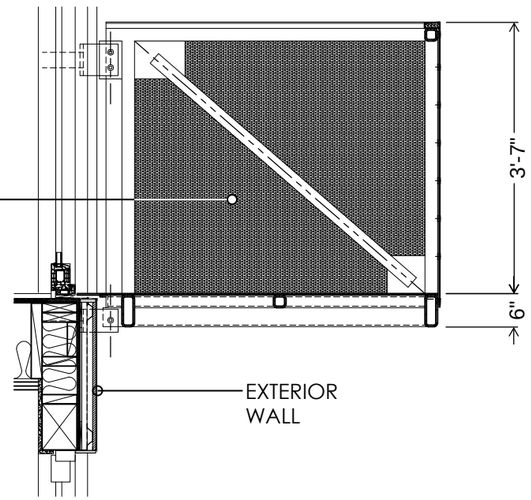
0 4' 8' 24 ft NORTH



NORTH TERRACE PLAN

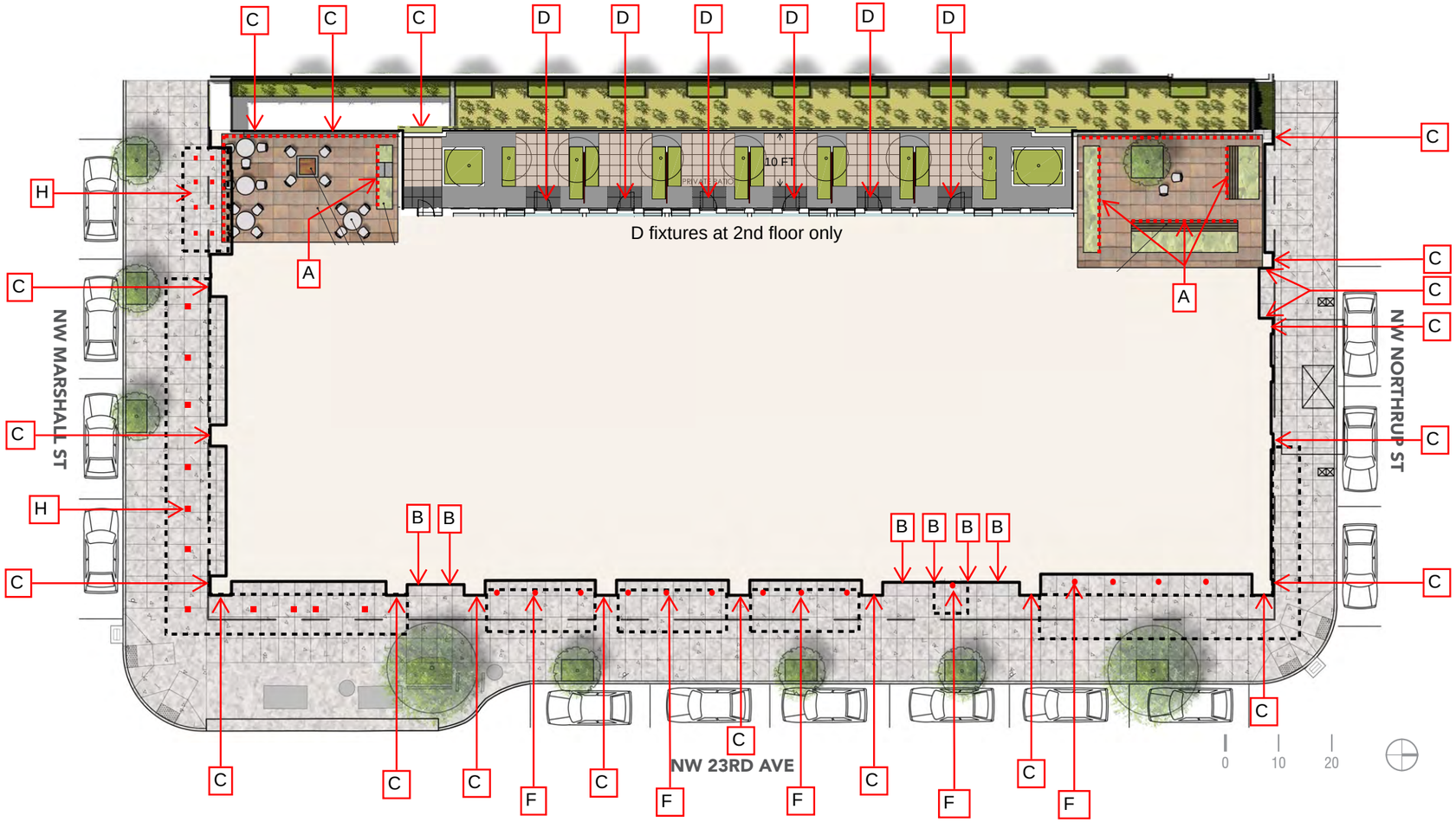


TYPICAL BALCONY PLAN 1/2" = 1'-0"

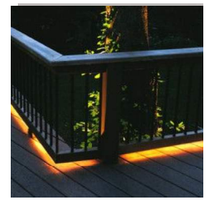


TYPICAL BALCONY SECTION 1/2" = 1'-0"

5TH FLOOR TERRACE DIMENSION PLAN & BALCONY DETAILS



LIGHTING FIXTURE LEGEND



LIGHTING FIXTURE TYPE-A

DESCRIPTION: LED ROPE LIGHT ACCENT AT TERRACES



LIGHTING FIXTURE TYPE-B

DESCRIPTION: 12"DIAx12"H ANGLED SHADE W/23"Lx10"H ARM
COLOR: BLACK



LIGHTING FIXTURE TYPE-C

DESCRIPTION: 4" DIA LED WALL SCONCE DOWNLIGHT
COLOR: BLACK



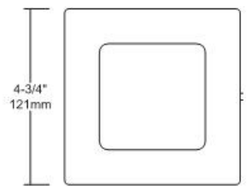
LIGHTING FIXTURE TYPE-D

DESCRIPTION: 4" DIA LED DOWNLIGHT
COLOR: BLACK



LIGHTING FIXTURE TYPE-F

DESCRIPTION: 2.25"x4" CANOPY MOUNTED DOWNLIGHT AT RETAIL
COLOR: BLACK

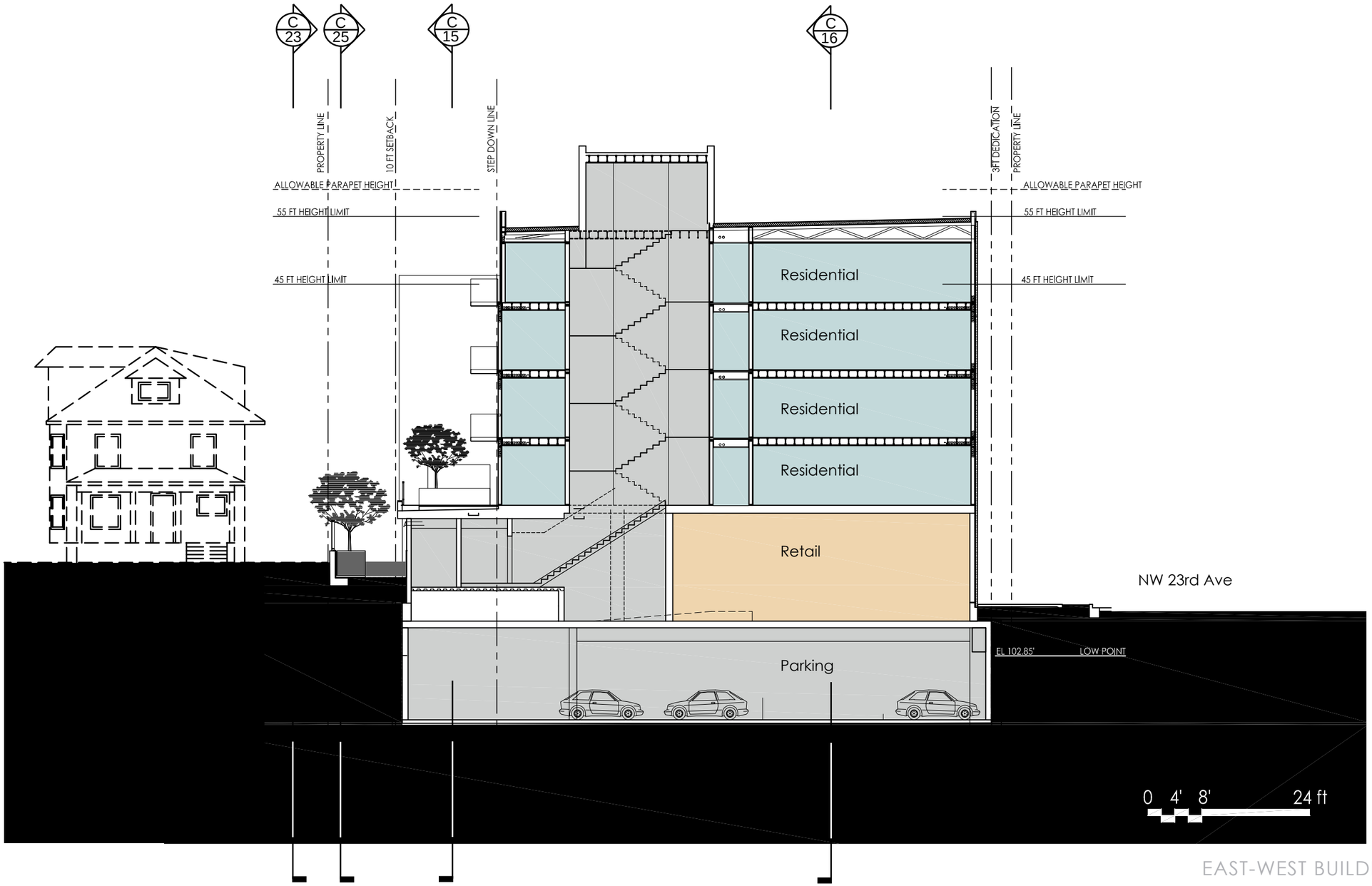


LIGHTING FIXTURE TYPE-H

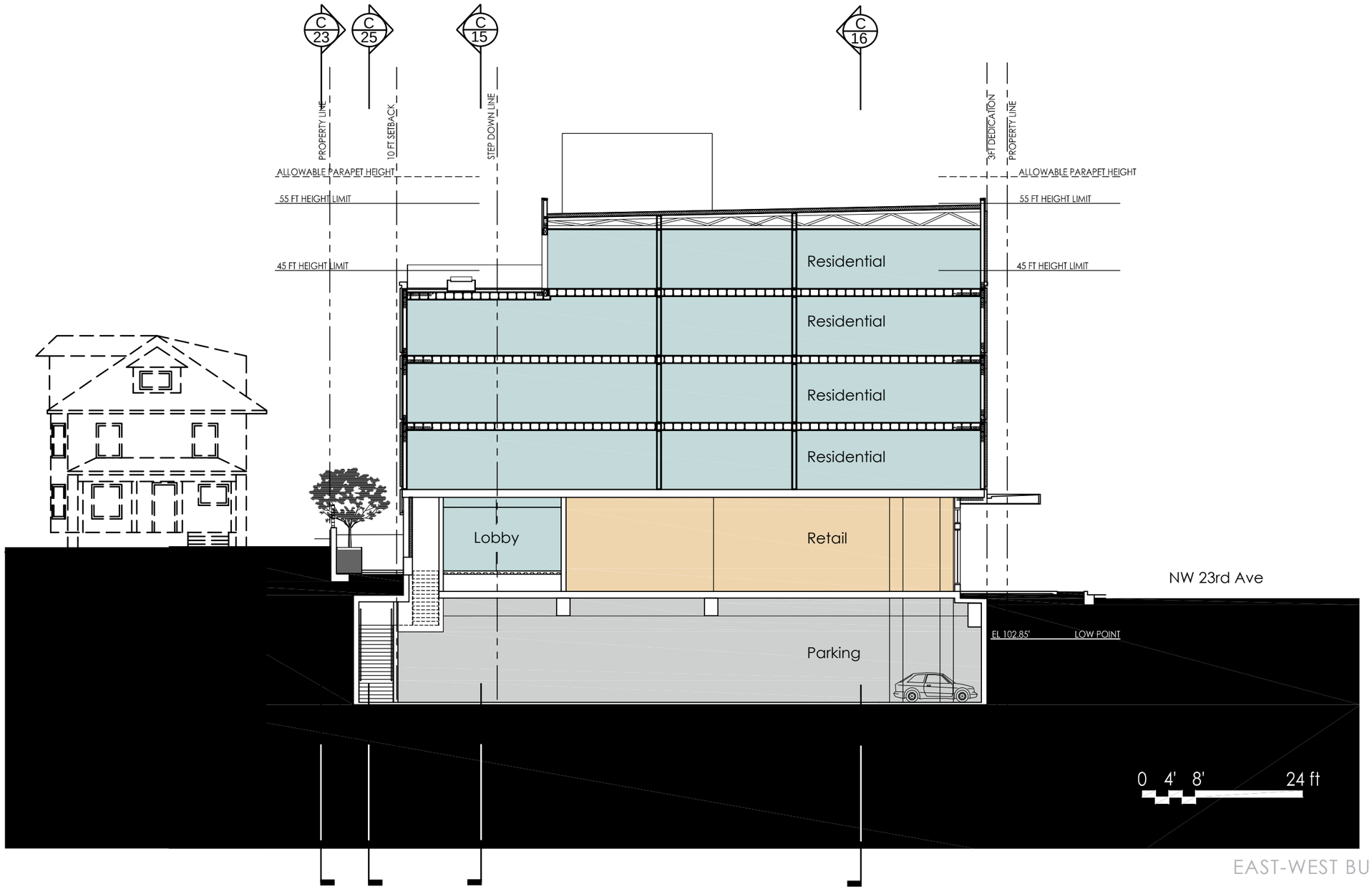
DESCRIPTION: RECESSED DOWNLIGHT AT RETAIL ENTRANCE
COLOR: BLACK

EXTERIOR LIGHTING PLAN

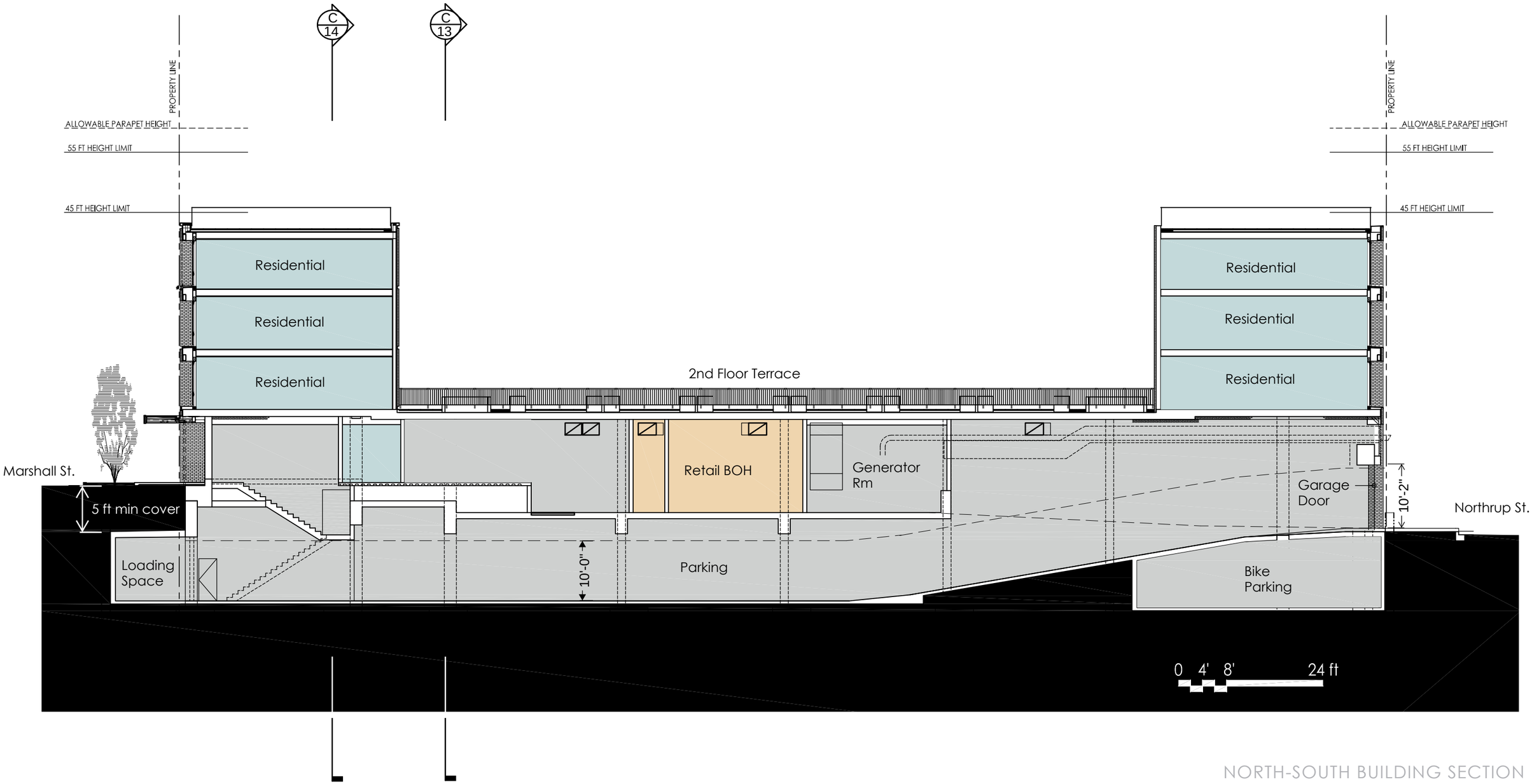
LU 20-123610 DZM, Exhibit A11



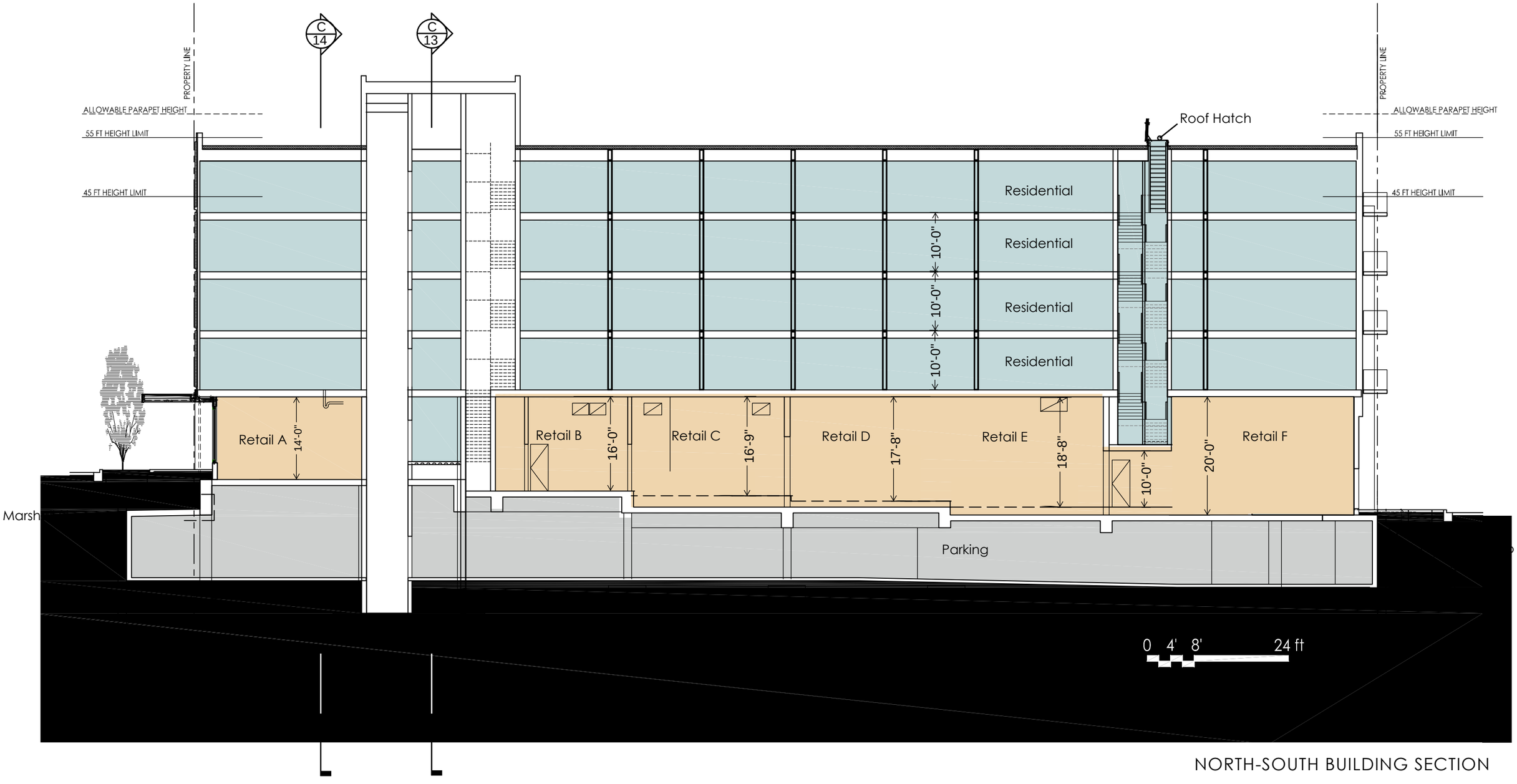
EAST-WEST BUILDING SECTION



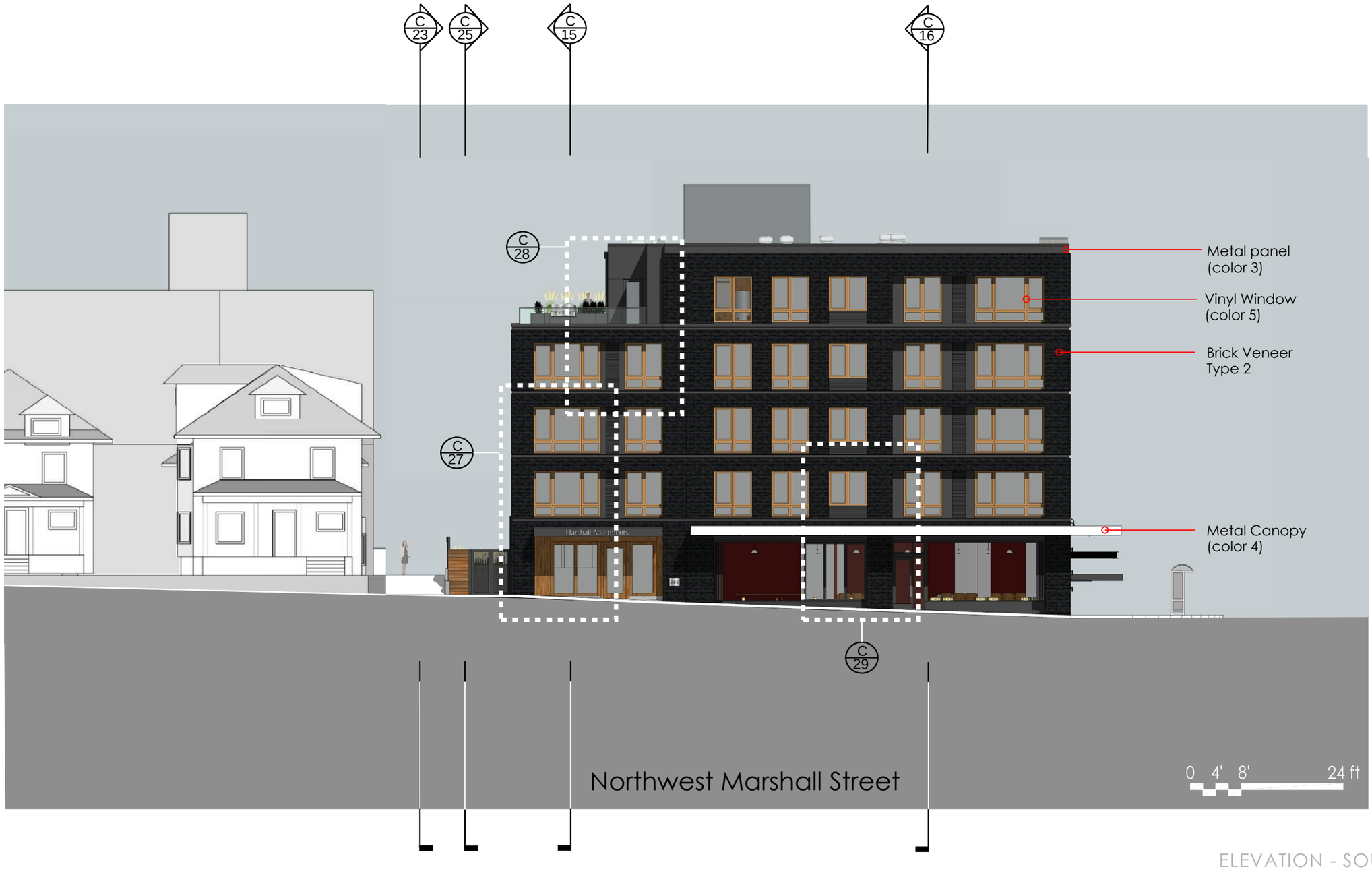
EAST-WEST BUILDING SECTION



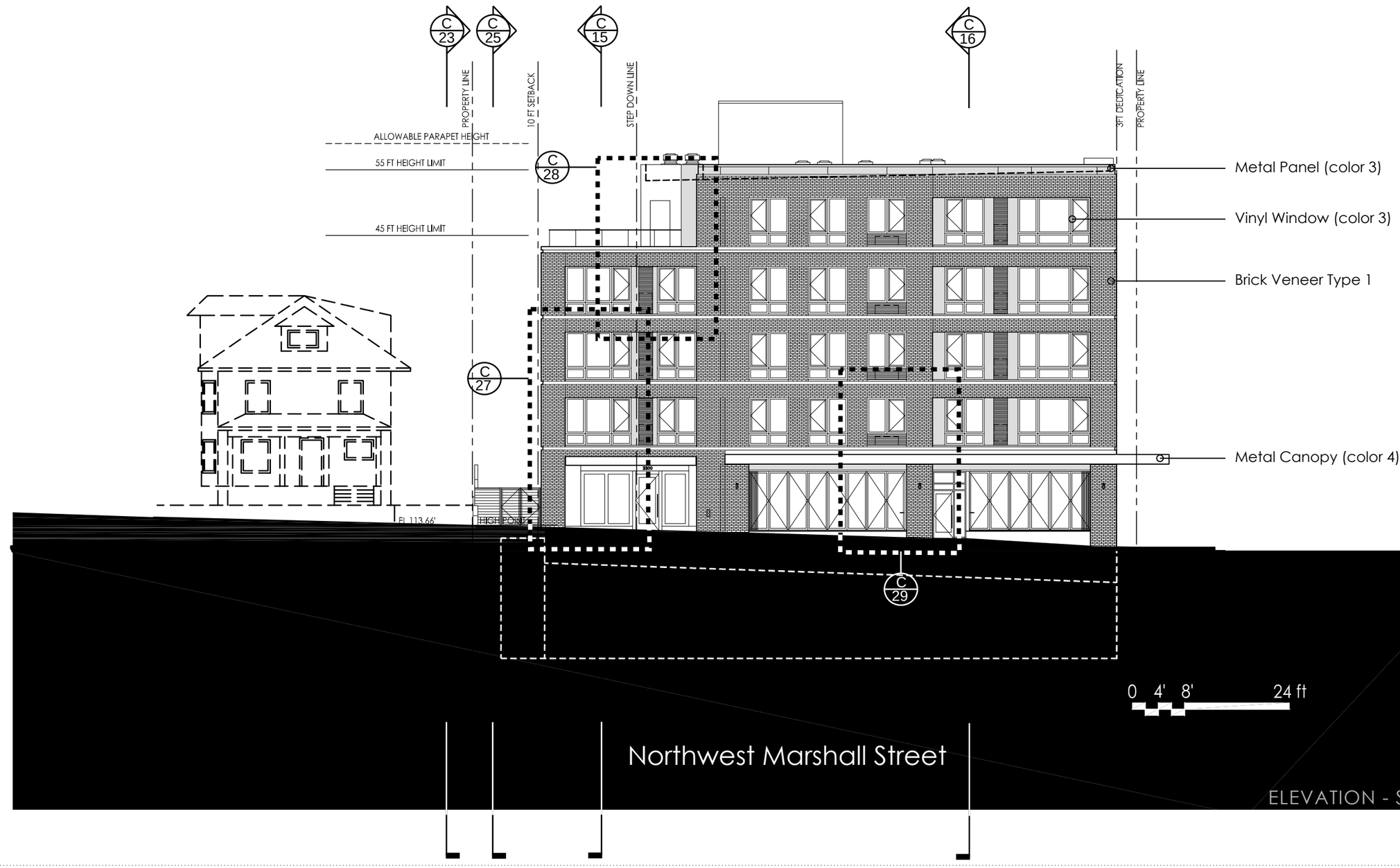
NORTH-SOUTH BUILDING SECTION



NORTH-SOUTH BUILDING SECTION



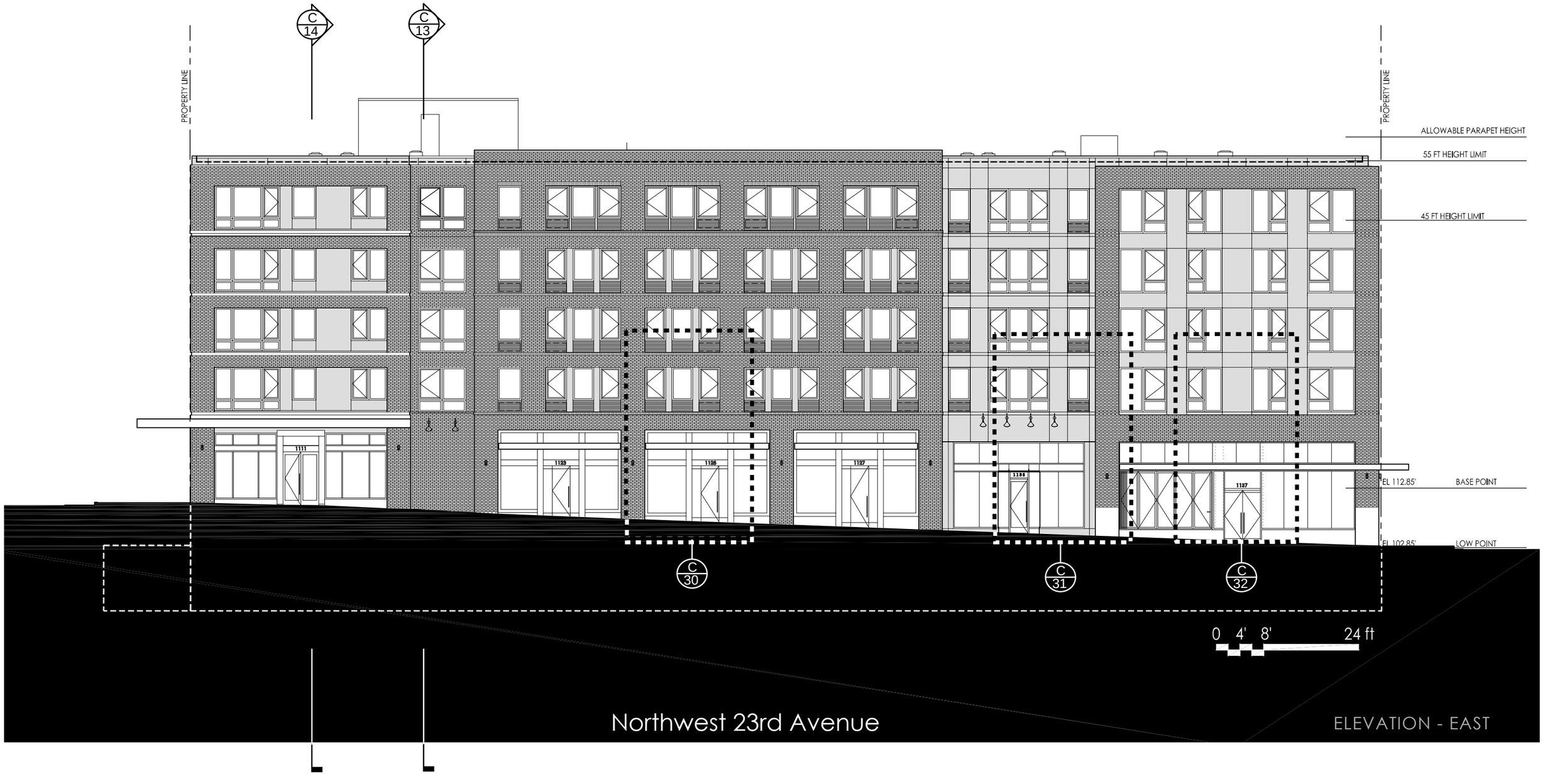
ELEVATION - SOUTH

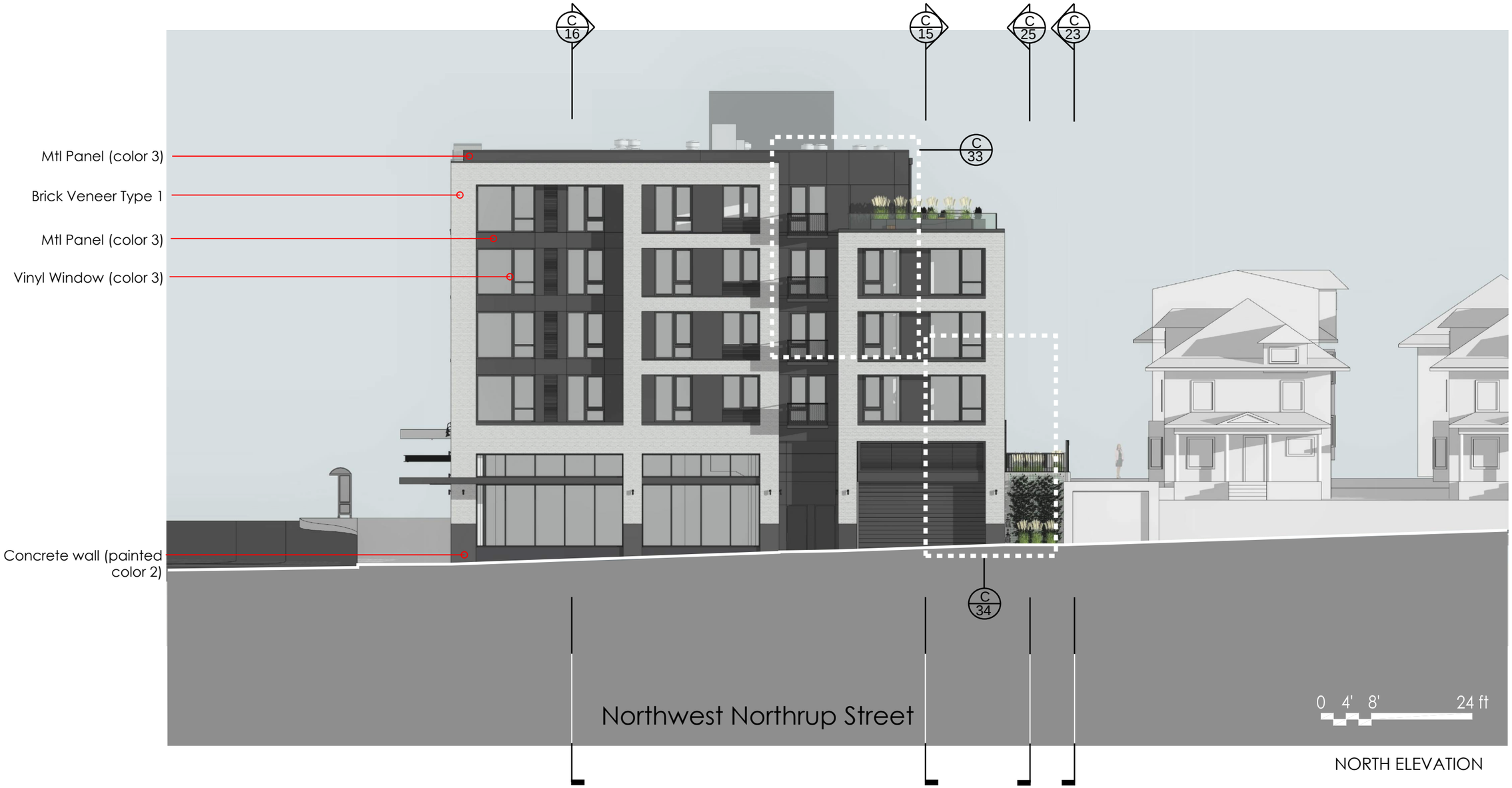


LU 20-123610 DZM, Exhibit A11

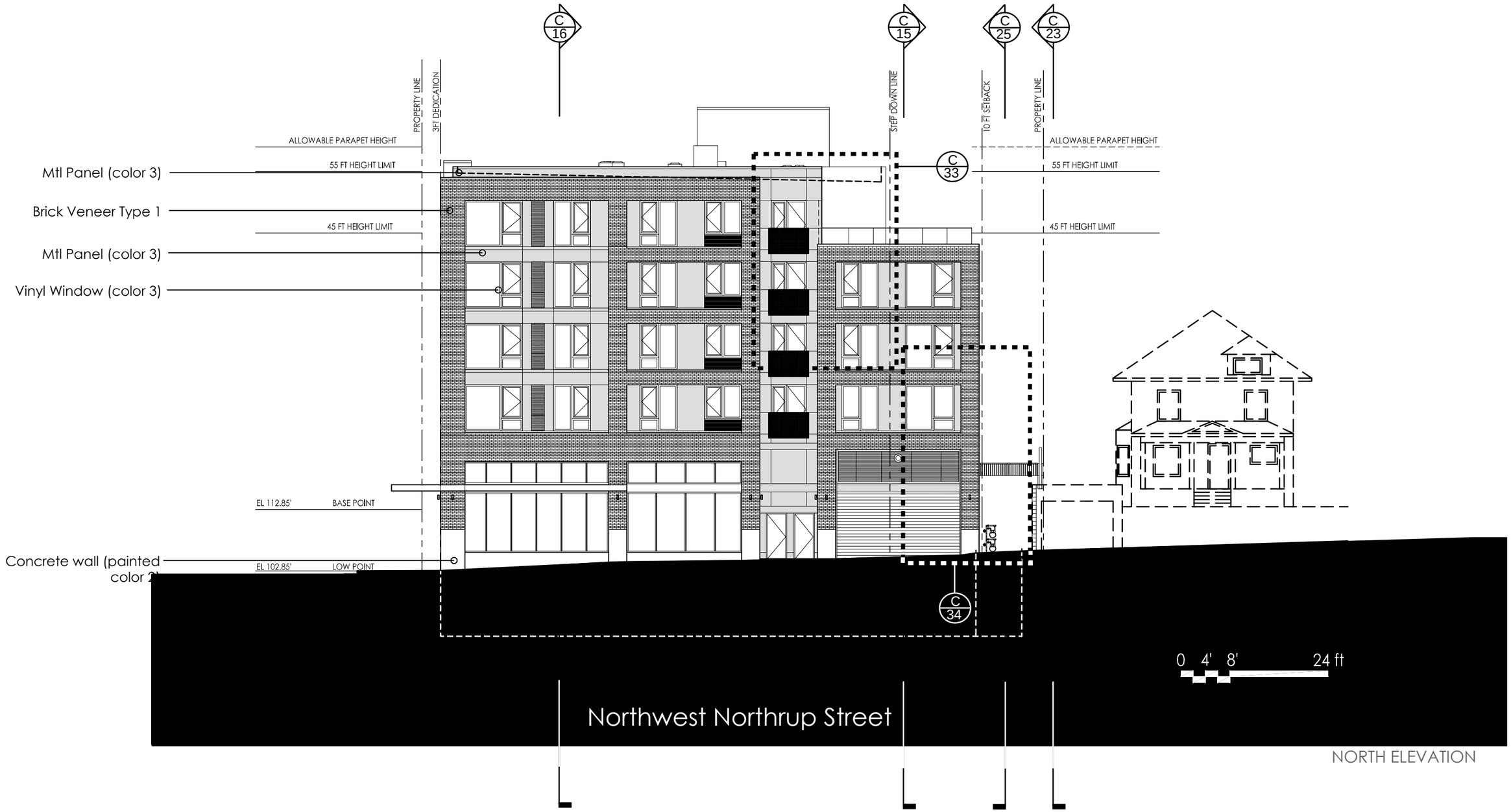


ELEVATION - EAST


C 14
C 13
PROPERTY LINE
PROPERTY LINE
ALLOWABLE PARAPET HEIGHT
55 FT HEIGHT LIMIT
45 FT HEIGHT LIMIT
1111
1123
1125
1127
1135
1137
EL 112.85'
BASE POINT
EL 102.85'
LOW POINT
C 30
C 31
C 32
0 4' 8' 24 ft
Northwest 23rd Avenue
ELEVATION - EAST



NORTH ELEVATION

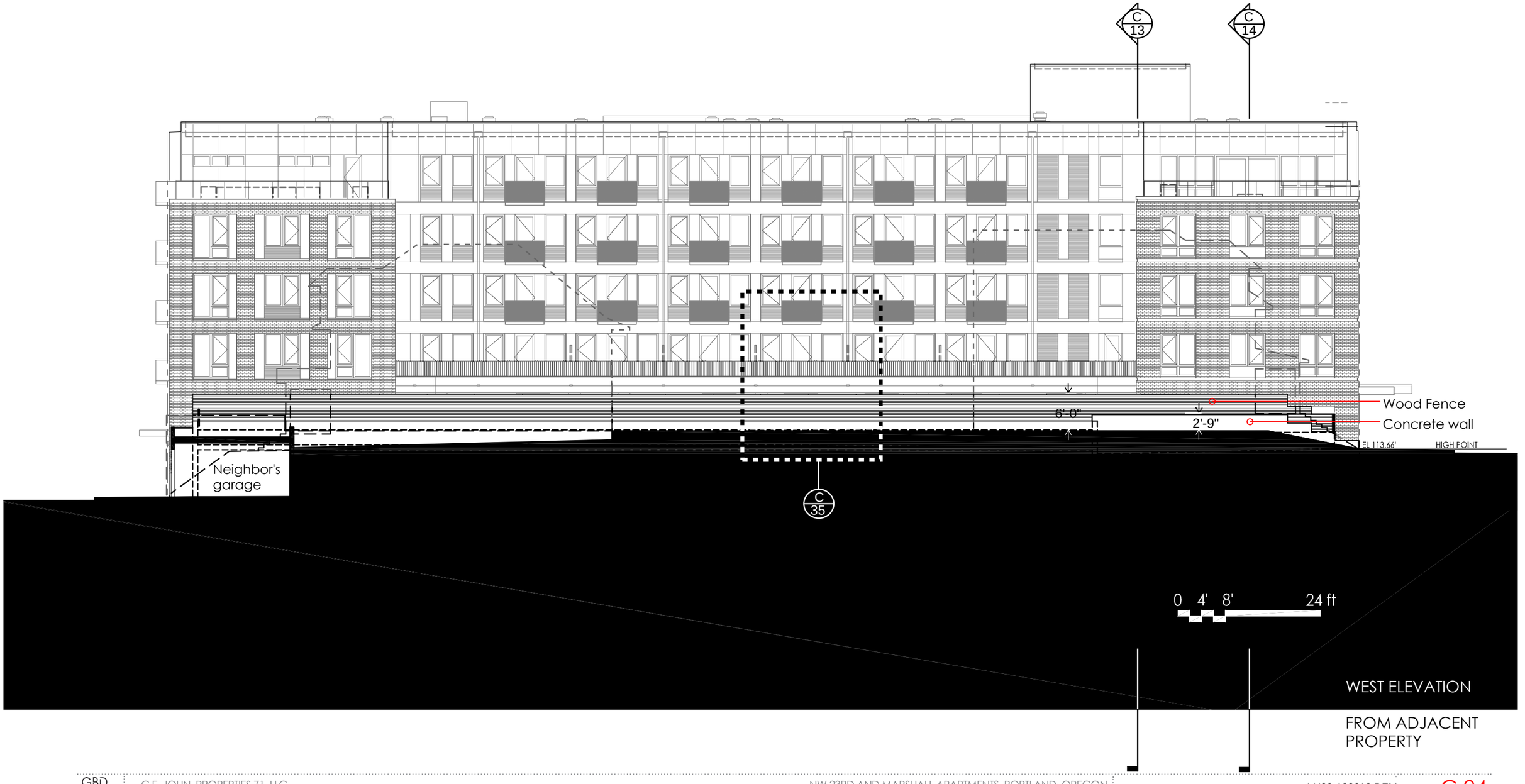


NORTH ELEVATION

LU 20-123610 DZM, Exhibit A11

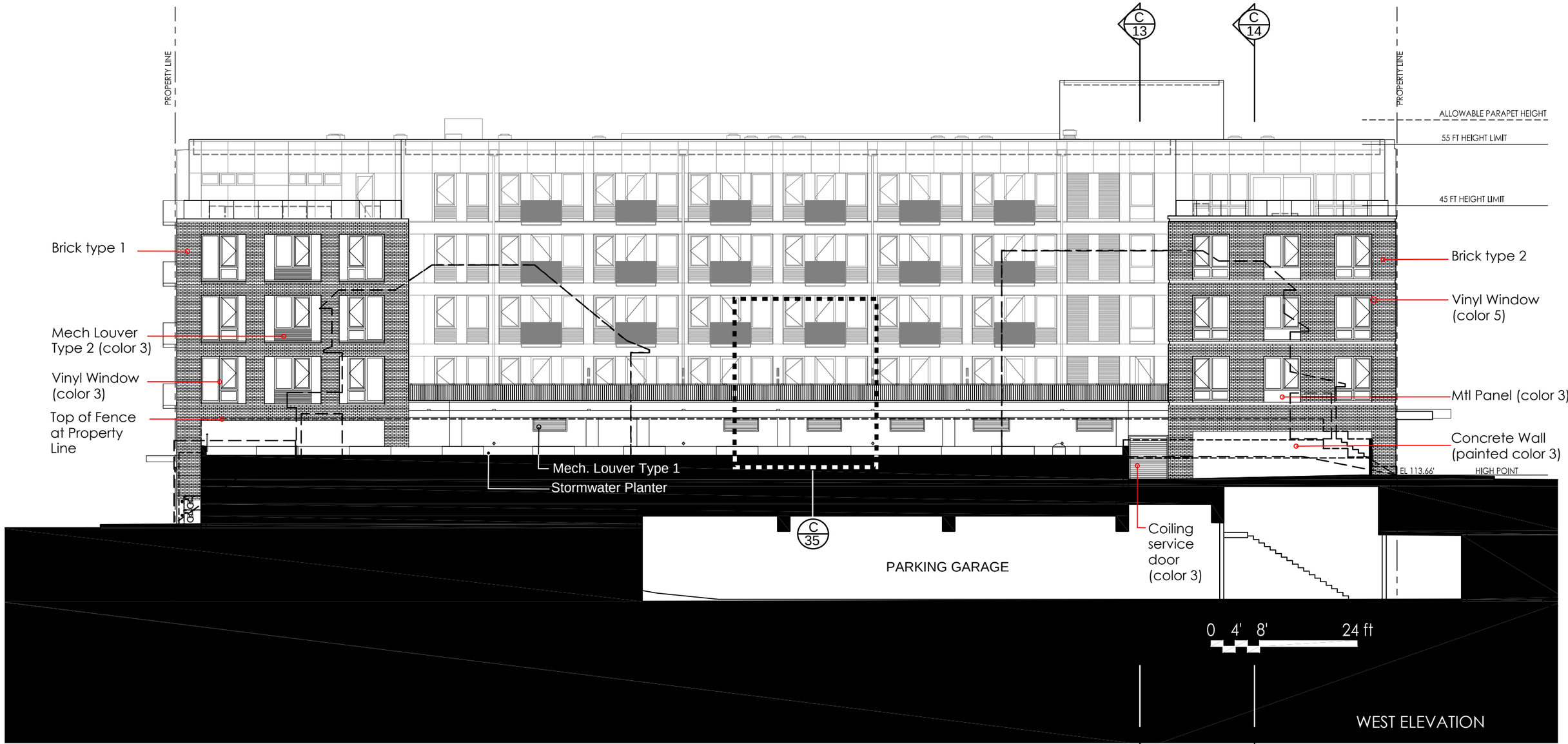


WEST ELEVATION

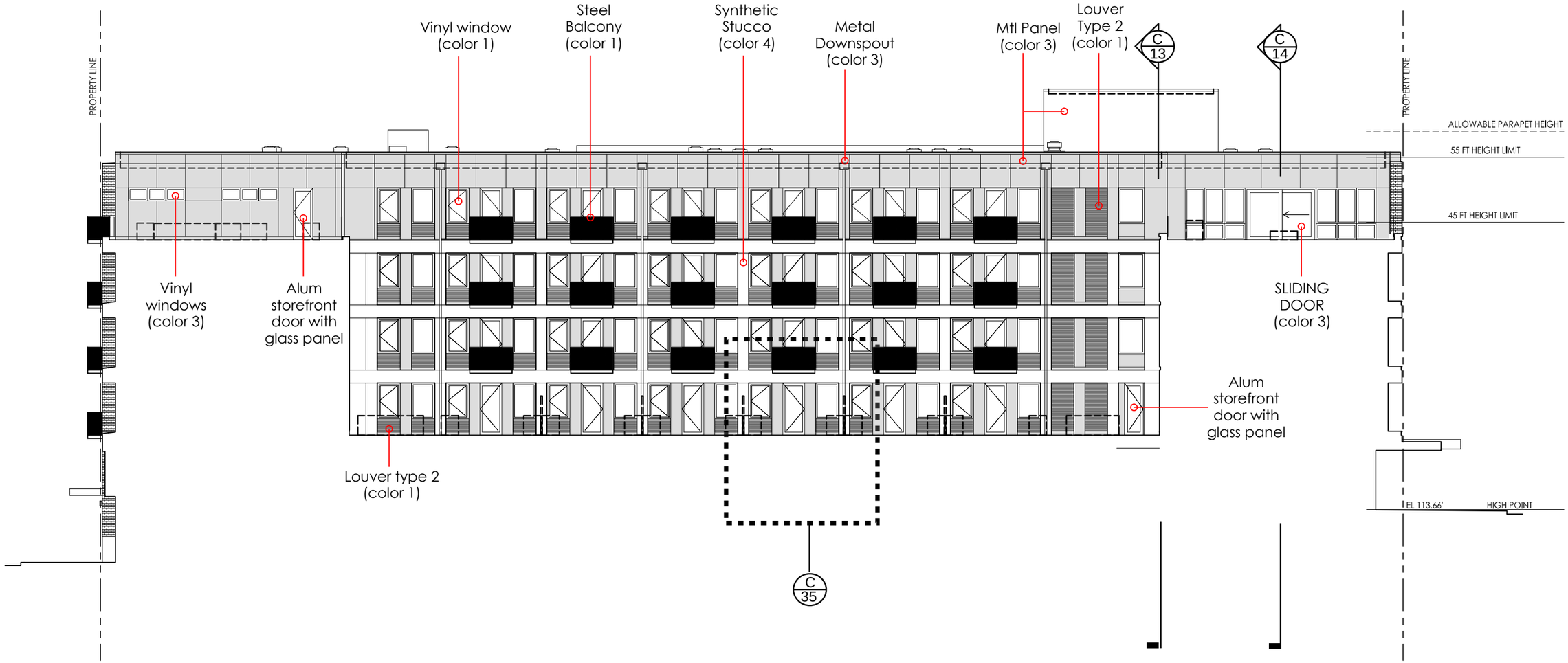


WEST ELEVATION

FROM ADJACENT PROPERTY



LU 20-123610 DZM, Exhibit A11

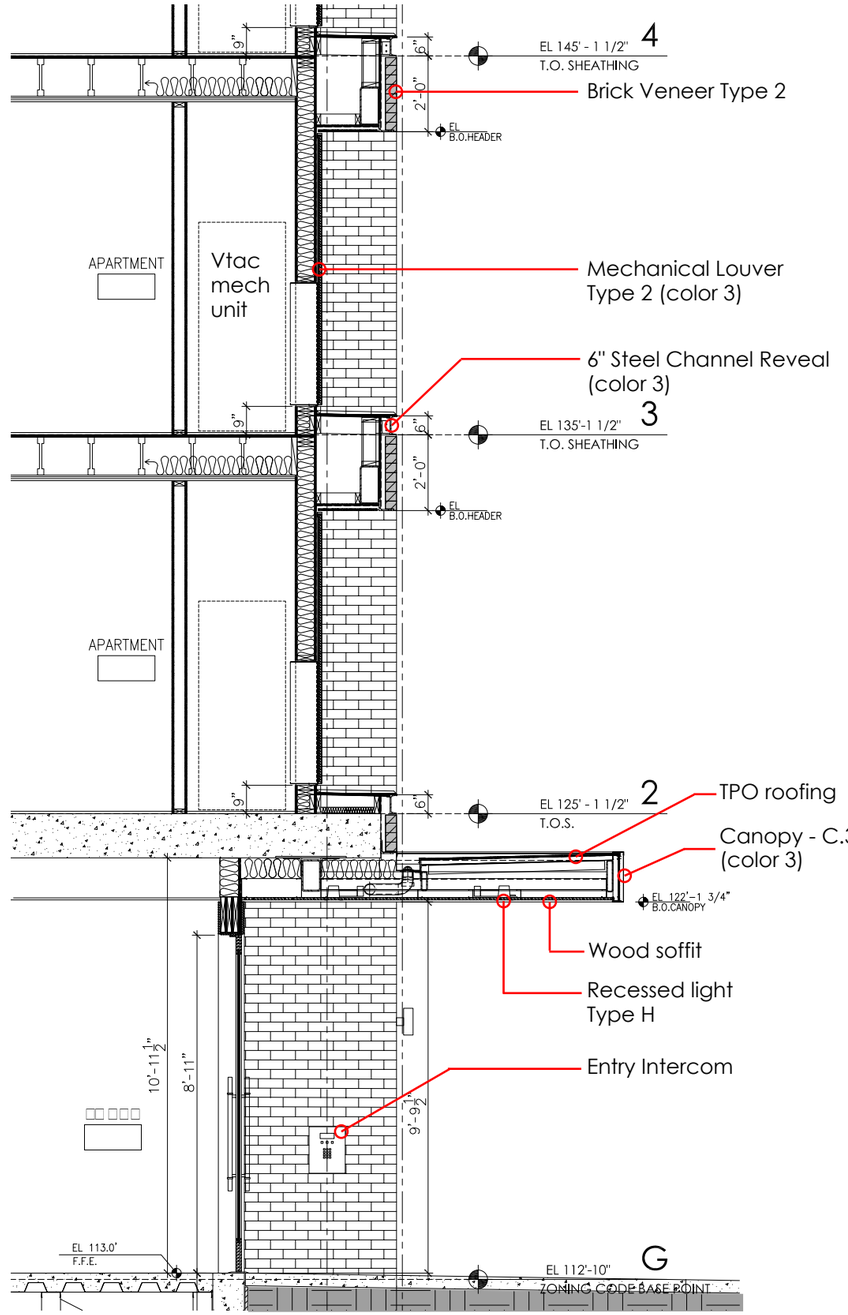


WEST ELEVATION

AT STEPDOWN PLANE



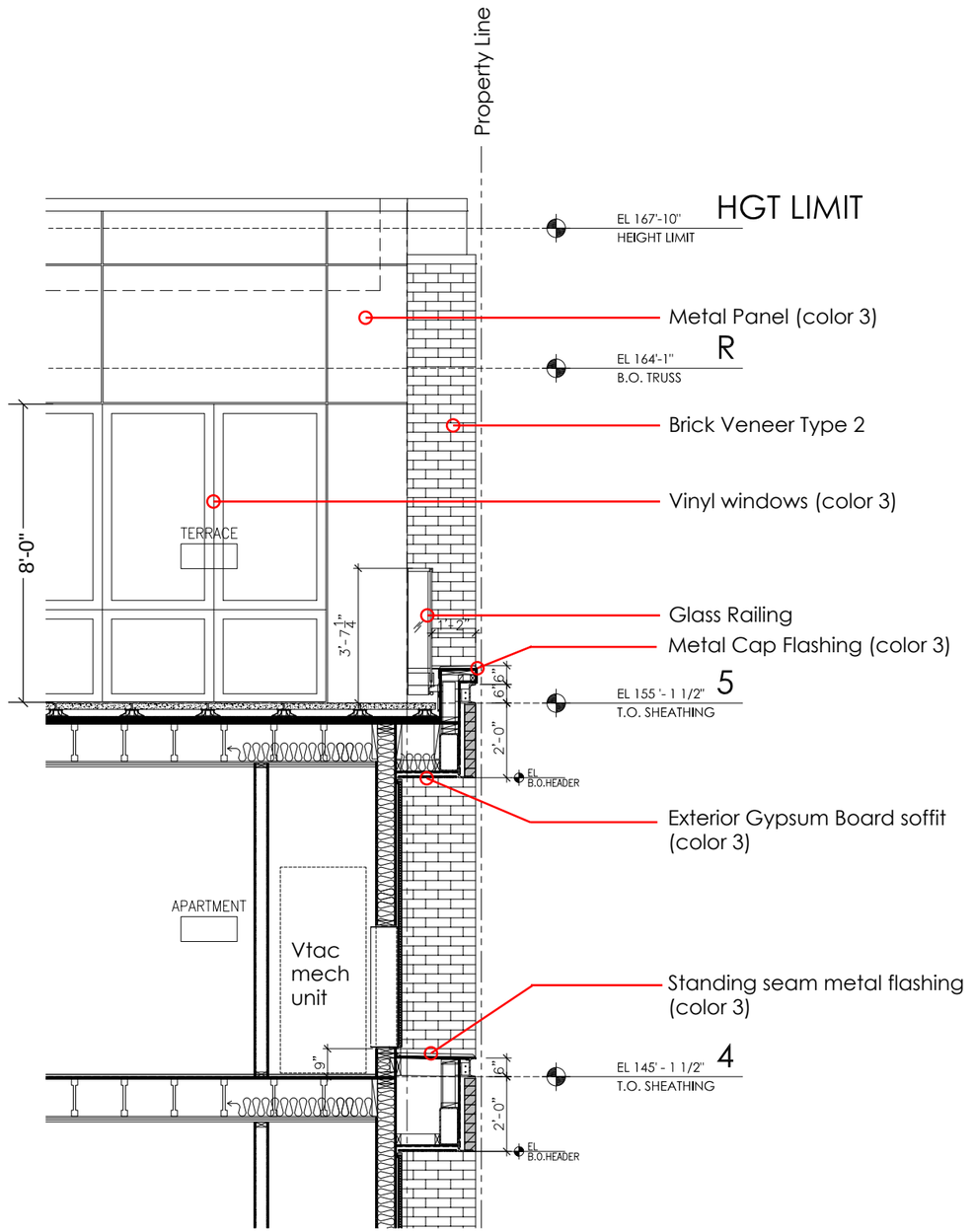
01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

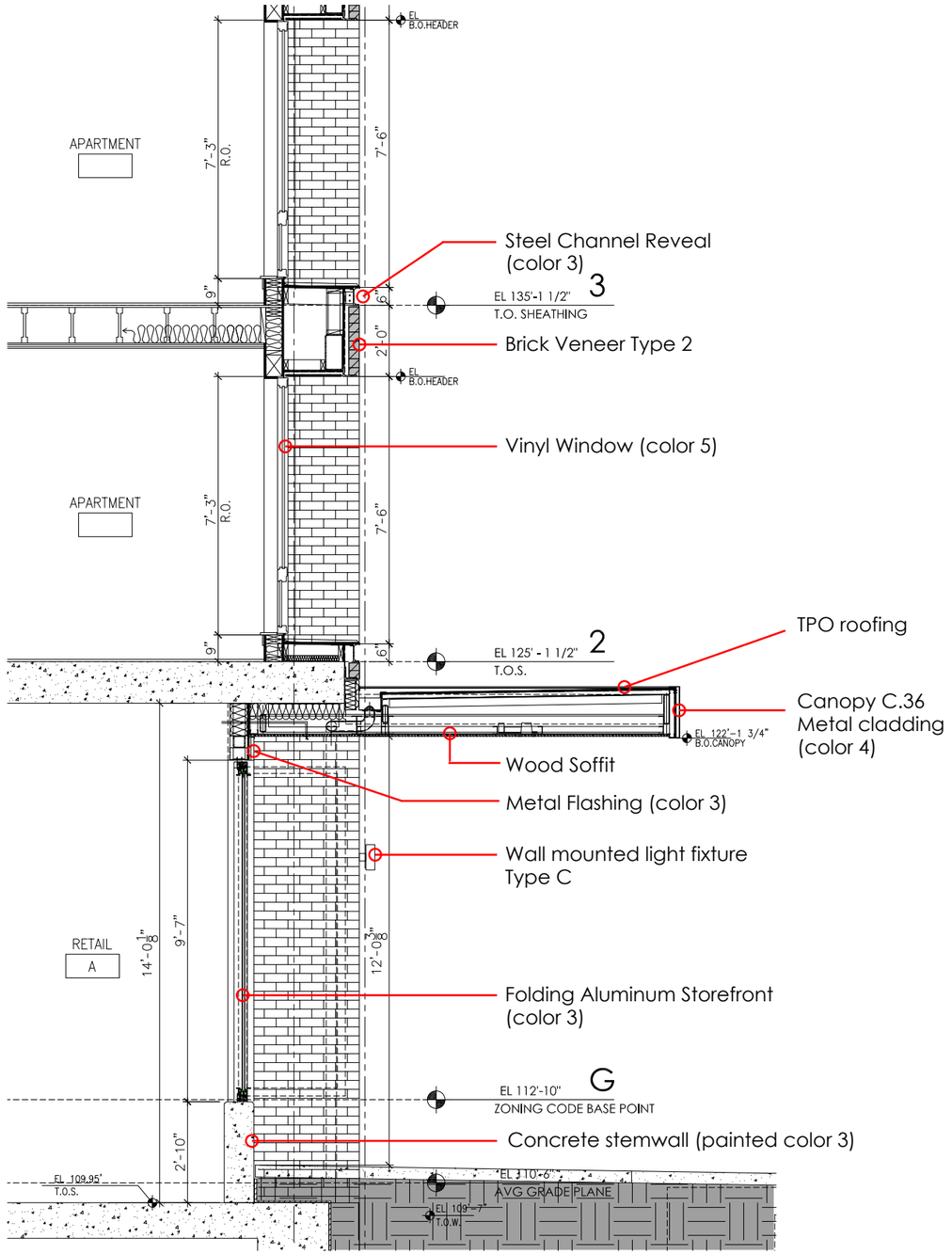


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

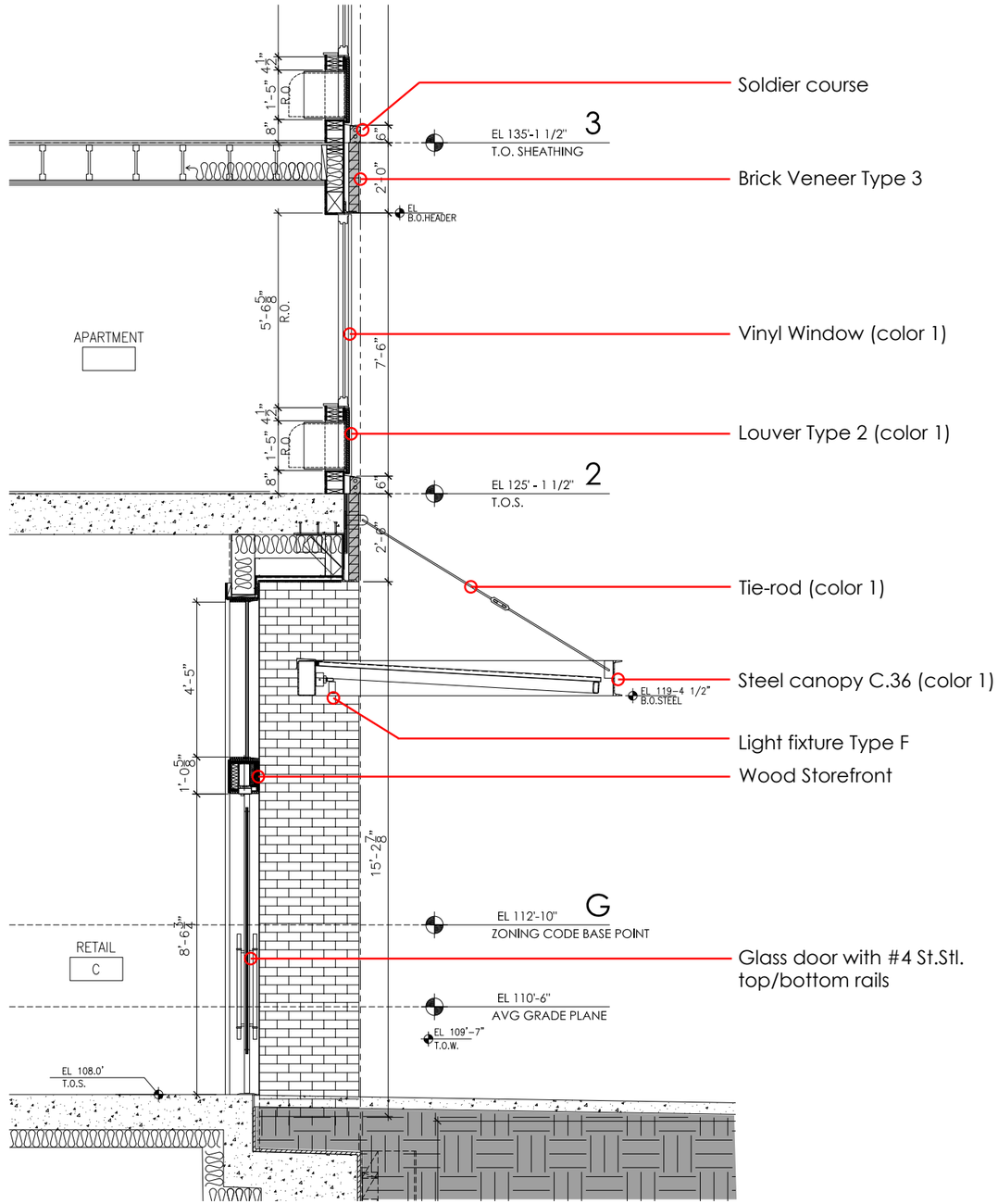


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

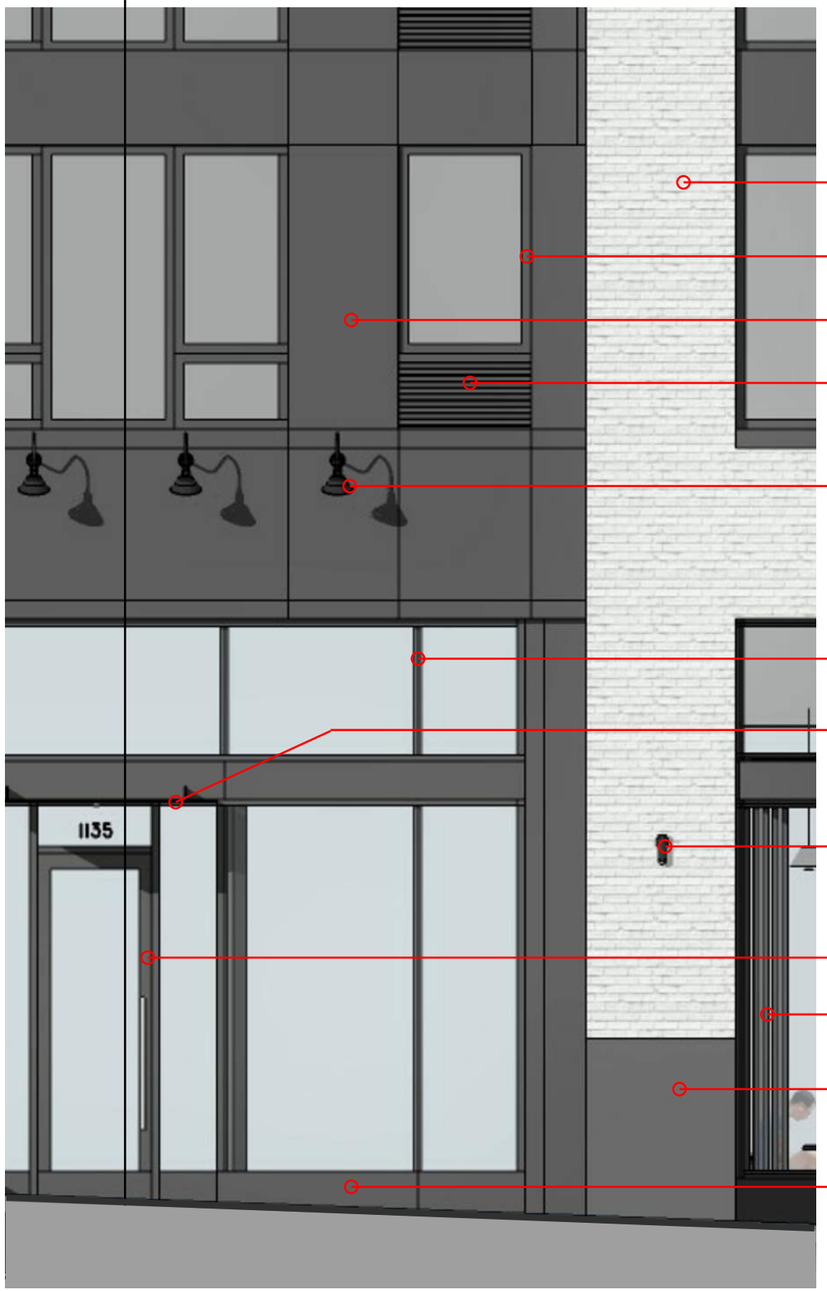


01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"

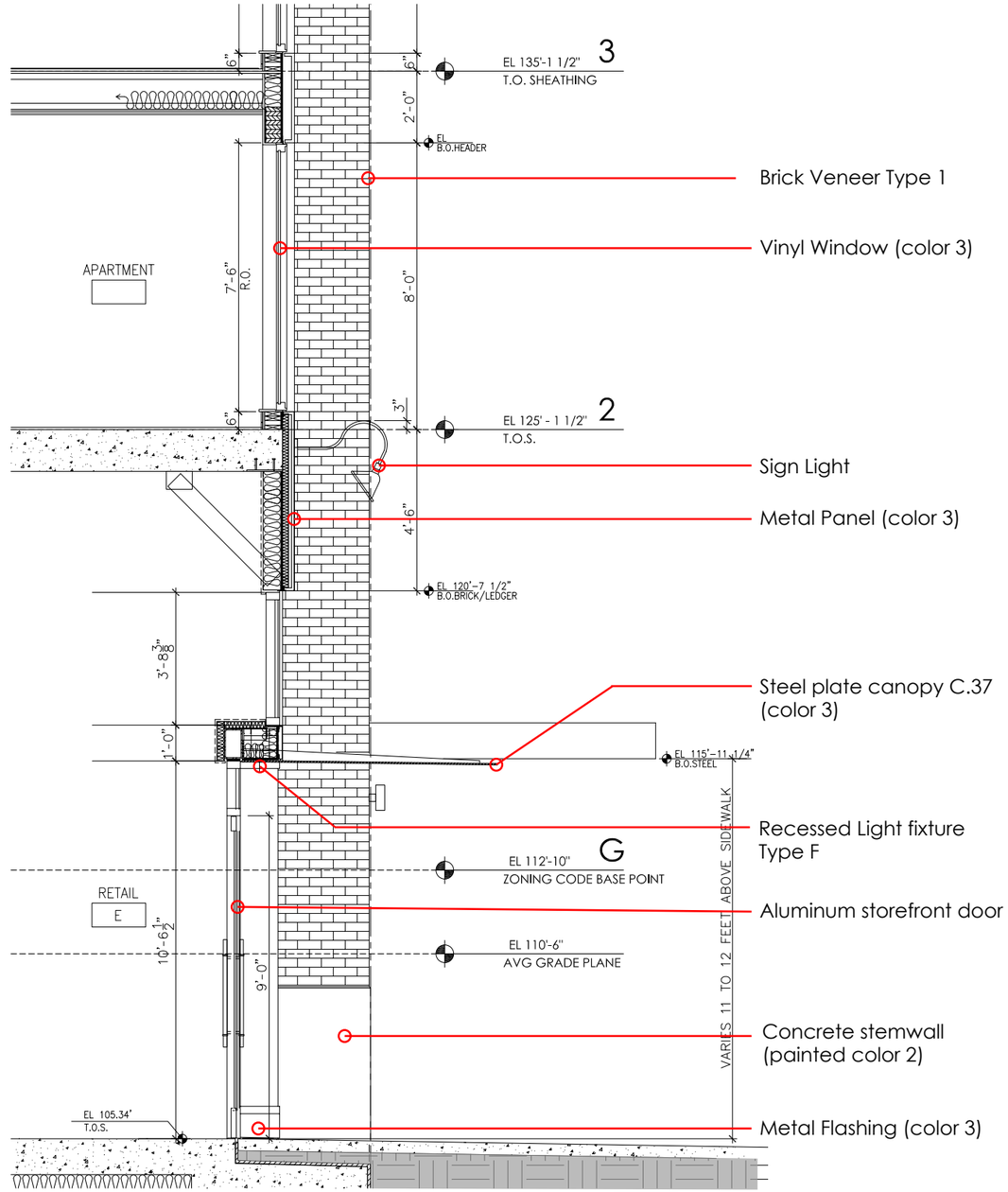


02 PARTIAL WALL SECTION 1/4"=1'-0"

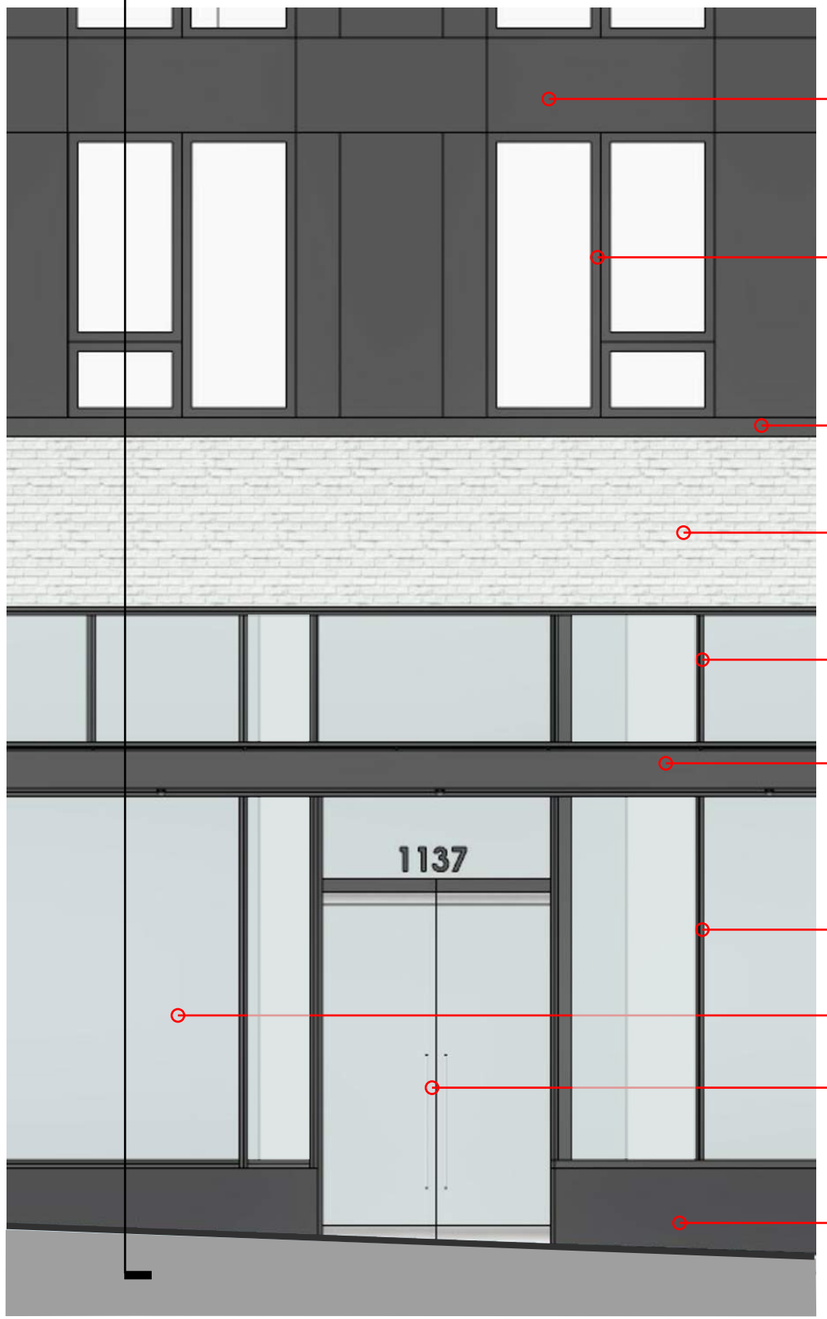
EXTERIOR DETAILS



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



Metal Panel (color 3)

Vinyl Window (color 3)

Metal Flashing (color 3)

Brick Veneer Type 1

Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Steel (color 3) and Glass
Canopy

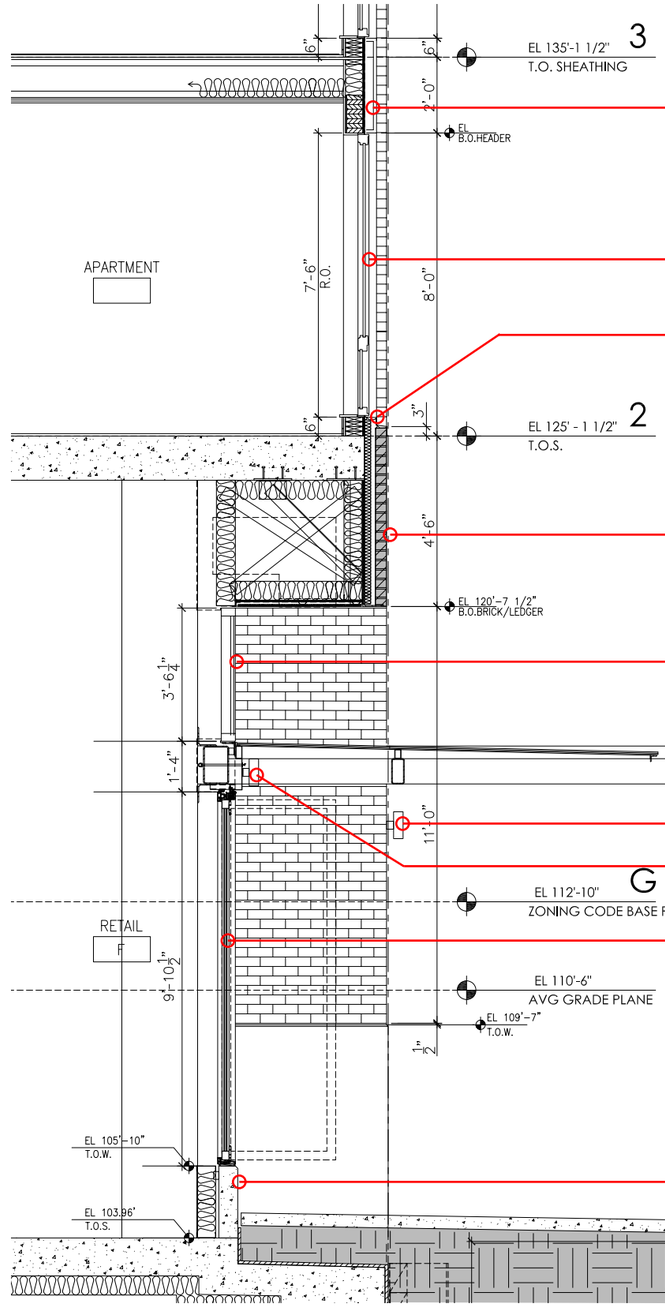
Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Folding Alum.
Storefront (color 2)

Glass doors with #4 St.Stl.
top/bottom rail

Concrete stemwall
(painted color 2)

01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



Metal Panel (color 3)

Vinyl Window (color 3)

Metal Flashing (color 3)

Brick Veneer Type 1

Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Steel (color 3) and Glass
Canopy C.37

Surface mounted Light Fixture Type C

Surface mounted Light Fixture Type F

Folding storefront
(color 2)

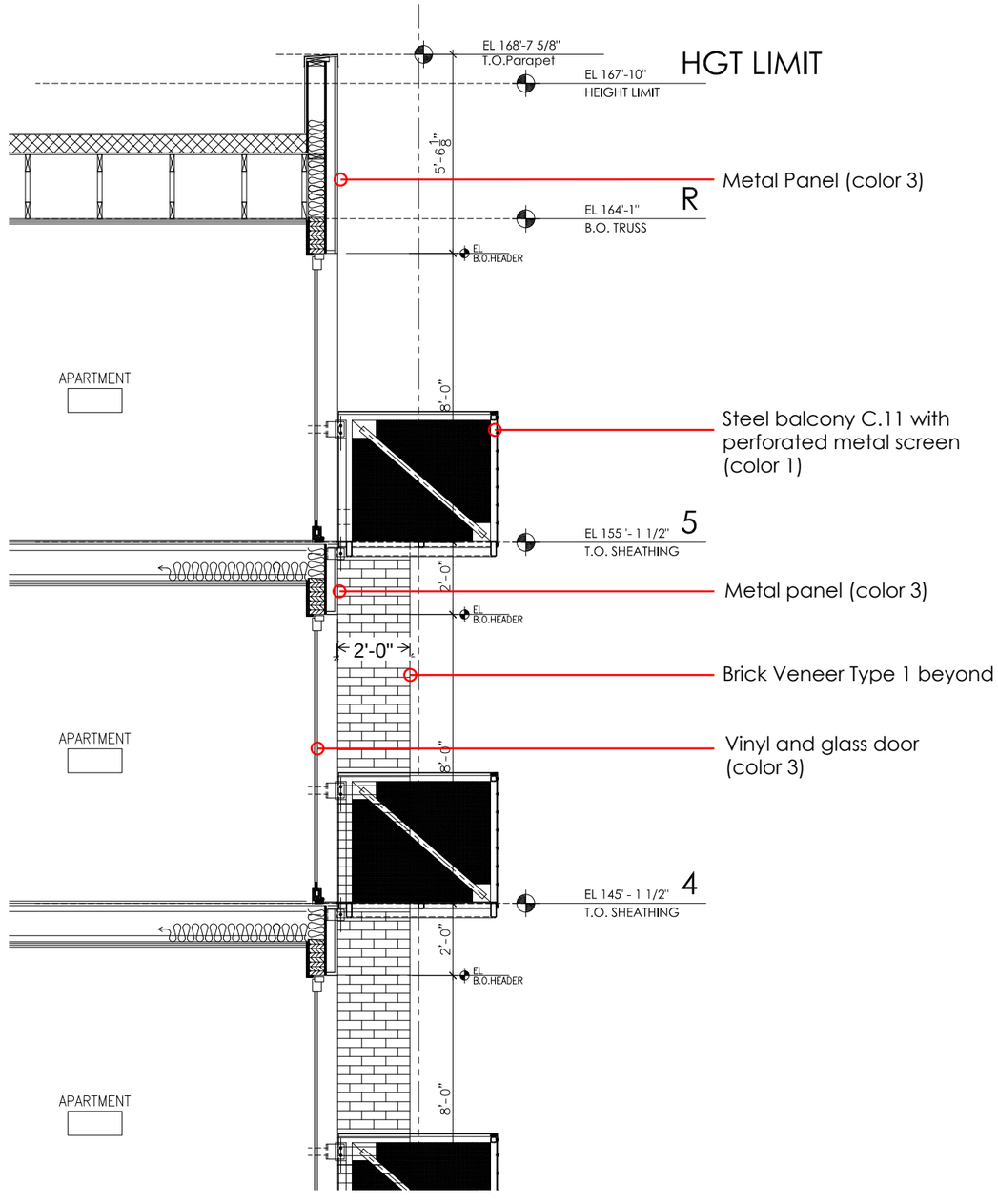
Concrete stemwall
(painted color 2)

02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

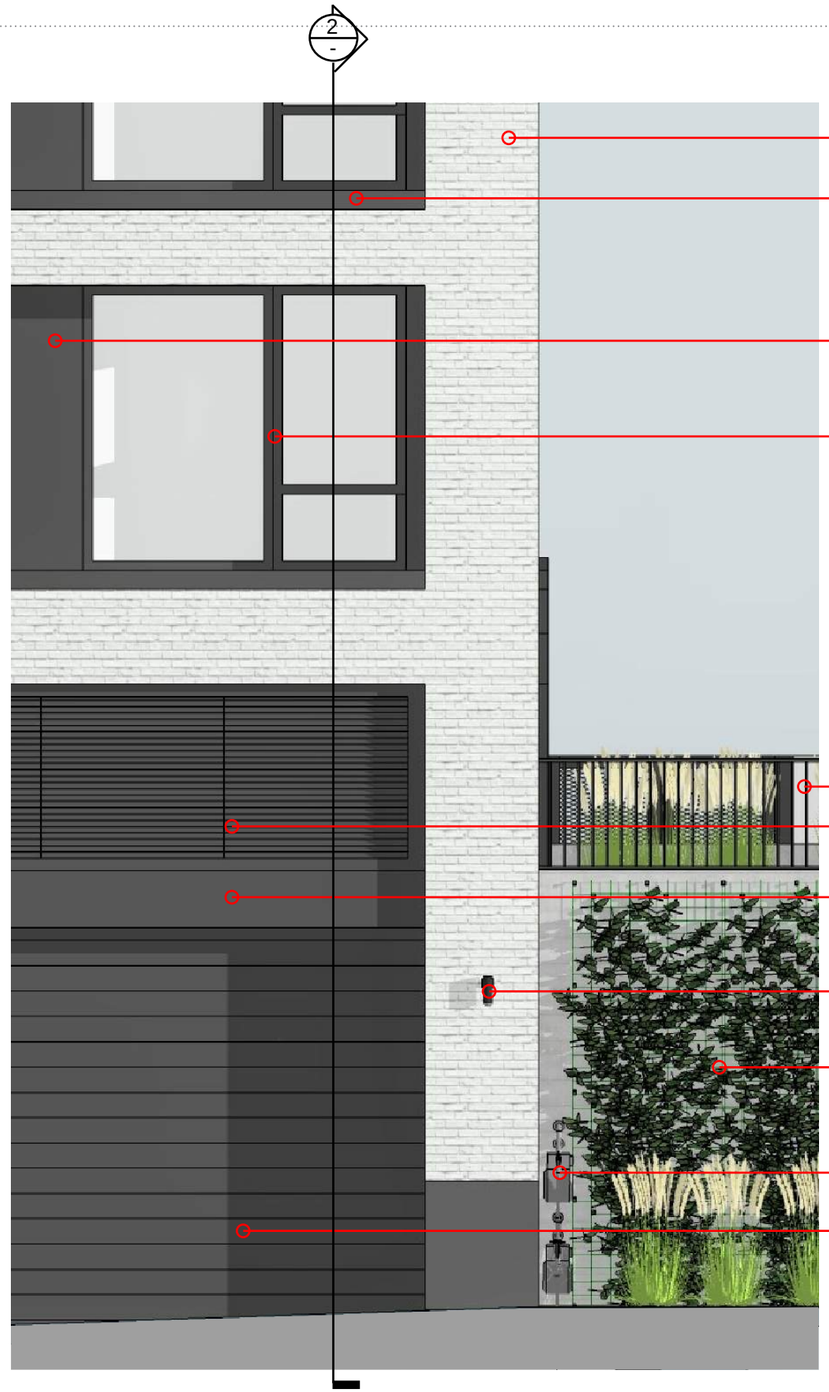


01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

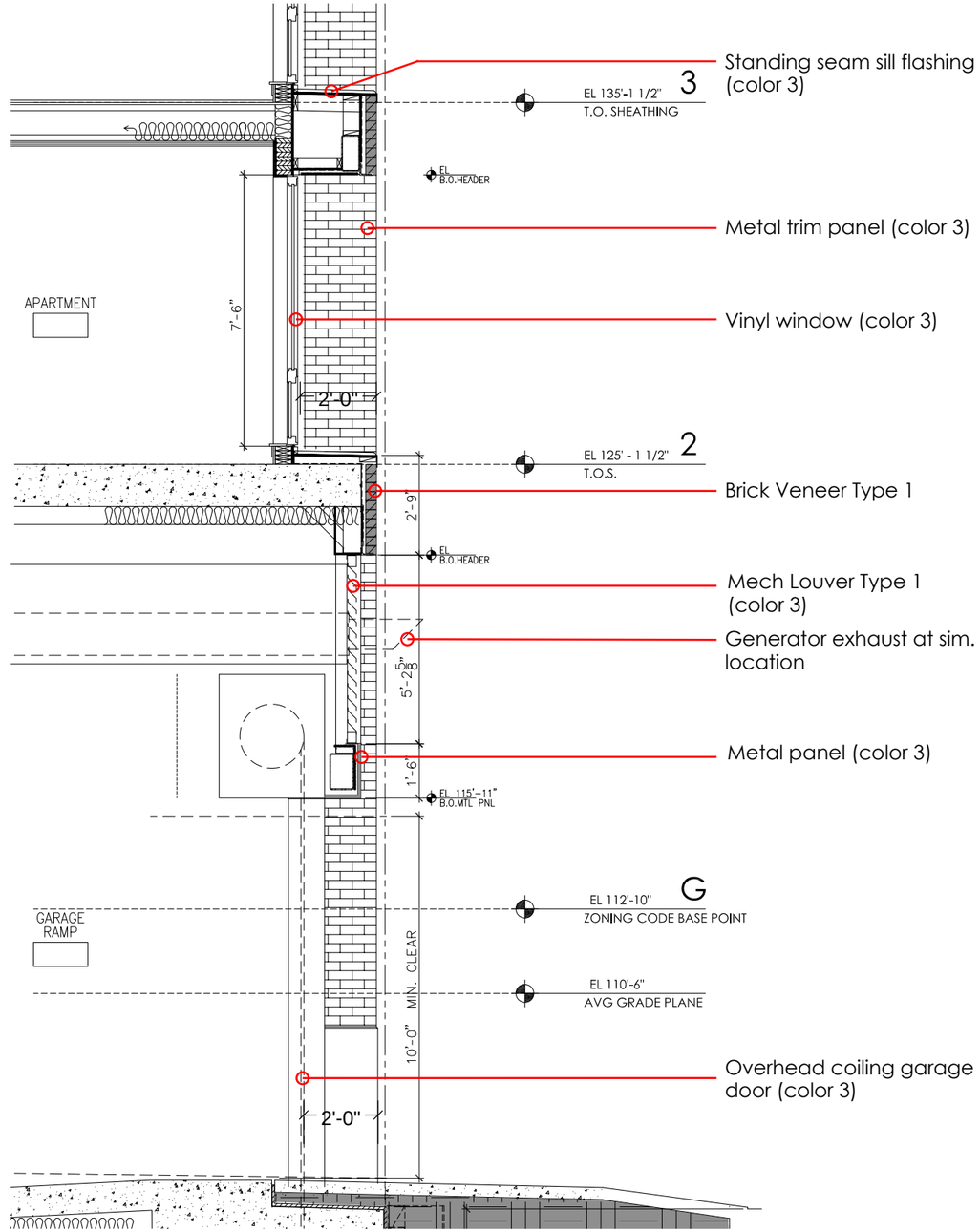


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

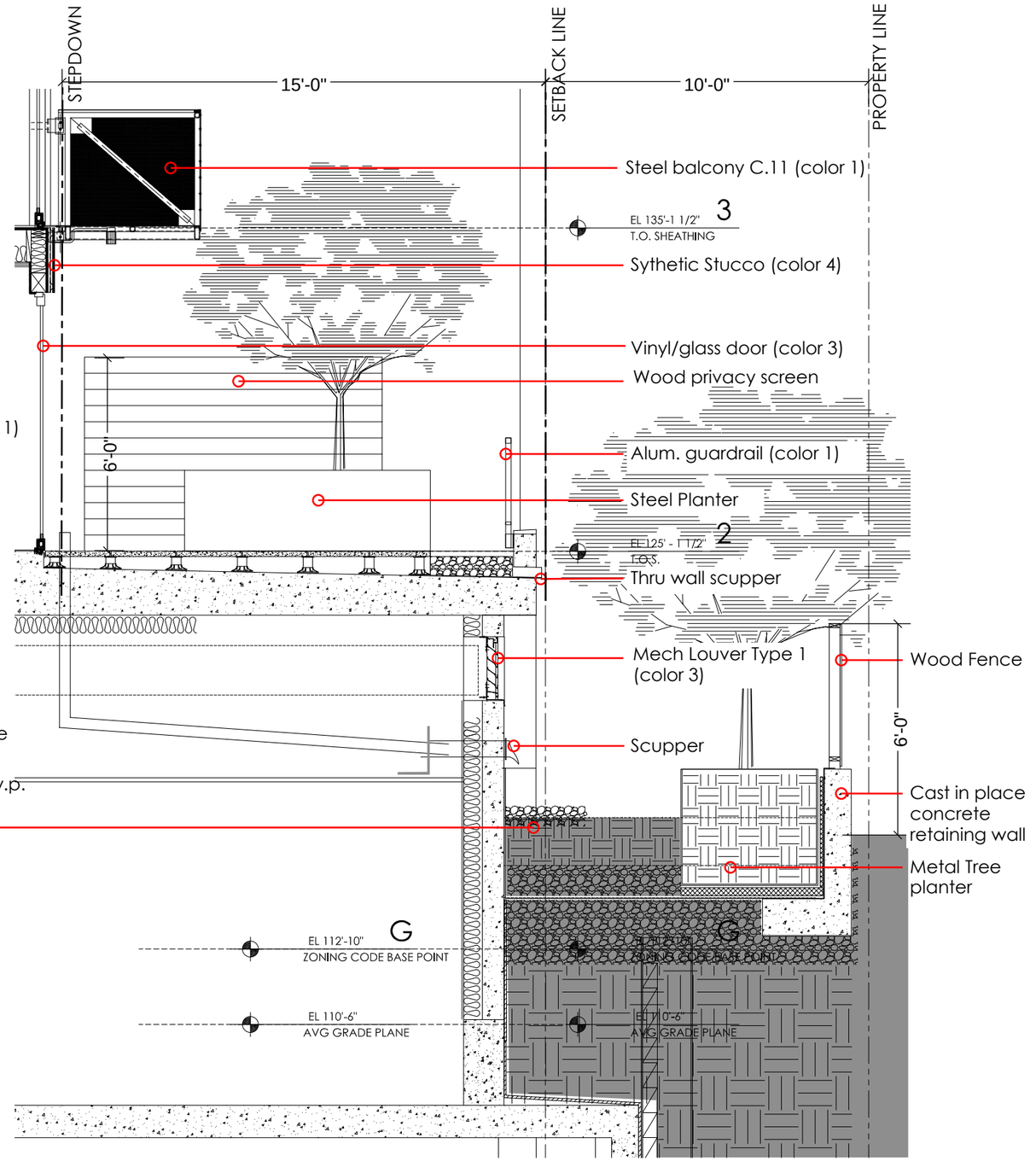


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

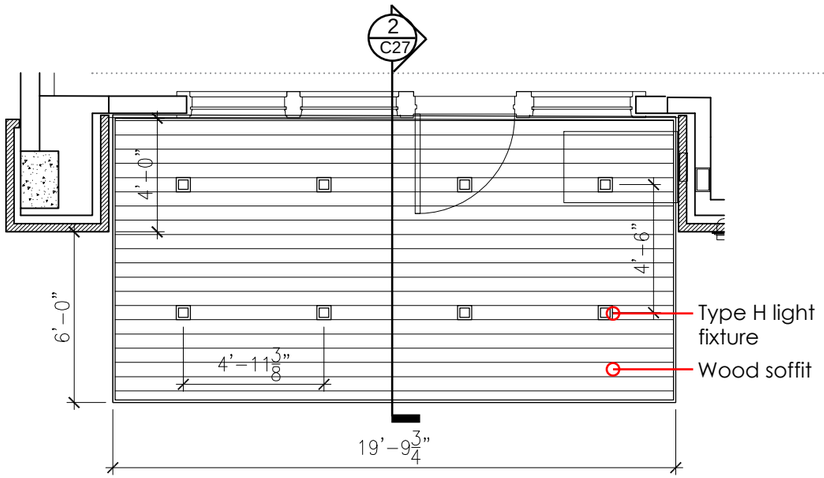


01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"

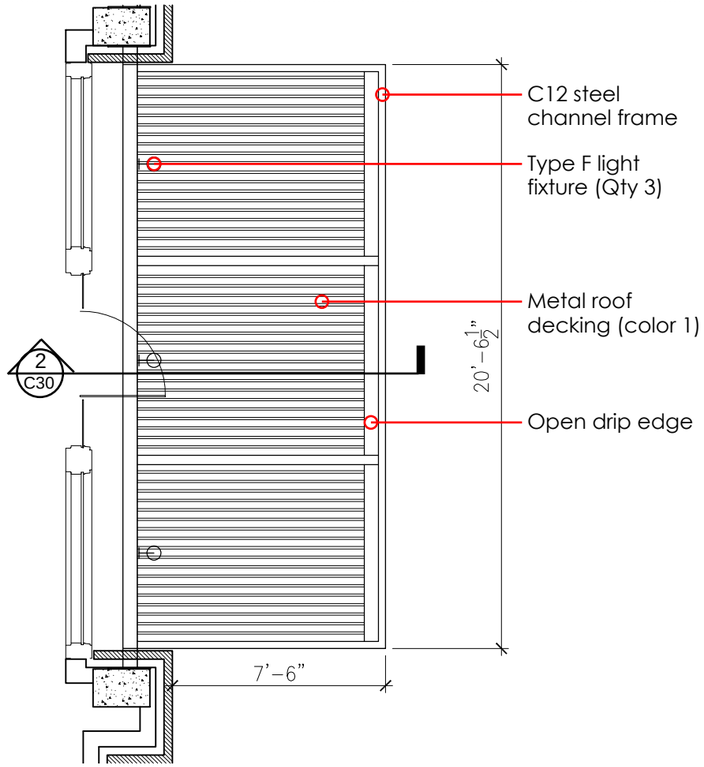


02 PARTIAL WALL SECTION 1/4"=1'-0"

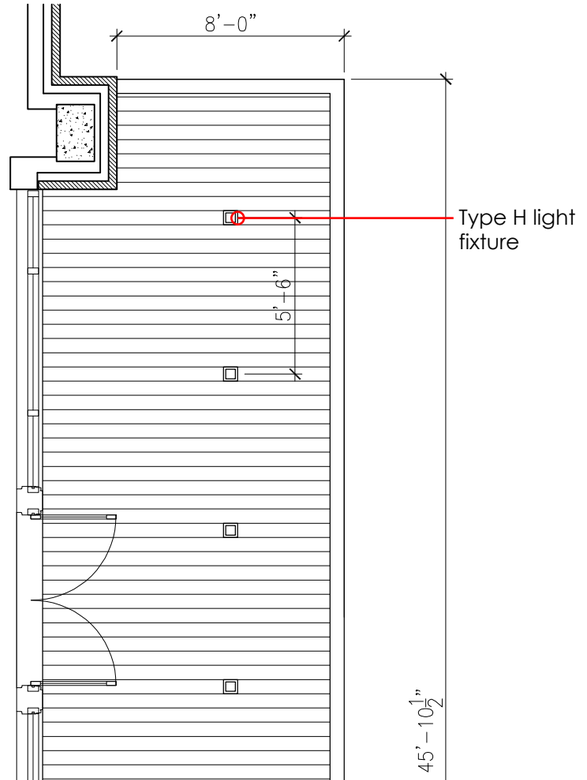
EXTERIOR DETAILS



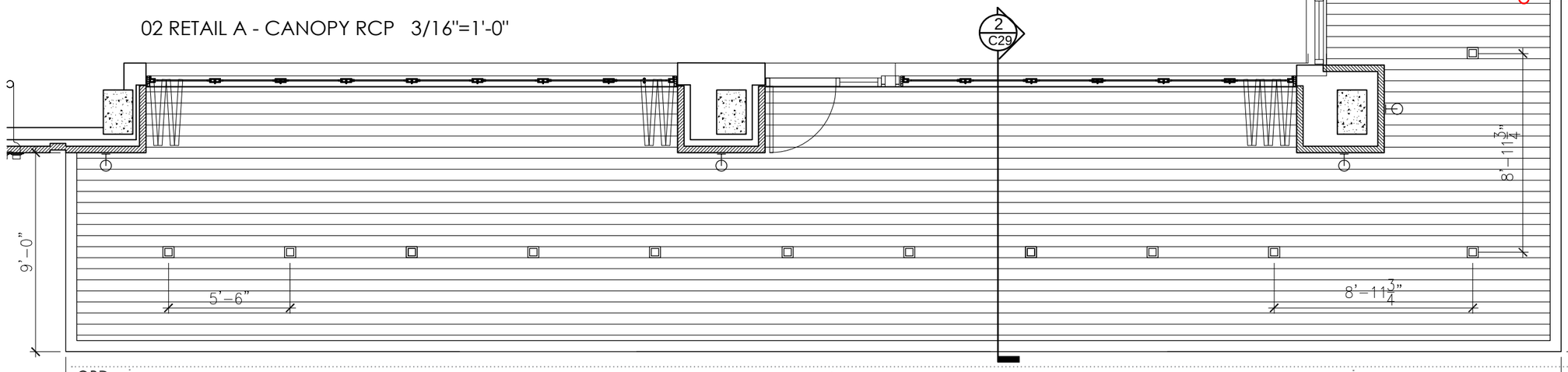
01 APARTMENT LOBBY - CANOPY RCP 3/16"=1'-0"



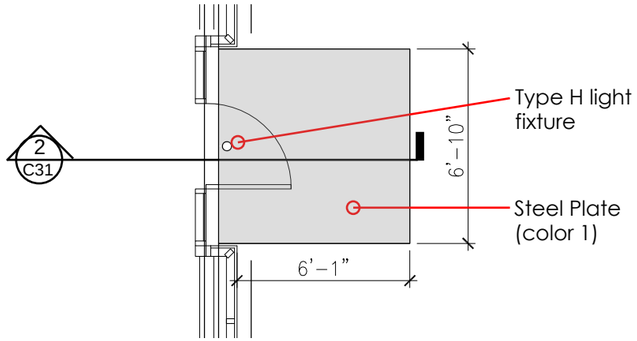
03 RETAIL B-C-D - CANOPY RCP 3/16"=1'-0"



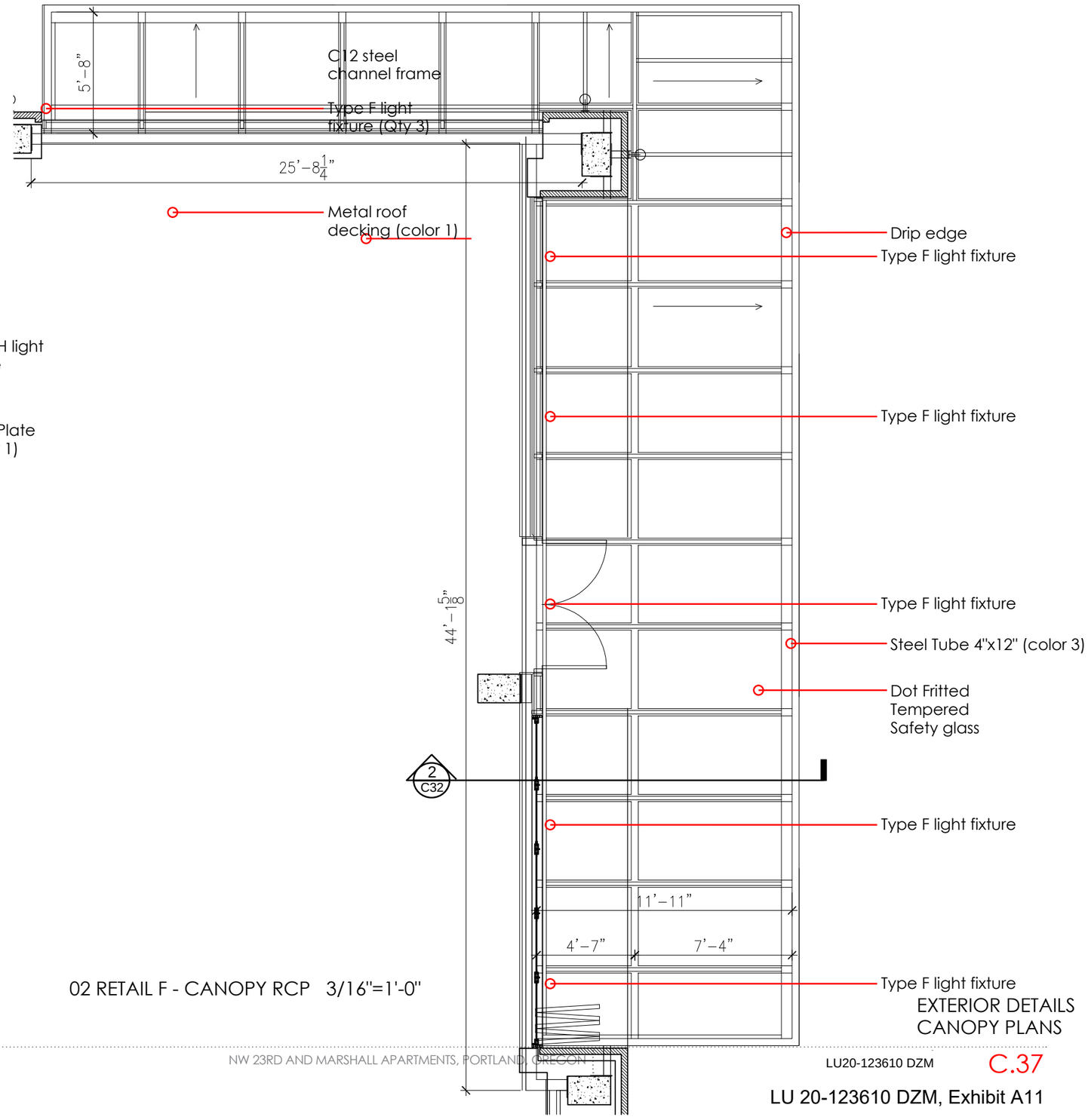
02 RETAIL A - CANOPY RCP 3/16"=1'-0"



EXTERIOR DETAILS
CANOPY PLANS

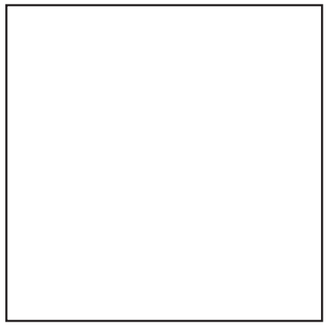


01 RETAIL E- CANOPY RCP 3/16"=1'-0"

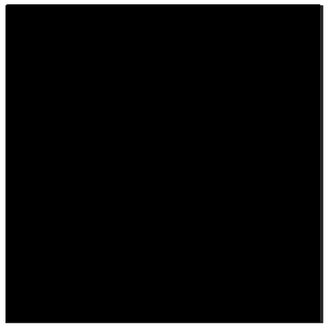


02 RETAIL F - CANOPY RCP 3/16"=1'-0"

EXTERIOR DETAILS
CANOPY PLANS



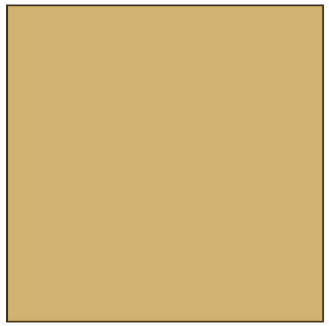
COLOR 4
WHITE



COLOR 1
BM - BLACK 2132-10 or similar



BRICK VENEER TYP 1 -
(SMOOTH) WHITE



COLOR 5
BM-Bryant Gold HC-7 or similar



COLOR 2
BM-CHARCOAL SLATE or similar



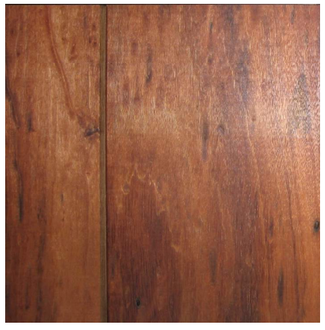
BOARD FORMED CONCRETE
and smooth cast in place concrete (painted and natural finish)



BRICK VENEER TYP 2 -
(SMOOTH) COAL CREEK



COLOR 3
BM-2124-10 WROUGHT IRON or similar



WOOD STOREFRONT
MAHOGANY

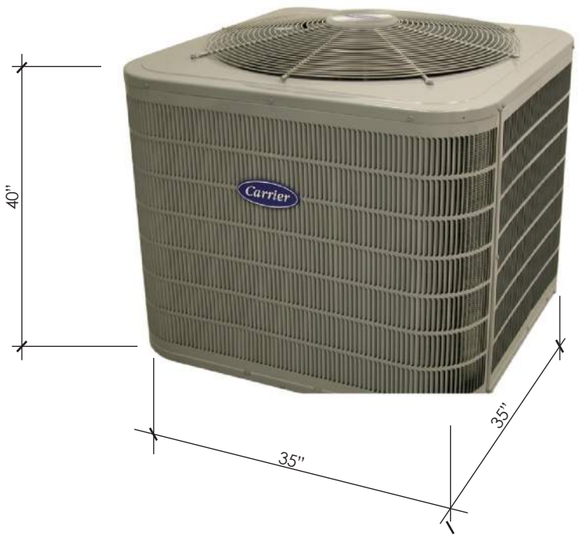


BRICK VENEER TYP 3 -
(SMOOTH) WESTPORT

MATERIALS

25HCB3
Performance™ 13 Heat Pump
with Puron® Refrigerant
1–1/2 To 5 Nominal Tons

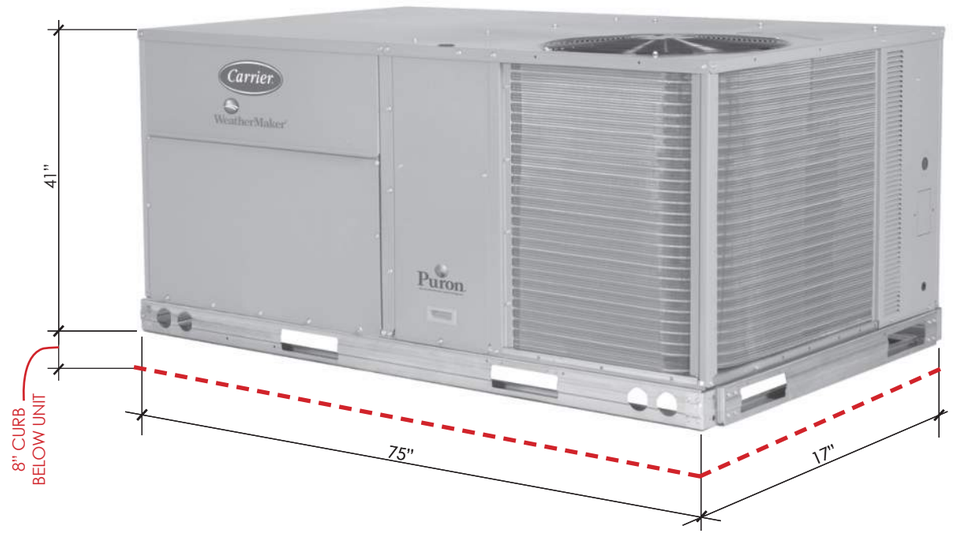
or SIMILAR



48TC
Gas Heat/Electric Cooling
Packaged Rooftop
3 to 15 Nominal Tons

or SIMILAR

Product Data



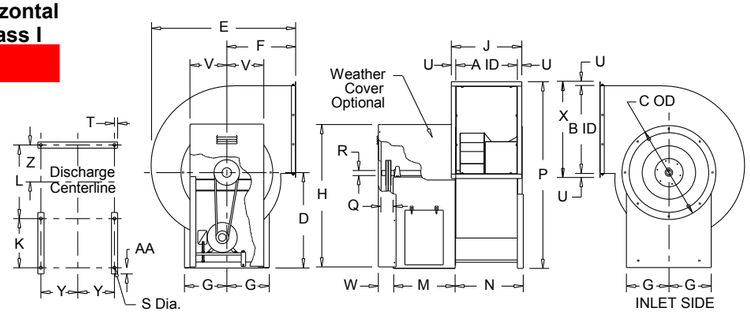
CUTSHEETS
ROOFTOP EQUIPMENT

COOK

MARK: EF-PARK

CPA

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	17-3/16	**L**	19-7/8	**W**	5
B	24-5/8	**M**	18-1/8	**X**	27-13/16
C	27-7/16	**N**	19	**Y**	11-1/8
D	27	**P**	53-1/16	**Z**	9-7/16
E	42-1/16	**Q**	4	**AA**	1-1/2
F	20-5/8	**R**	1-7/16		
G	11-7/8	**S**	9/16		
H	41	**T**	3/4		
J	20-7/16	**U**	1-5/8		
K	15	**V**	10-1/2		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	442	**Unit**	271

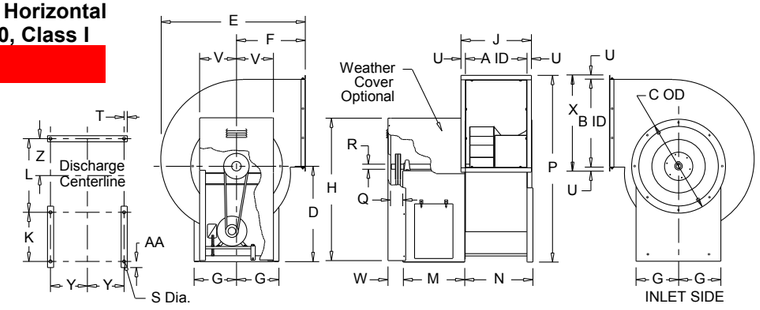
***Includes fan, motor & accessories.

COOK

MARK: EF-K

CPS

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	16-1/16	**L**	18-3/4	**W**	5
B	23	**M**	18-1/8	**X**	26-3/16
C	25-15/16	**N**	17-7/8	**Y**	10-5/8
D	25-3/8	**P**	49-13/16	**Z**	8-7/8
E	40	**Q**	4	**AA**	1-1/2
F	20	**R**	1-7/16		
G	11-3/8	**S**	9/16		
H	38-7/8	**T**	3/4		
J	19-5/16	**U**	1-5/8		
K	15	**V**	10		

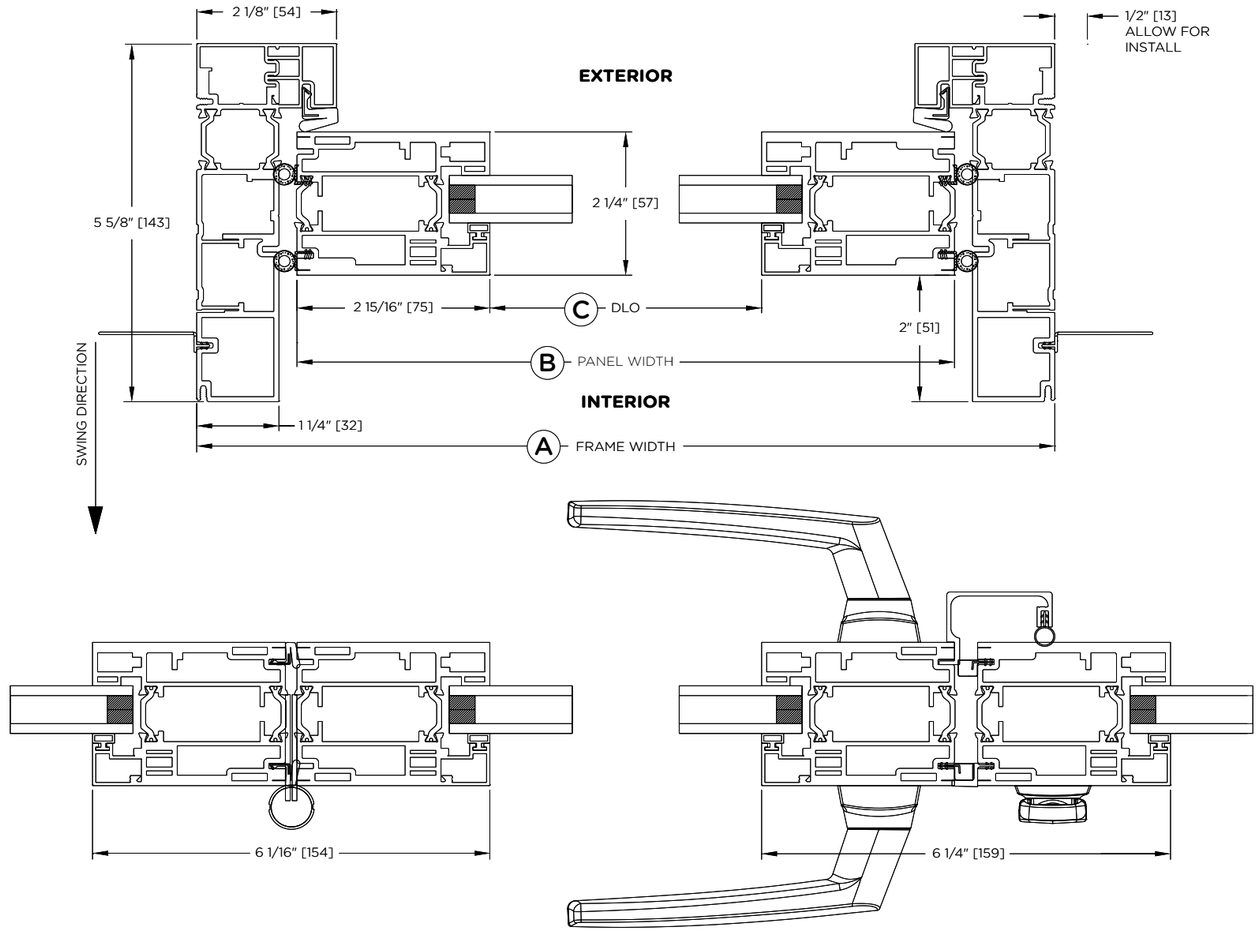
NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	569	**Unit**	410

***Includes fan, motor & accessories.

FOLDING | PLAN VIEW

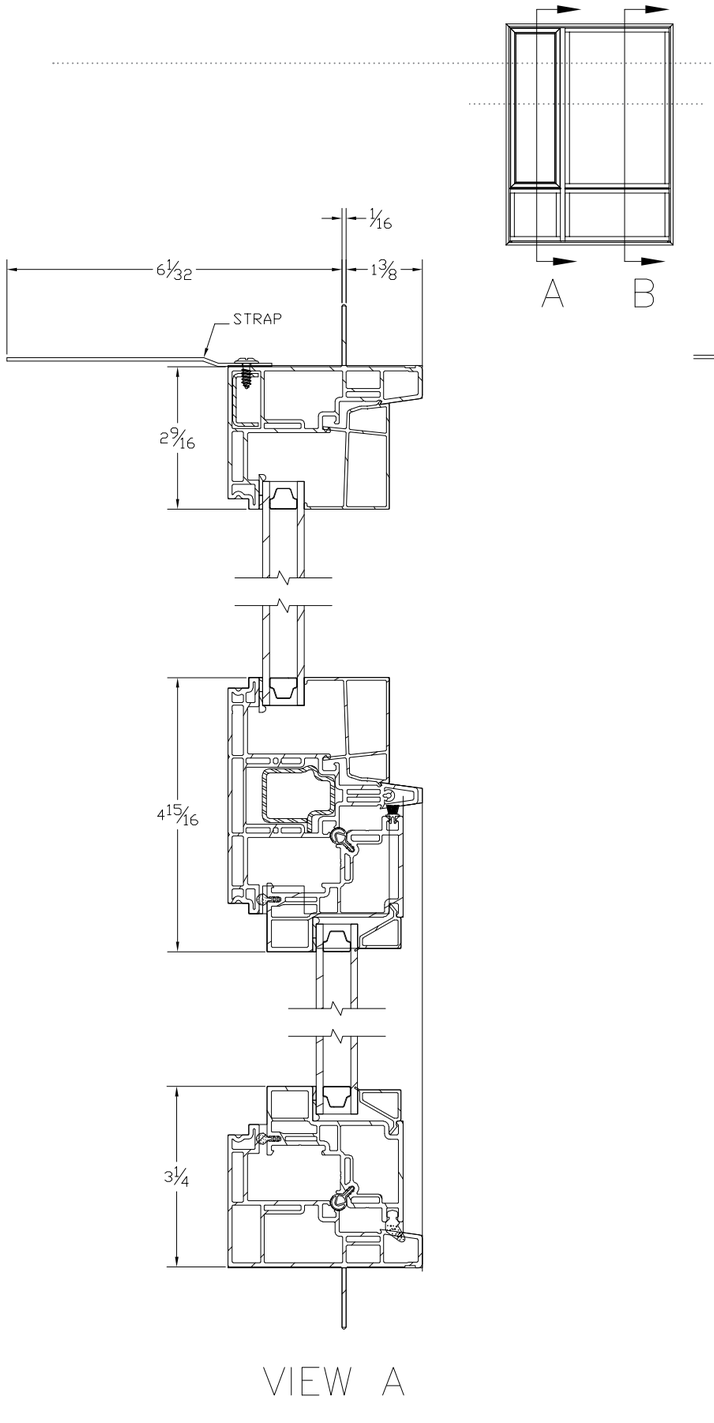
ALUMINUM THERMALLY CONTROLLED - INSWING ; OUTSWING SIMILAR



FOLDING STOREFRONT DOOR

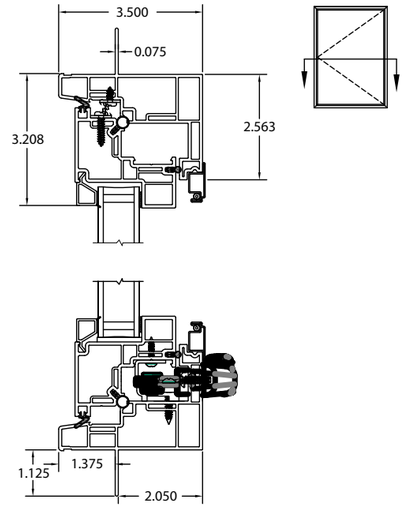
NANA WALL; LA CANTINA; OR SIMILIAR

CUTSHEETS
FOLDING STOREFRONT DOOR

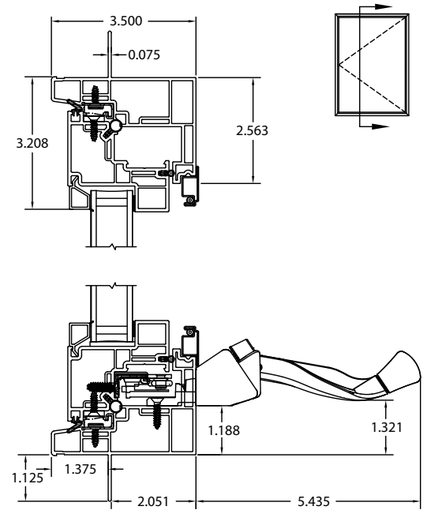




Casement Awning 3½" Frame Depth

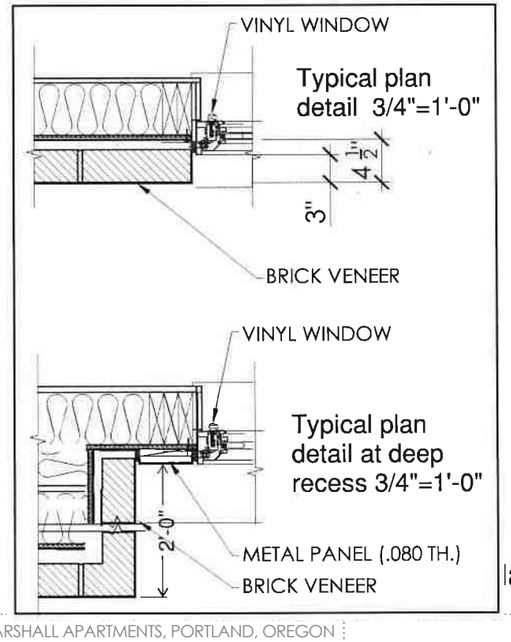


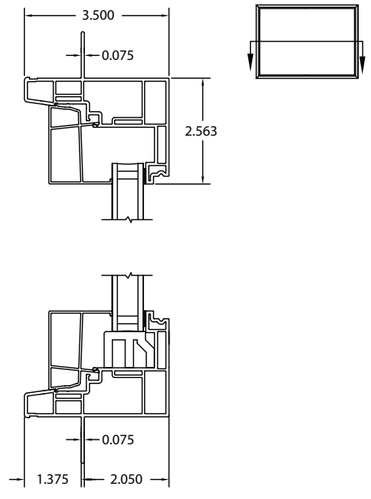
Casement Horizontal



Casement Vertical

Fixed Window 3½" Frame Depth





Picture Window Vertical
able with IGUs 3/4"–1-1/4"OA

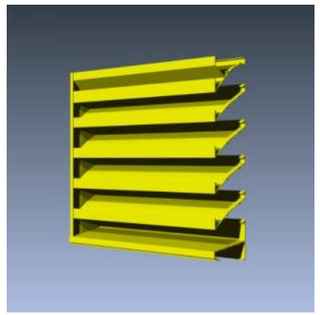
CUTSHEETS
VINYL WINDOWS

TYPE 1 LOUVER

EXTERIOR WALL LOUVER

Industrial Louvers, Inc.

MODEL 458XP **or SIMILAR**



STANDARD CONSTRUCTION

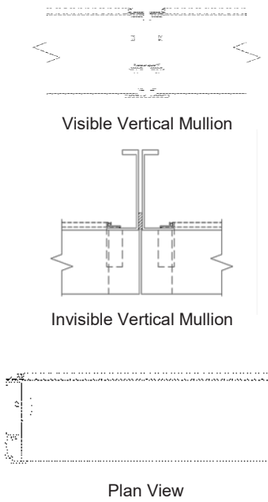
- Material: Extruded Aluminum 6063-T6
- Frame: 4" (102mm)deep, .081" (2.1mm) nominal wall thickness
- Blades: 4" (102mm)deep, .081" (2.1mm) nominal wall thickness
- Blade Spacing: 3.875" (98mm) on center
- Screen: 1/2" x .063" flattened expanded bird screen and/or 18 x 14 mesh charcoal insect screen.
- Finish: Mill

OPTIONAL ACCESSORIES

- Extended Sill Flashing
- Insulated and Non-insulated Blank-off Panels
- Flanged & Glazing Frames of various sizes
- Hinged Access Panels
- Sub-frames
- Visible Mullions
- Invisible Mullions for continuous blade appearance

FINISHES

- 2 coat Fluropolymer: Kynar® 500 / Hylar® 5000 custom colors available in 70% PVDF (AAMA 2605) or 50% PVDF (AAMA 2604) formulas.
- 3 coat Fluropolymer: Kynar 500 / Hylar 5000 custom colors available in 70% PVDF (AAMA 2605) formulas.
- Anodic finishes: Class I and Class II in Clear, Light/Medium/Dark Bronze, Champagne, and Black.
- Prime coat
- Mill



Visible Vertical Mullion

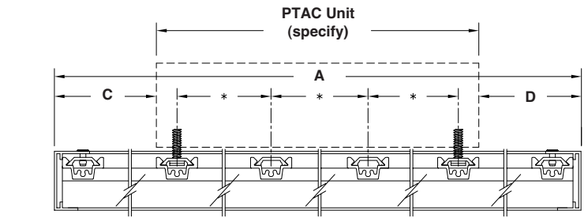
Invisible Vertical Mullion

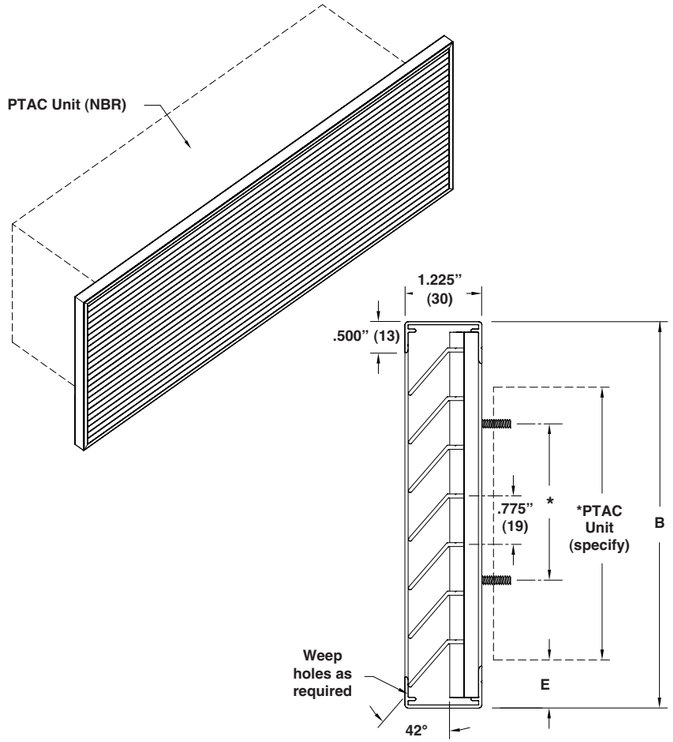
Vertical Section

Plan View

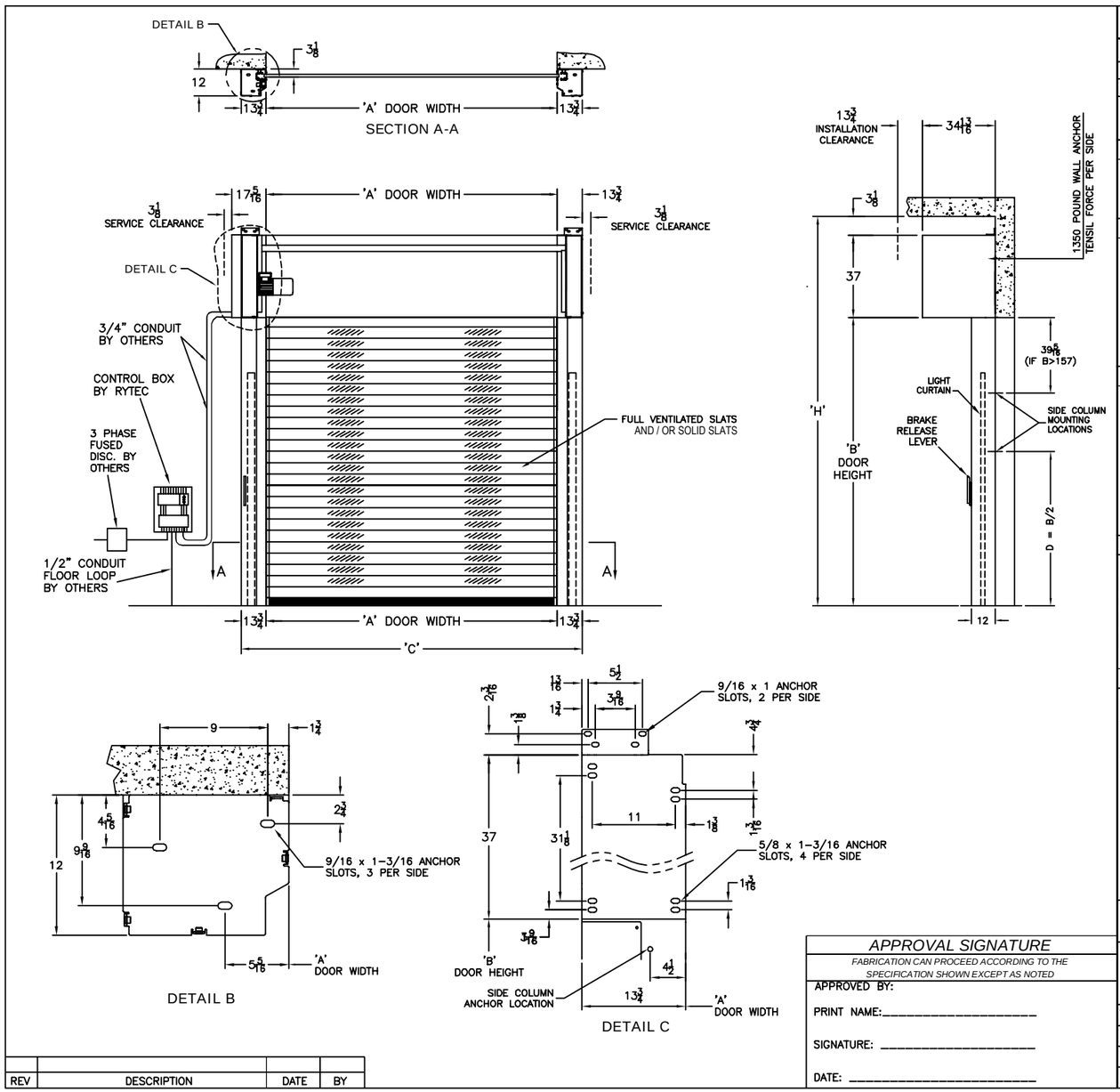
WALL LOUVER

TYPE 2 LOUVER





CUTSHEETS
MECHANICAL LOUVERS



REV	DESCRIPTION	DATE	BY

APPROVAL SIGNATURE

FABRICATION CAN PROCEED ACCORDING TO THE SPECIFICATION SHOWN EXCEPT AS NOTED

APPROVED BY:

PRINT NAME:_____

SIGNATURE: _____

DATE: _____

DIMENSIONAL VARIABLES

DRAWING NOT TO SCALE; DIMENSIONS IN INCHES

DOOR NO.	A	B	C	H
MILLIMETERS				

ACTUAL DOOR SIZE IS PRODUCED IN MILLIMETERS
REQUESTED DOOR SIZE IS CONVERTED TO MILLIMETERS AND ROUNDED UP TO THE NEAREST 10MM

ELECTRICAL OPTIONS

- ☐ 460v – 3ph
- ☐ 230v/208v – 3ph
- ☐ 230v/208v – 1ph
- ☐ 575v – 3ph (INCLUDES NEMA 4 METAL ENCLOSURE WITH 575/460 TRANSFORMER)

STANDARD FEATURES

1. SIDE COLUMN AND HEAD CONSOLE POWDER COATED RYTEC SILVER.
2. INTELLIGENT LIGHT CURTAIN SYSTEM IN DOOR LINE TO 6'–0" ABOVE FINISHED FLOOR.
3. VARIABLE DOOR OPENING SPEED; UP TO 118"/SEC.
4. PROGRAMMABLE UPPER AND LOWER LIMITS.
5. NEMA 4X SYSTEM 4 CONTROL BOX (8.5"X16.5").
6. BRAKE RELEASE LEVER ON SIDE COLUMN.
7. ELECTRICAL FAIL SAFE REVERSING EDGE.
8. ONE (1) SET PATHWATCH SAFETY SYSTEM.

STANDARD OPTIONS

BRAKE RELEASE LEVER
☒ SIDE COLUMN ☐ REMOTE MOUNT ☐ BOTH

- ☐ SLANT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FLAT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FRONT AND BOTTOM HEAD COVERS
- ☐ RIGHT HAND DRIVE
- ☐ ROTARY DISCONNECT
- ☐ SELECTOR SWITCH ON CONTROL BOX FUNCTION: _____
- ☐ FULLY VENTILATED SLATS
- ☐ PHOTOEYES IN LIEU OF LIGHT CURTAINS

ACTIVATION

- ☐ __ PUSHBUTTON
- ☐ __ PULL CORDS
- ☐ __ MOTION DETECTOR
- ☐ __ PRESENCE DET.
- ☐ __ MOTION/PRESENCE
- ☐ DUAL LOOP CONTROLLER
- ☐ RADIO CONTROL RCVR (INCLUDE MIN 2 XMIT)
  - __ 1 BTN TRANSMITTER
  - __ 2 BTN TRANSMITTER
  - __ 4 BTN TRANSMITTER

OPTION NOTES

ADDITIONAL NOTES:

– FULL VENTILATED SLAT ASSEMBLY

PLEASE SPECIFY VOLTAGE

RYTEC CORPORATION
ONE CEDAR PARKWAY, JACKSON, WI 53037–0403

APPROVAL DRAWING
SPIRAL FULL VENTILATED MODEL STT-
FOR DOOR WIDTH UP TO 20', HEIGHT UP TO 19'-8"

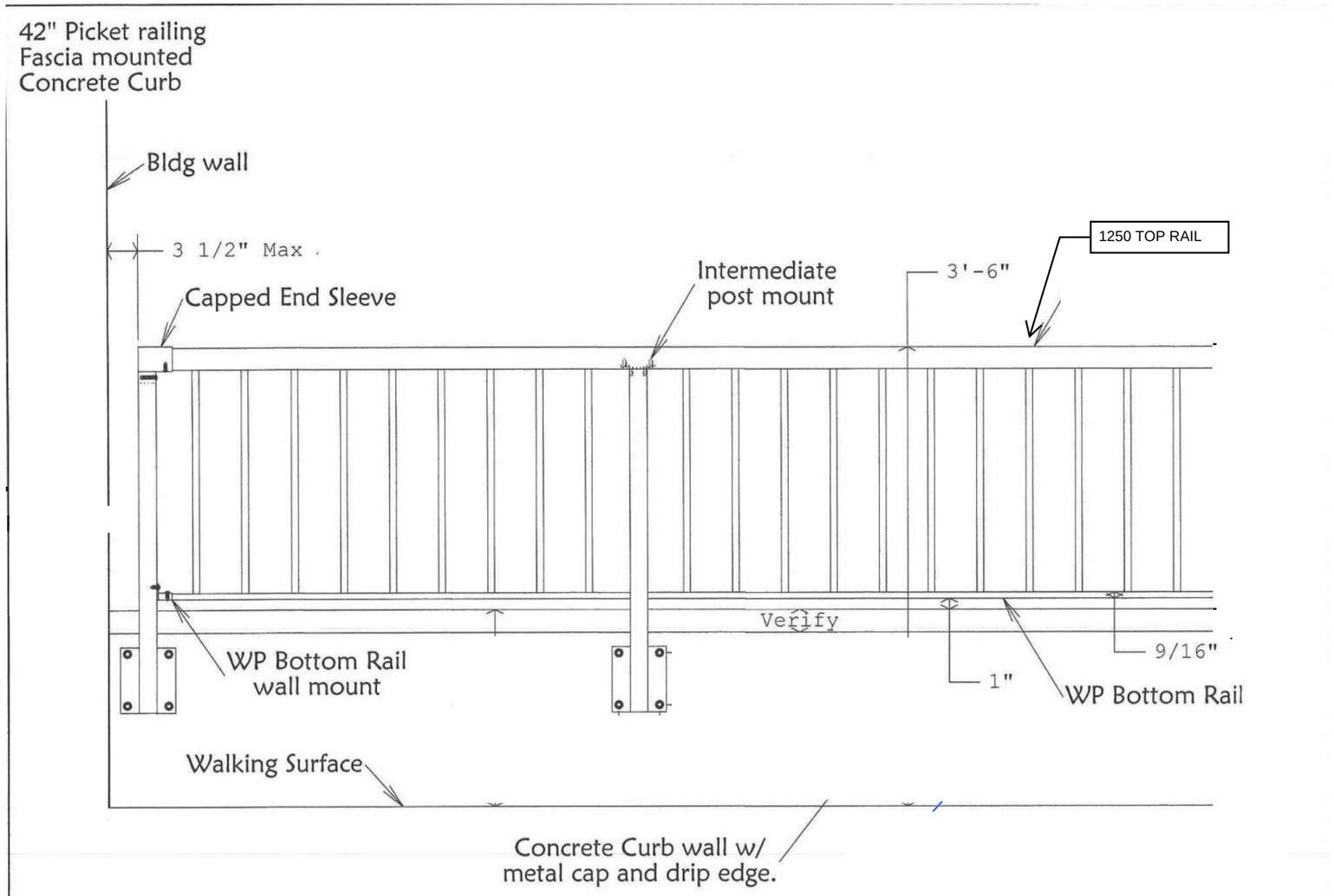
CUSTOMER:

LOCATION:

DATE: REV.: –

DRAWING NO.: 729–02T

CUTSHEETS
GARAGE DOOR



VIEW FROM PATIO SIDE

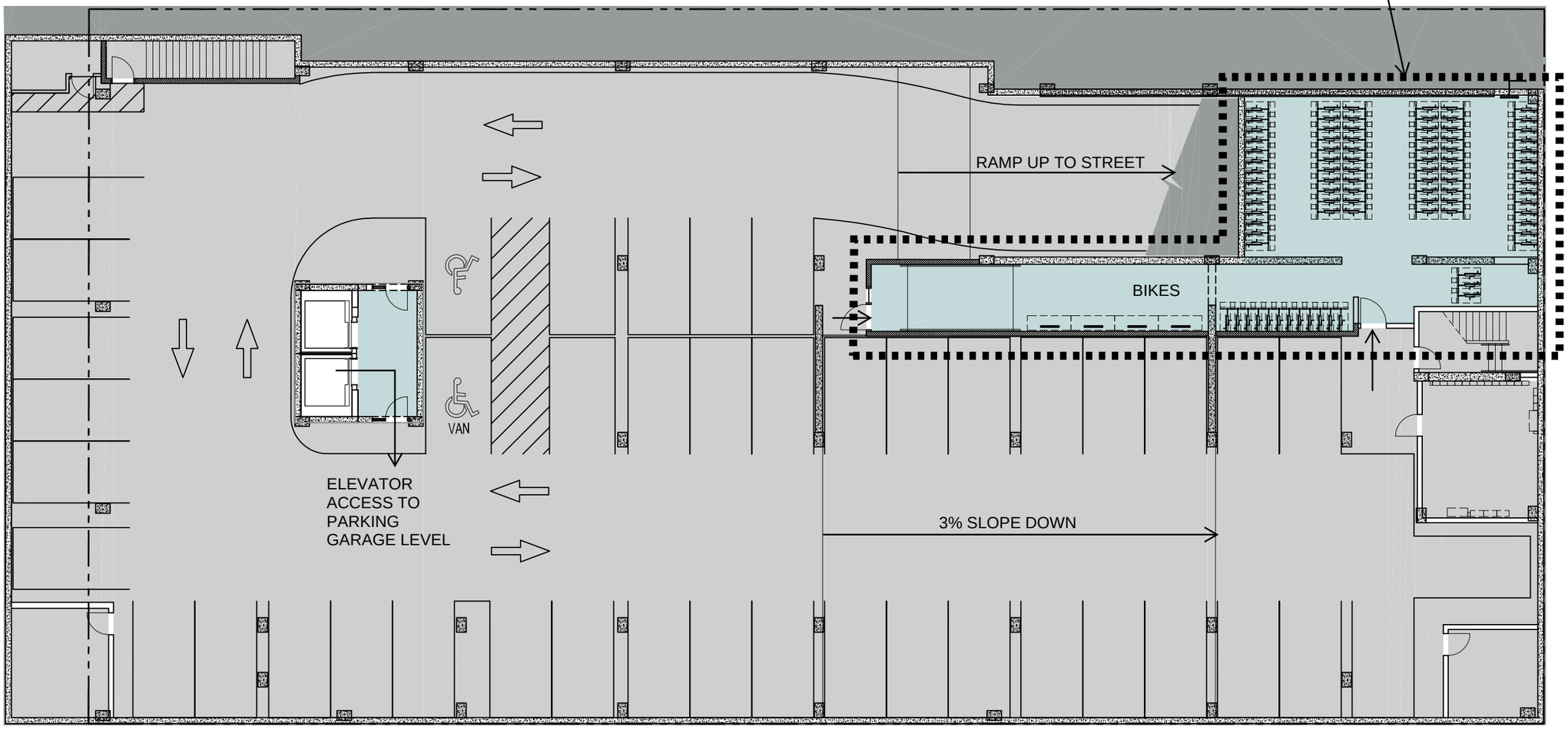
RailPro RP RAILING SOLUTIONS	V6899	2nd level Patio Elevation	DATE	Approved for Installation
			DRAWN RR	

CUTSHEETS
ALUMINUM GUARDRAIL

BICYCLE PARKING SUMMARY

82 LONG TERM RESIDENTIAL BIKE PARKING
0 SHORT TERM RESIDENTIAL BIKE PARKING

2 LONG TERM RETAIL BIKE PARKING
0 SHORT TERM RETAIL BIKE PARKING

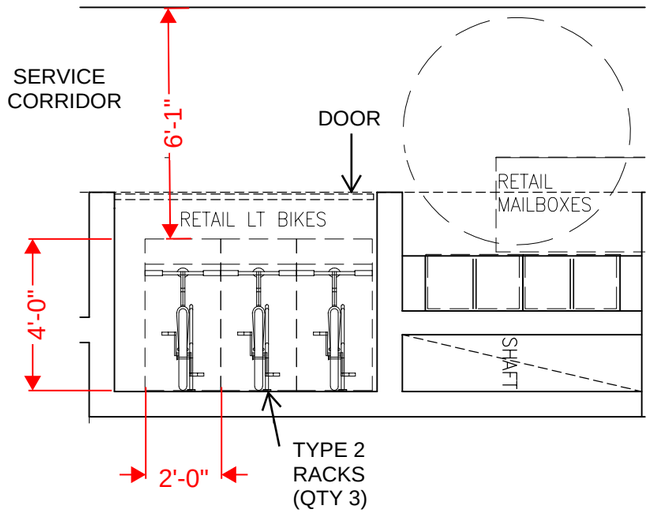


BASEMENT FLOOR PLAN - BIKES

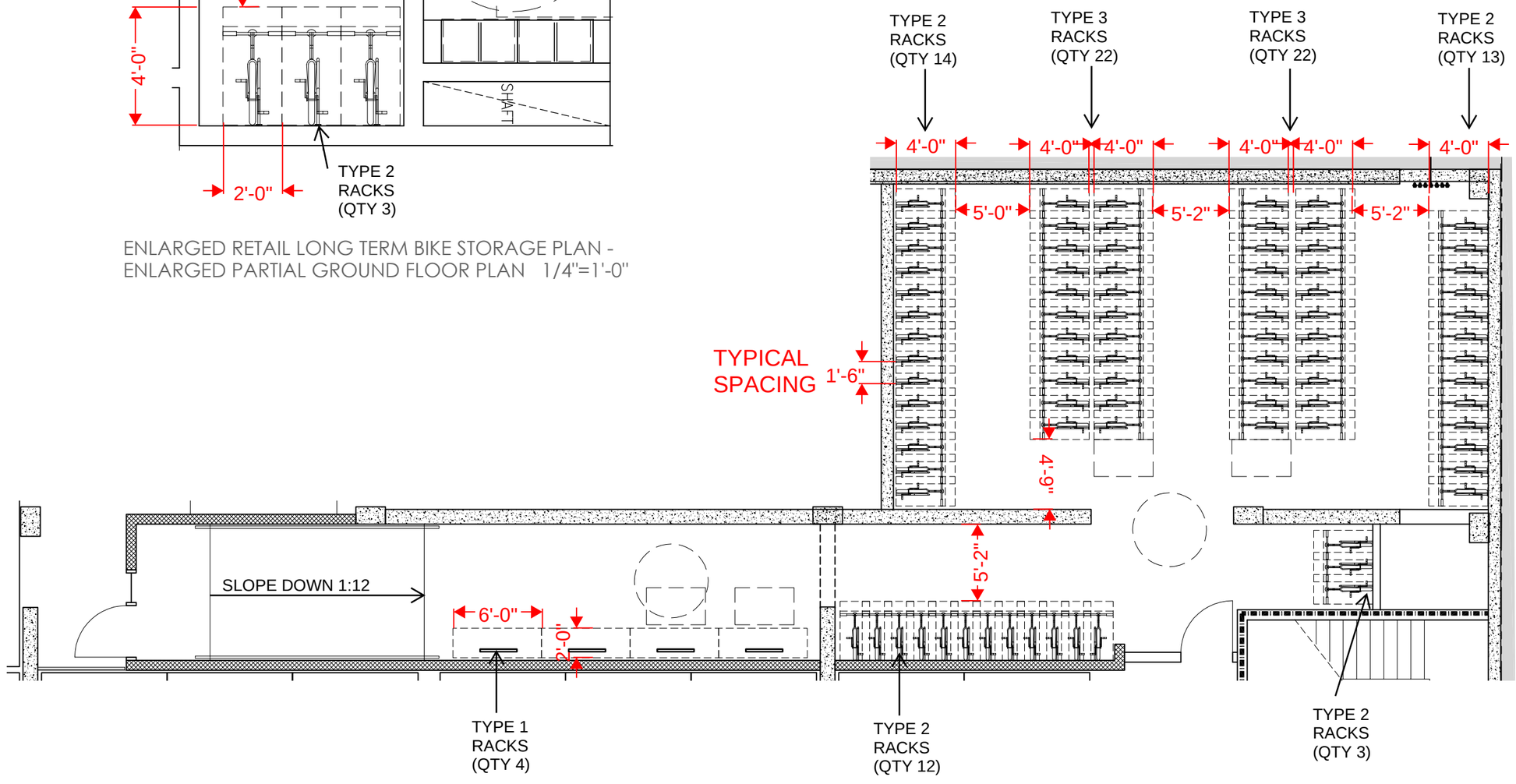
0 4' 8' 24 ft NORTH

BIKE PARKING PLAN

LU 20-123610 DZM, Exhibit A11



ENLARGED RETAIL LONG TERM BIKE STORAGE PLAN -
ENLARGED PARTIAL GROUND FLOOR PLAN 1/4"=1'-0"



RESIDENTIAL LONG TERM BIKE PARKING
ENLARGED PARTIAL BASEMENT PLAN 1/8"=1'-0"

90 BIKES TOTAL

BICYCLE PARKING SUMMARY

82 *LONG TERM RESIDENTIAL BIKE PARKING*
0 *SHORT TERM RESIDENTIAL BIKE PARKING*

2 *LONG TERM RETAIL BIKE PARKING*
0 *SHORT TERM RETAIL BIKE PARKING*



BICYCLE PARKING TYPE 1

LOTLIMIT *BIKE RACK*

DESCRIPTION: STAPLE RACK 24"X40"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 2

DERO *ULTRA SPACE SAVER SINGLE*

DESCRIPTION: VERTICAL WALL MOUNTED RACK 18"X48"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 3

DERO *ULTRA SPACE SAVER SQUARED*

DESCRIPTION: FLOOR MOUNTED VERTICAL STAND ALONE RACK 18"X48"

COLOR: BLACK POWDER COAT

NOTE: SEE MODIFICATION FOR BIKE PARKING SIZE ADJUSTMENTS

0 4' 8' 24 ft NORTH

BIKE PARKING ENLARGED PLANS

APPENDIX

NW 23rd and Marshall Apartments

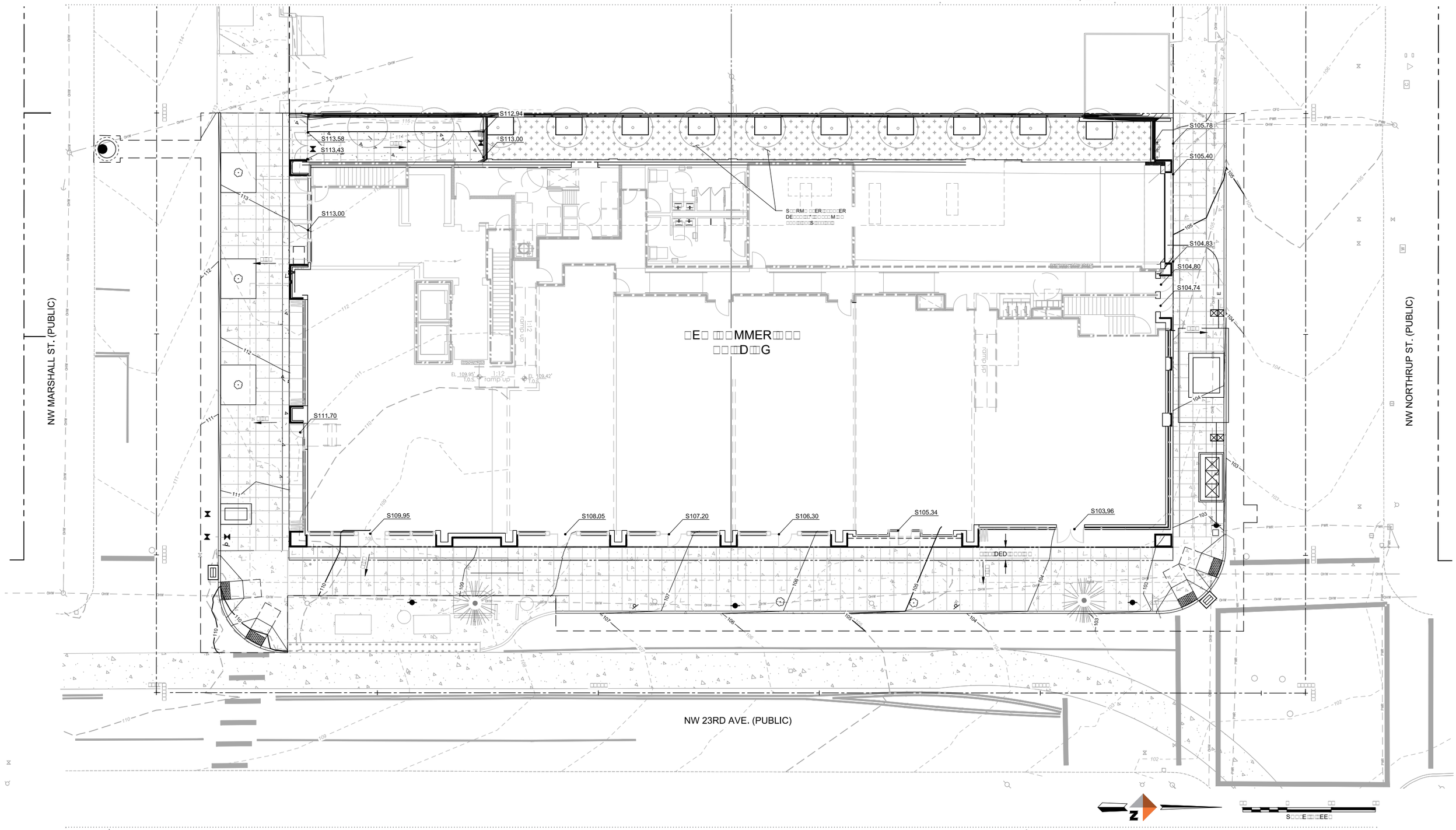
August 21, 2020

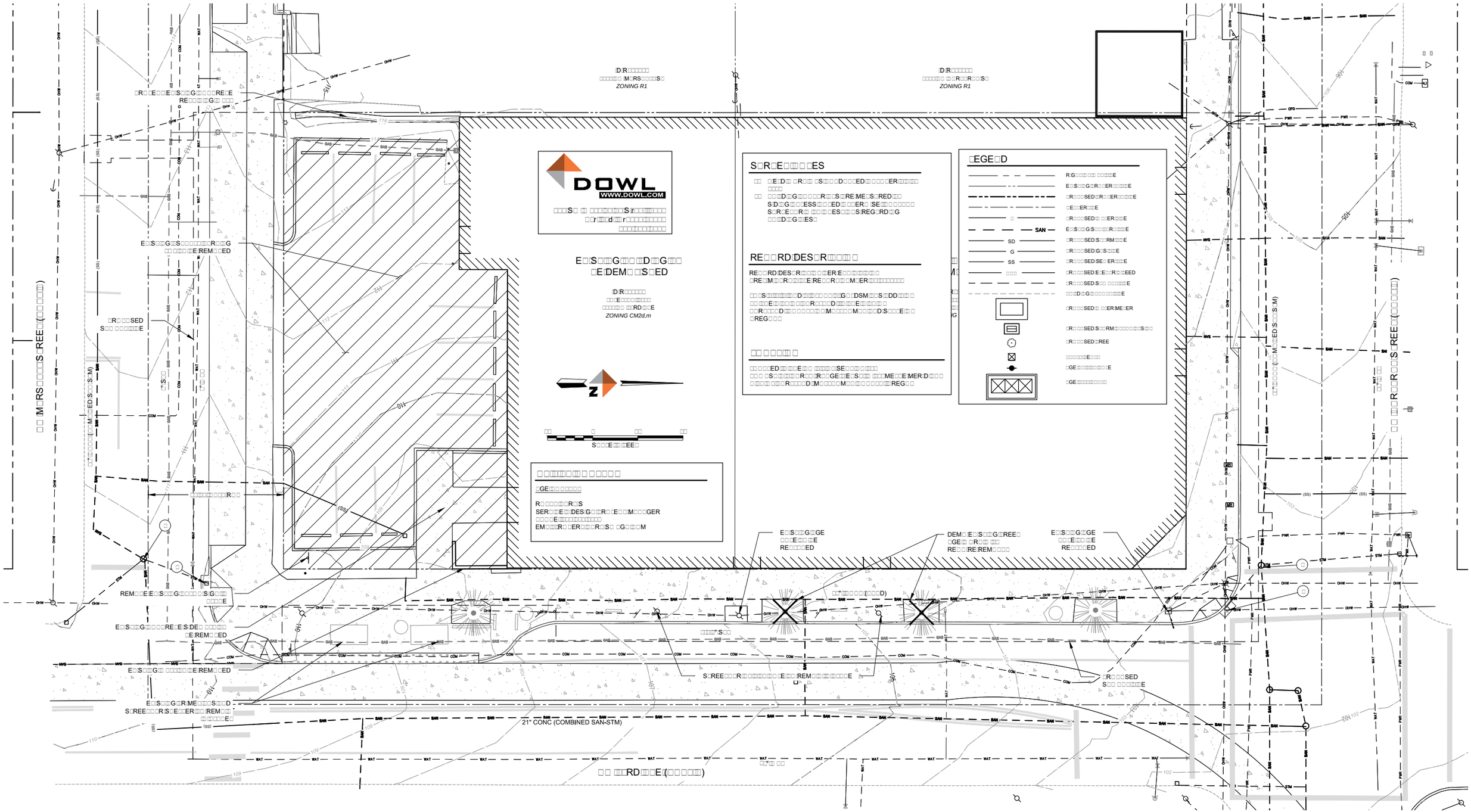
□ □□M□□□ED□SSM□□
R□M□□□□□□□
□□*□□□(□□)□E□□□□□□□
□□*□□□□□(E)□E□□□□□□

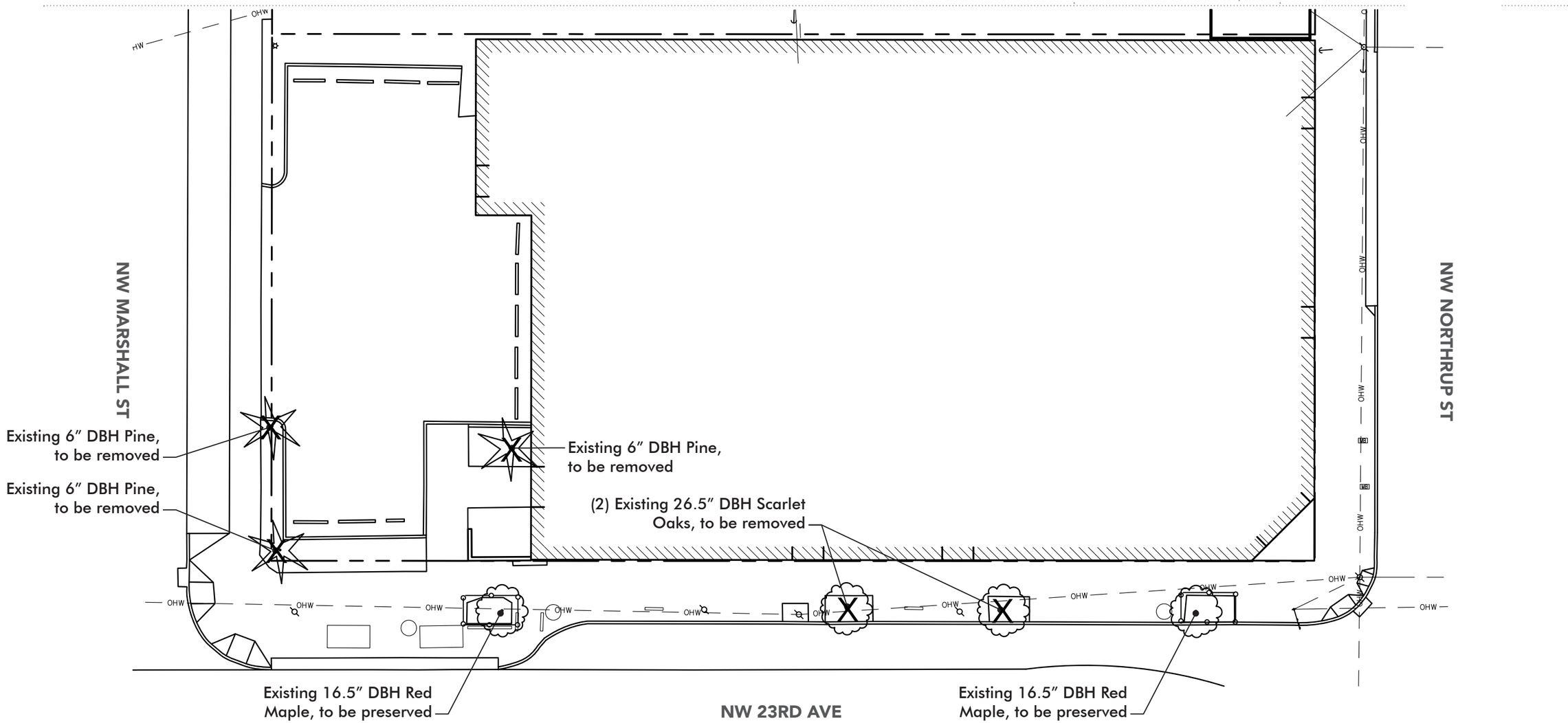
□ □□M□□□D□SSM□□
R□M□□□□□□□
□□*□□□(□(E)□E□□□□□□□□ □
□□*□□□□(SE)□E□□□□□□□ □
□□*□□□(S□)□E□□□□□
□□*□□□□□(E)□E□□□□□

□ S□RM□□□□
R□M□□□□□□□
□□□□(*(S□)□E□□□□□□□ □

□ S□RM□□□□
R□M□□□□□□□
□□□□□□□□


NW MARSHALL ST. (PUBLIC)
NW NORTHRUP ST. (PUBLIC)
NW 23RD AVE. (PUBLIC)
S112.94
S113.58
S113.43
S113.00
S113.00
S111.70
S109.95
S108.05
S107.20
S106.30
S105.34
S103.96
S105.78
S105.40
S104.83
S104.80
S104.74
1:12 ramp up
1:12 ramp up
EL 109.95' T.O.S.
EL 109.42' T.O.S.
ramp up
DED


DOWL
WWW.DOWL.COM
ZONING R1
ZONING R1
ZONING CM2d,m
21" CONC (COMBINED SAN-STM)



Tree Protection and Removal Notes:

- (3) Existing 6" DBH Pines to be removed for on-site development, no mitigation required (11.50.040).
- (2) Existing 26.5" DBH Scarlet Oaks to be removed for on-site development, (4) Mitigation Trees Required, per 10/10/19 Urban Forestry Pre-App Notes.
- (2) Existing 16.5" DBH Red Maples to be preserved per 10/10/19 Urban Forestry Pre-App Notes.
- Root Protection Zone (RPZ) is a minimum of 1-foot radius per inch of tree diameter. No construction activity shall occur within RPZ without supervision by Urban Forester or Project Arborist.
- Protect all trees indicated to remain, including bark and root zones. 6' tall chain link tree protection fencing, including signage shall be installed as shown prior to the start of any construction activities, and shall remain in place until final certificate of occupancy is issued.

Tree Planting Information (see planting plan for more information):

- L3 screening at West Property Line: (8) 3" cal Chinese Fringe Trees and (5) 3" cal Persian Ironwoods provided.
- NW 23rd Ave: (2) existing Red Maples to be preserved and (2) 3" cal Frontier Elms provided.
- NW Marshall St: (3) 3" cal Columnar European Hornbeams provided.
- NW Northrup St: No street tree planting due to vehicular entry and utility conflicts.

TREE PLAN
1" = 20'

LU 20-123610 DZM, Exhibit A12

FACADE AREA ABOVE 9 ft = 10,636 gsf
10,636 x 0.15 = 1,595 sf

WINDOW AREA = 3,788 sf > 1,595 sf
COMPLIES



EAST ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

FACADE AREA = 4690 gsf
FACADE AREA ABOVE 9 ft = 3,901 gsf
3901 x 0.15 = 585 sf

WINDOW AREA = 1,356 sf > 585 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
FACADE AREA ABOVE 9ft = 4,513 gsf
4,513 x 0.15 = 677 sf

Window Area = 1,516 sf > 677 sf
COMPLIES

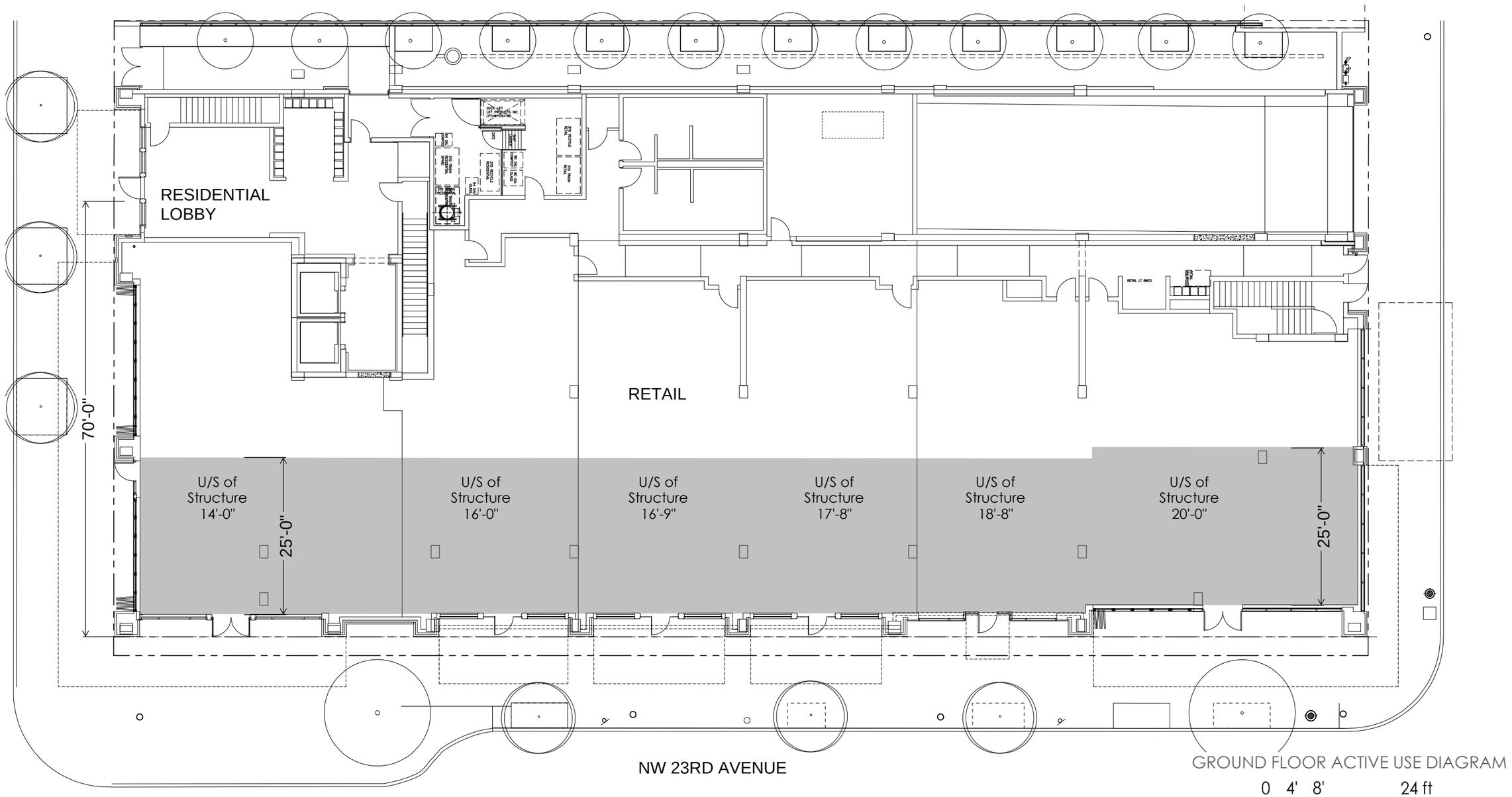


NORTH ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A12



GROUND FLOOR ACTIVE USE DIAGRAM

0 4' 8' 24 ft

FACADE AREA 2'-10' = 1596 gsf
1596 x 0.40 = 639 sf

WINDOW AREA = 1021 sf > 639 sf
COMPLIES



EAST ELEVATION

GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A12

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

WINDOW AREA = 415 sf > 175 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

Window Area = 322 sf > 175 sf
COMPLIES

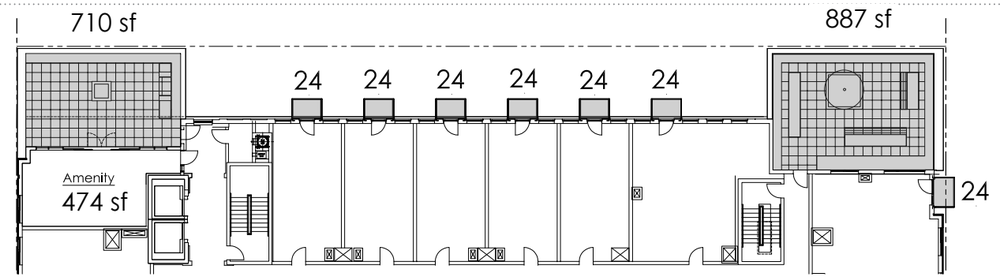


NORTH ELEVATION

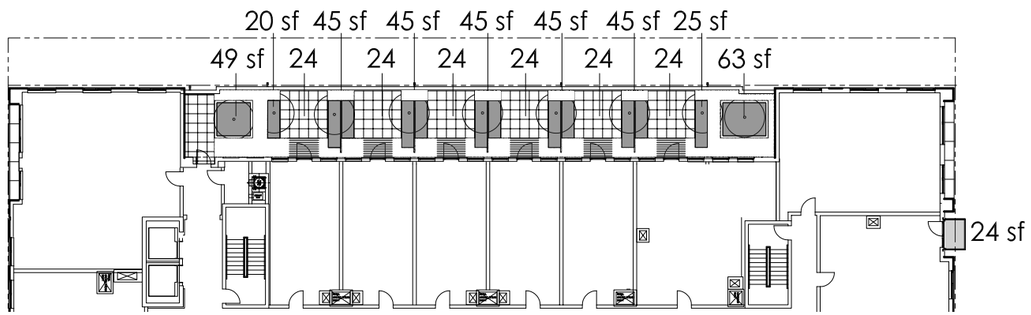
GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

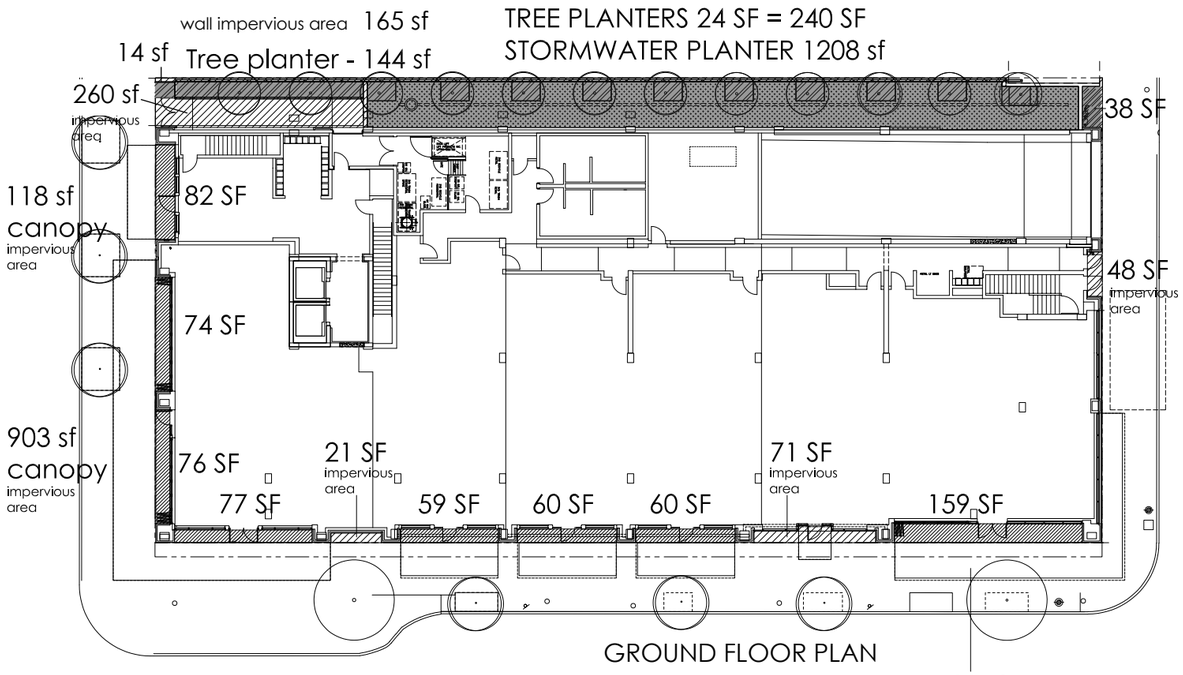
LU 20-123610 DZM, Exh



FIFTH FLOOR PARTIAL PLAN



SECOND FLOOR PARTIAL PLAN



GROUND FLOOR PLAN

FIFTH FLOOR

Landscape Area = 0 sf

Outdoor Area
a. Common Terraces (710+887) = 1597 sf
b. Indoor Amenity Room = 474 sf
c. Balconies (24sf x7) = 168 sf
2239 sf

REQUIRED LANDSCAPING 15% OF SITE AREA
(19,630 SF after 3 ft sidewalk dedication) = 2945 sf
(Total allowable hardscape = 33% of Landscape area)
(2945 x 0.33 = 971 sf allowable) Actual hardscape = 4
5 + 494 = 919 sf) Landscape area = 382 + 2563 =
2945 sf COMPLIES

THIRD and FOURTH FLOOR

Landscape Area = 0 sf

Outdoor Area
a. Balconies (24sf x 7) x 2 flrs = 336 sf
(locations same as 5th flr)

SECOND FLOOR

Landscape Area
a. Planters (49+20+45+45 +45+45+45+25+63 = 382 sf

Outdoor Area
a. Private Patios (24sf x 6) = 144 sf
b. Balconies (24sf x1) = 24 sf
168 sf

REQUIRED OUTDOOR SPACE 36 sf per Unit
74 units x 36 = 2664 sf

2239+336+168 = 2743 sf > 2664 sf

COMPLIES

GROUND FLOOR

Landscape Area
a. Tree wells (24 sf x 11) = 240 sf
b. Stormwater Planter = 1208 sf
c. Setback Landscape (14+38+144) =196 sf
d. Paved Landscape Area (260+165)= 425 sf
e. Paved "plaza" areas (82+74+76+77+21+59+60 +60+71+159+48)= 787 = 494 sf (using only amount needed)
2,563 sf

Outdoor Area (ground floor) = 0 sf

REQ'D LANDSCAPING AND OUTDOOR AREA

0 4' 8' 24 ft NORTH

FACADE AREA = 12,433 gsf
12,433 x 0.25 = 3,108 sf

OFFSET AREA = 4,318 sf > 3,108 sf
COMPLIES



EAST ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exh

FACADE AREA = 4,690 gsf
4690 x 0.25 = 1,173 sf

OFFSET AREA = 1,911 sf > 1,173 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
5,302 x 0.25 = 1,326 sf

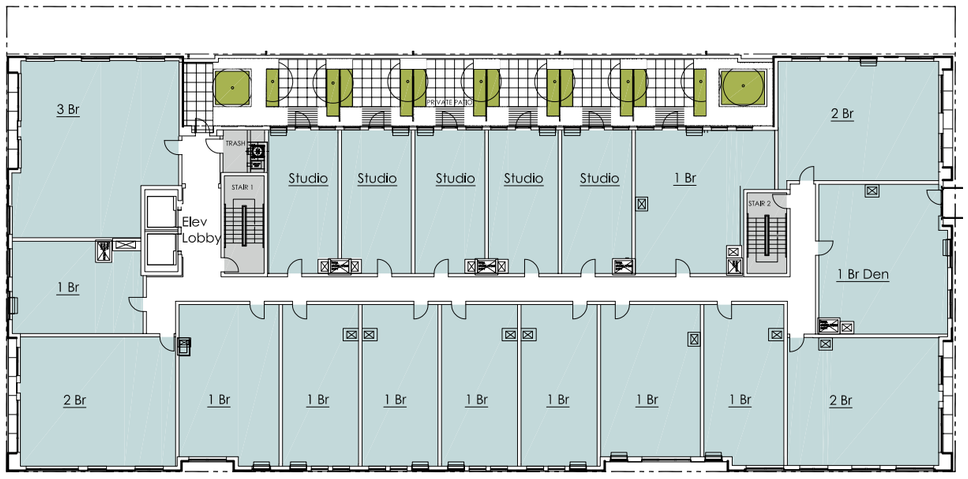
OFFSET AREA = 2,239 sf > 1,326 sf
COMPLIES



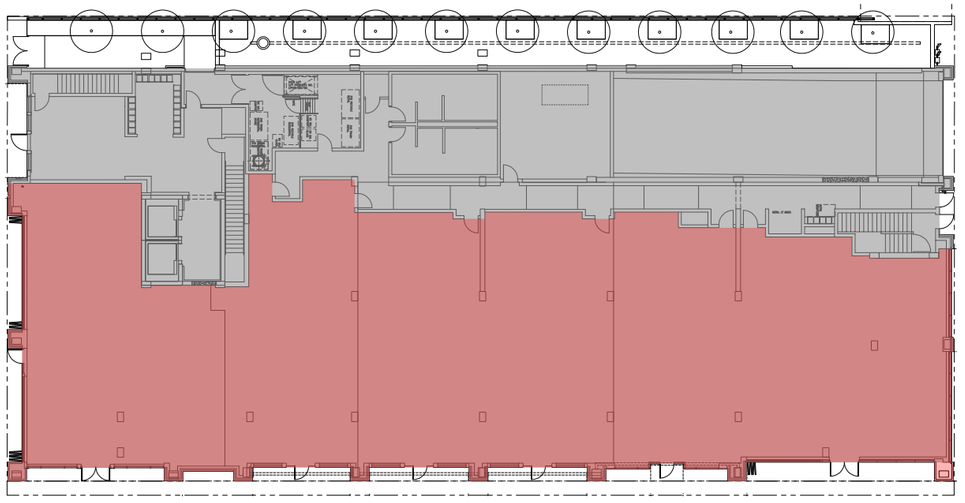
NORTH ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft



SECOND FLOOR 15,382 gsf



GROUND FLOOR 17,592 gsf (Retail 10,057 nsf)

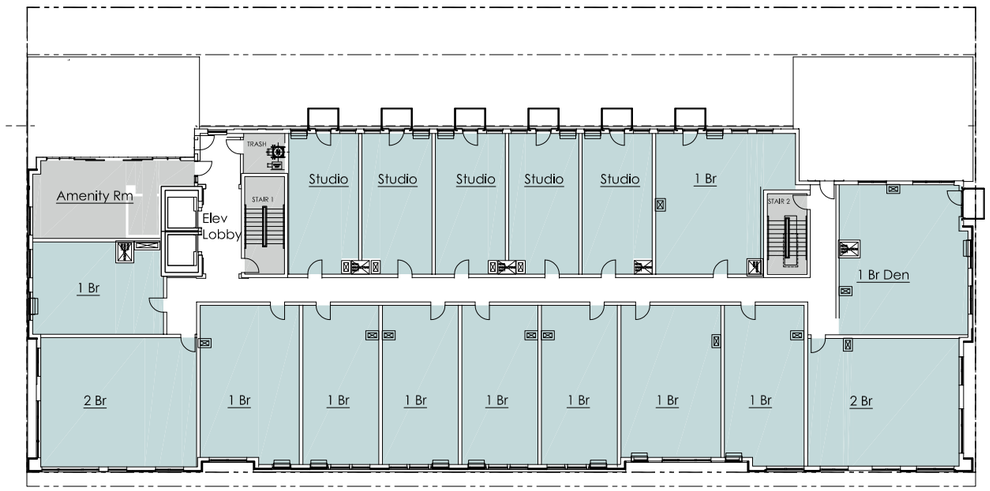
Site Area 19,630 sf

Allowable FAR 4:1
Proposed FAR 3.94:1

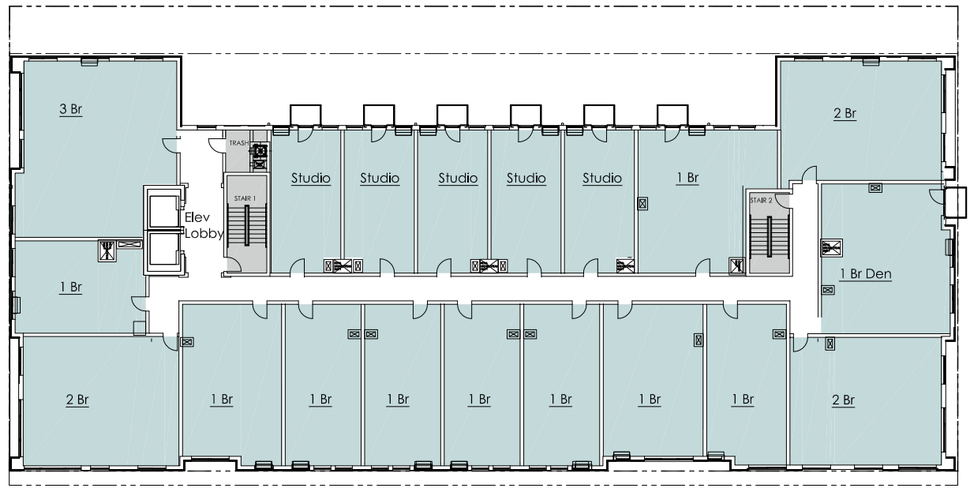
Allowable Area
19,630 x 4 = 78,520 sf

Proposed Area

5	13,604 gsf
4	15,382 gsf
3	15,382 gsf
2	15,382 gsf
1	17,592 gsf
	77,342 gsf



FIFTH FLOOR 13,604 gsf



THIRD and FOURTH FLOORS 15,382 gsf

0 4' 8' 24 ft NORTH

FLOOR AREA RATIO DIAGRAMS

NEIGHBORHOOD ASSOCIATION MEETING

Project:	NW 23rd & Marshall Mixed-Use Development Proposed for 1111-1137 NW 23rd Avenue.	**Meeting Date:**	January 30, 2020
Facilitator:	NWDA Planning Committee	**Place/Room:**	Coho Theatre, 2257 NW Raleigh Street

Name	Mailing Address	E-Mail
Michael Cohen		escheran@yahoo.com
Chris Smith		chris@chrissmith.tv
Micah Ellis		Micah@Carbongrp.com
Sue Perkel		soperkel@comcast.net
Bob Weinstein		bobalaska@gmail.NET.com
NOEL JOHNSON		
DENNIS HALL		dchall0218@aol.
SANDRA JOHNSON		lounlopp@aol.
Chuck Duffy		cpd190@comcast.net
Roger Vrilakas		rovrilakas@comcast.net
Greg Theisen		greg.theisen@gmail.com
J. Zell Johnson		Jozell.johnson@gmail.com
[illegible]		
Vicki Skryha		vskryha@aol.com
Mike Stonebreaker		

Richard Dobrot

From: Richard Dobrot
Sent: Wednesday, January 15, 2020 5:34 PM
To: Greg Theisen; coalition@nwnw.org; contact@northwestdistrictassociation.org
Cc: nobhillportland@gmail.com; pubinfo@pps.net
Subject: Notice of Informational Meeting for Proposed Development at 1111-1137 NW 23rd Avenue
Attachments: site plan.pdf

This is a notification for a public meeting to review a proposed building development at 1111-1137 NW 23rd Avenue, Portland, Oregon as required by the City of Portland, Bureau of Development Services, Neighborhood Contact. There will be a public informational meeting on January 30th, at 8:30am, at the CoHo Theatre located at 2257 NW Raleigh Street, Portland. (Street parking only).

Summary of the proposed development:

a. Applicant - Seth GaRey (CE John Company), 360-696-0837, sgarey@cejohn.com
b. Site Address is 1111-1137 NW 23rd Avenue, Portland, Oregon
c. The proposed project is a 5 story mixed use building, with approximately 74 apartments on 4 levels, over ground floor retail and parking for 44 cars located below grade.
d. Proposed Site plan is attached.

You are cordially invited to attend.

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

NEIGHBORHOOD CONTACT
EMAIL NOTIFICATION
MEETING ATTENDANCE LOG



SIGN ON NW MARSHALL



SIGN ON NW NORTHRUP



SIGN ON NW 23RD AVENUE

NEIGHBORHOOD CONTACT
SITE POSTING PHOTOS

Drainage Report

NW 23rd & Marshall Mixed Use

2322.14547.01

Prepared for

CE John Company, Inc.

1701 SE Columbia River Dr.

Vancouver, WA 98661

August 19, 2020

LU 20-123610 DZM, Exhibit A13

Prepared for	CE John Company, Inc.
Project Name	Drainage Report
Job Number	2322.14547.01
Date	August 19, 2020

DOWL
720 SW Washington Street, Suite 750
Portland, Oregon
97205

Telephone: 971-280-8659
Facsimile: 800-865-9847
kderrick@dowl.com

Name	Title	Date	Revision	Reviewer
Korey Derrick	Project Manager	02/21/2020	0	Jeff Shoemaker
Korey Derrick	Project Manager	08/17/2020	1	Jeff Shoemaker

LU 20-123610 DZM, Exhibit A13

Executive Summary

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1). The project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to describe the pollution reduction and stormwater discharge being proposed as part of the development and to show that the design follows the standards and regulations developed by the City of Portland. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised August 2016.

The City of Portland has developed a stormwater discharge hierarchy that includes four stormwater disposal categories. The highest technically feasible category must be used prior to moving to a lower category.

Hierarchies 1 and 2 are infeasible due to the recommendations of GeoDesign that drywells or infiltration would have a negative impact on foundations. Hierarchy 3 is infeasible since there is no available storm only pipe to connect too. Therefore, the project is designed under Hierarchy 4 and will provide pollution reduction and on-site detention in a vegetated facility before discharging to the combined sewer system. A vegetated planter facility has been designed for the proposed building roof area using the BES PAC to meet pollution reduction and flow control requirements per the City of Portland Stormwater Management Manual.

I hereby certify that this Stormwater Management Report for the NW 23rd Retail development has been prepared by me or under my supervision and meets minimum standards of the City of Portland and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.



Jeff Shoemaker, PE

Senior Project Manager

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1 Project Overview

1.1 Project Overview

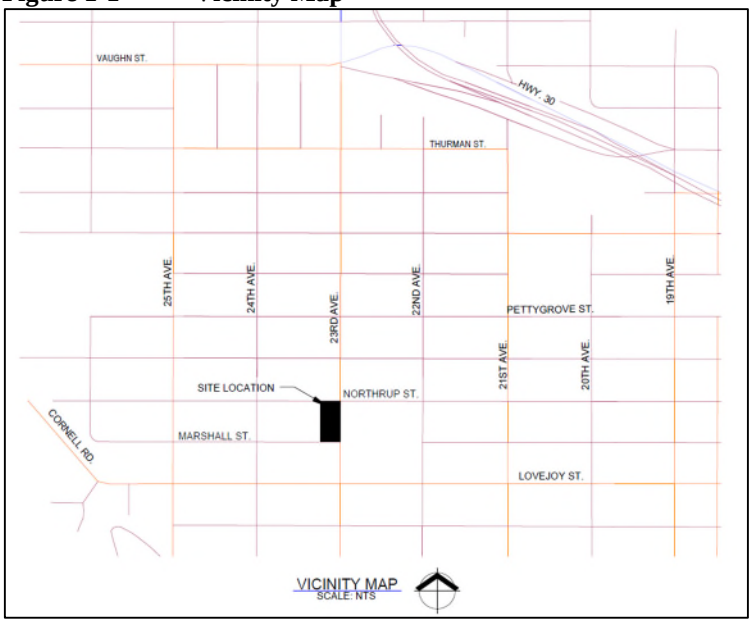
The proposed project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to describe the pollution reduction and detention being proposed as part of the NW 23rd & Marshall Mixed Use development and to show that the design complies with City of Portland standards and regulations for stormwater management. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised in August 2016.

1.2 Location

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1).

Figure 1-1 Vicinity Map



1.3 Stormwater Hierarchy

The disposal hierarchy found on page 1-22 in the City of Portland's *Stormwater Management Manual* was used to evaluate flow control options at the site.

Per City of Portland's Manual, Section 1.3.1 – Infiltration and Discharge:

> *"Stormwater must be infiltrated onsite to the maximum extent feasible, before any flows are discharged offsite… The appropriate use of infiltration depends on a number of factors, including soil type, soil conditions or contamination, slopes, and depth to groundwater."*

Category 1: Requires total onsite infiltration with vegetated infiltration facilities.

Category 2: Requires total onsite infiltration with vegetated facilities that overflow to a subsurface infiltration facility.

GeoDesign completed infiltration tests and borings on the site and deemed no infiltration near the surface. Additionally, infiltration at depths of 30' was in a layer with variable silt proportions. Due to this reason and the proximity of infiltration near the foundations, GeoDesign does not recommend drywells be located on the site. Therefore, Hierarchies 1 and 2 are infeasible. See section 10.3 of the Geotechnical report dated 02-25-2020.

Category 3: Requires onsite detention with vegetated facilities that overflow to a drainageway, river, or storm-only pipe.

Since the site does not have the option of discharging to a storm only pipe or natural drainage way, Hierarchy 3 is infeasible.

Category 4: Requires onsite detention with vegetated facilities that overflow to the combined sewer system.

The project will be designed under Hierarchy 4 and will provide on-site detention in a lined vegetated facility and discharge to the combined sewer system.

1.4 Portland Presumptive Approach Calculator (PAC)

The City of Portland Bureau of Environmental Services (BES) has a design tool that, per BES documentation, "provides a standard sizing methodology for vegetated stormwater facilities designed under the presumptive design approach to meet the stormwater hierarchy requirements of the Stormwater Management Manual." This tool was used to design the proposed stormwater planter facility.

2 Existing Conditions

2.1 Topography

The site contains an existing building and parking lot. The site/parking lot generally steps down northward. The maximum elevation is 113.66 and the minimum elevation is 102.60.

2.2 Climate

The site is located in Portland, Oregon approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons with defined seasonal characteristics. Average daily temperatures range from 44°F to 82°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual rainfall recorded in this area is 41 inches. Average annual snowfall is approximately 3 inches between December and February.

2.3 Site Geology

The underlying soil type on the existing site as classified by the United States Department of Agriculture Soil Survey of Multnomah County, Oregon is Urban Land, with 3 to 15 percent slopes (See Appendix A: USGS Soils Map - Multnomah County). A hydrologic soil group C was assigned to the soil type found in the project's general site area.

2.4 Coefficients

The major factors for determining the CN values are hydrologic soil group, cover type, treatment, hydrologic condition and antecedent runoff condition. The curve number represents runoff potential from the soil. A curve number of 77 was used for the pre-developed site, which represents woods – good condition (See Appendix A: Table 6.7 SCS Method Runoff Curve Numbers for Agricultural Areas).

2.5 Time of Concentration

The time of concentration (TC) as described in NEH-4 Chapter 15 is defined in two ways; the time for runoff to travel from the furthermost point of the watershed to the point in question, and the time from the end of excess rainfall to the point of inflection on the trailing limb of the unit hydrograph. Time of concentration can be estimated from several formulas.

The minimum time of concentration is 5 minutes in highly developed urban areas (i.e. parking lots, roof tops) and the maximum is 100 minutes in rural areas. The time of concentration value of 5 minutes was used for existing conditions.

2.6 Hydrology

Runoff from the existing site flows to an onsite catch basin which discharges to the public combined sanitary sewer line. All roof runover is also conveyed directly to the combined sanitary sewer line. Pollution reduction and flow control does not exist on the existing site.

2.7 Basin Areas

Table 2-1 lists the basin areas in existing conditions. The predeveloped basin is 0% impervious. The existing basin is 96.5% impervious (See Technical Appendix: Figure 1 – Existing Conditions).

Table 2-1 Existing Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Pre Developed	0	20,230	20,230
Existing	19,530	700	20,230

3 Proposed Conditions

3.1 Coefficients

Since the project does not infiltrate on-site and instead directly discharges to the combined sewer system, the pre-development curve number and post-development curve number are dictated by the Portland PAC calculator. The Pre-Development curve number provided is 77. The Post-Development curve number is 98.

3.2 Time of Concentration

The time of concentration value used for proposed conditions is 5 minutes.

3.3 Hydrology

Runoff from the proposed building roof will flow to a vegetated planter facility along the west side of the property (See Technical Appendix: Figure 2 – Proposed Conditions). The stormwater planter will be designed to meet City of Portland pollution reduction and flow control standards. Treated and detained runoff will exit the planter and outlet to the combined sewer system in NW Marshall St.

There is a small pedestrian access area basin on the southwest corner of the property. Due to existing topography and sidewalk connection elevations, this area is too low to be routed to the planter and will drain to the ROW.

3.4 Basin Areas

Table 3-1 lists the basin areas in proposed conditions, 3’ dedication on NW 23rd has been removed from total area calculations. The developed basin is 97.3% impervious since only the roof area is draining to the stormwater facility (See Technical Appendix: Figure 2 – Proposed Conditions). The project has more pervious areas on the roof than listed below, however some canopies overhanging the right of way will be captured and routed to the proposed stormwater facilities, therefore the roof impervious area shown below is what is treated for the site. The pedestrian access area on the south portion of the site sits below the stormwater planter facility (elevation wise) and will not be drained into the planter facility. This small area will be captured in a catchbasin and routed into the combined sewer along with the stormwater planter facility.

Table 3-1 Proposed Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Roof	19,099	73	19,172
Pedestrian Access	283	175	458

4 Water Quality

4.1 Design Guidelines

The site is located within the jurisdiction of the City of Portland. The analysis and design criteria used for stormwater management described in this section will follow the City of Portland's *Sewer and Drainage Facilities Design Manual*, revised in June 2007.

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires the PAC to provide a design to meet pollution reduction requirements.

4.2 Pollution Reduction Facility

All stormwater from the proposed building roof will be treated for pollution reduction by a vegetated planter facility. Planters are landscaped depressions used to collect and hold stormwater runoff, allowing pollutants to settle and filter out as water passes through the soil media. Planter design incorporates the following criteria:

Flat Planter:

- Storage Depth: 16 inches
- Growing Medium Depth: 18 inches
- Side slope: Walled
- In-line slope: 0.0%
- PAC planter configuration is D: Lined with rock storage and underdrain
- Designed per BES detail SW-230

The online BES PAC was used to size the facility for pollution reduction and flow control.

Table 4-1 Filtration Planter Summary

Basin	Impervious Area (sf)	Required Planter Area (sf)	Combined Storm Sewer Connection Location
Roof	19,099	1,208	NW Marshall St

4.3 Summary of Results

The proposed stormwater planter facility has been sized appropriately using the BES PAC to meet the City of Portland pollution reduction requirements (See Technical Appendix: PAC Report).

5 Flow Control - Detention

5.1 Design Guidelines

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires the design to limit the 25 year post developed peak runoff rate to match the 10-year predeveloped peak runoff rate.

5.2 Flow Control Facility

The proposed stormwater planter facility described in Section 4 above was sized by the BES PAC to meet flow control requirements. The facility limits the 25-yr post development peak runoff rate to the 10-yr predevelopment peak runoff rate; therefore, the system is sized appropriately to meet the flow control requirement (See Technical Appendix: PAC Report).

6 Conveyance Analysis

6.1 Design Guidelines

The analysis and design criteria used for stormwater management described in this section follows the City of Portland's Sewer and Drainage Facilities Design Manual, revised in June 2007. The manual requires storm drainage facilities be designed to pass the 10-year storm event without surcharging and a means to pass the 25-year storm event without damage to property. A full conveyance design will be included in the final drainage report.

7 Operation & Maintenance

An Operation and Maintenance (O&M) Plan will be submitted with the final stormwater report.

8 Summary

Stormwater pollution reduction and flow control for the proposed building roof area will be provided using a stormwater filtration planter. Due to the measured infiltration rates and recommendation from GeoDesign that drywells should not be used in proximity to foundation on-site infiltration is infeasible. The project is designed under Hierarchy 4 which requires on site detention in a vegetated facility and discharge to a combined sewer. The stormwater planter facility was designed using the BES PAC. The system treats targeted pollutants of concern and controls the release rate of the redeveloped basin such that the 25-year post developed outflow is equal to the 10-year predeveloped outflow.

The proposed stormwater management system meets the pollution reduction and flow control requirements of the City of Portland stormwater management manual.

Technical Appendix

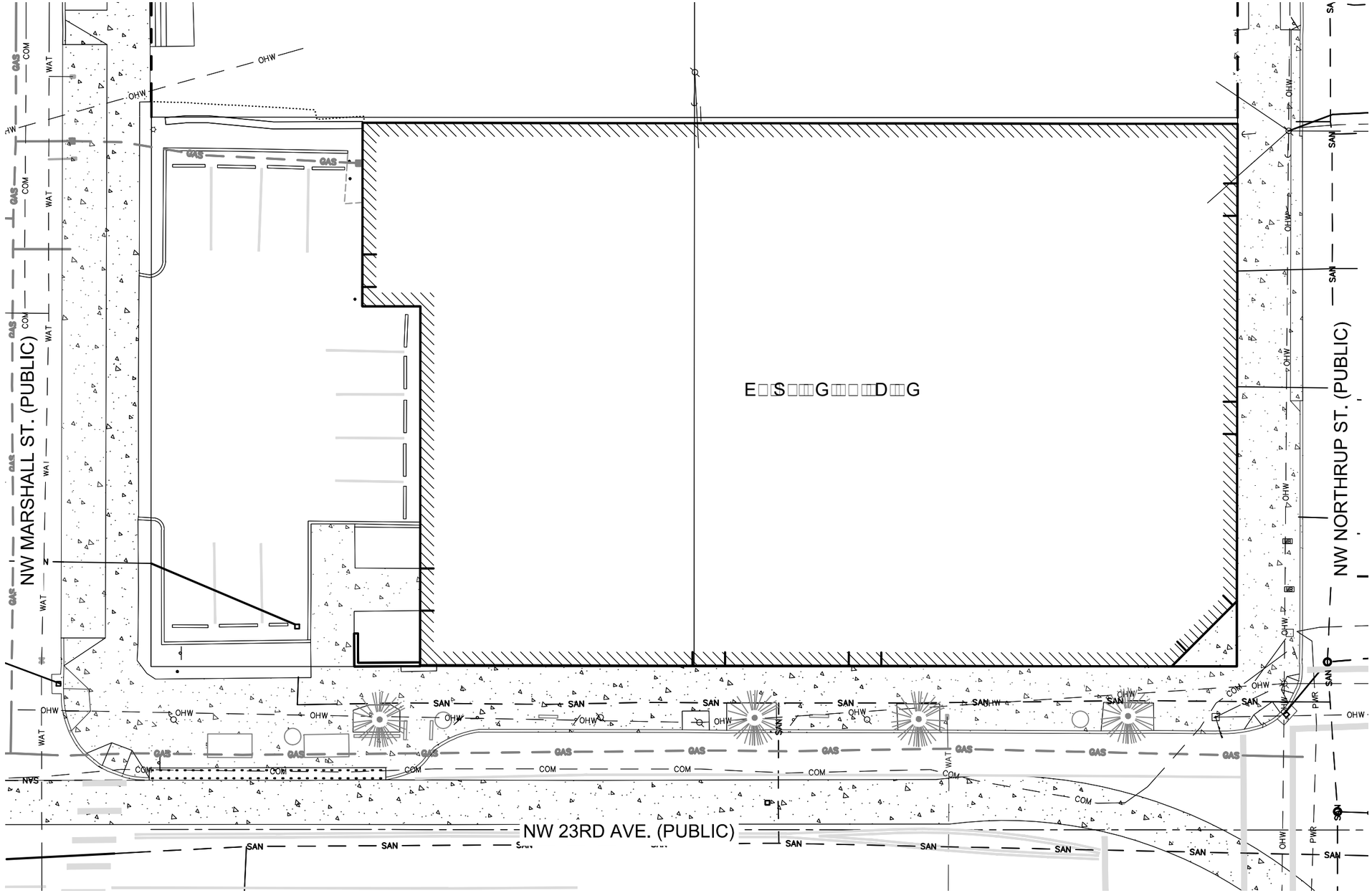
Technical Appendix

- Figure 1 – Existing Conditions
- Figure 2 – Proposed Conditions

- USGS Soil Map – Multnomah County
- PAC Report
- Geotechnical Report

References

1. *USDA Soil Survey of Multnomah County, Oregon Area*
2. City of Portland *Stormwater Management Manual*
   January 2, 2014
3. City of Portland Sewer and *Drainage Facilities Design Manual*
   Revised June 2007
4. Report of Geotechnical Engineering Services, GeoDesign, Dated 2-25-2020



EXISTING CONDITIONS NOTES

GENERAL NOTES

1. THE EXISTING CONDITIONS SHOWN ARE BASED ON A FIELD SURVEY PERFORMED BY DOWL IN FEBRUARY 2020.
2. ALL BEARINGS AND DISTANCES SHOWN ARE MEASURED UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN ARE BASED ON THE CITY OF PORTLAND BENCHMARK NO. 2400, A BRASS DISK IN CASE AT THE INTERSECTION OF NW 23RD AVE. AND NW MARSHALL ST., ELEVATION = 210.00 (NAVD 88).

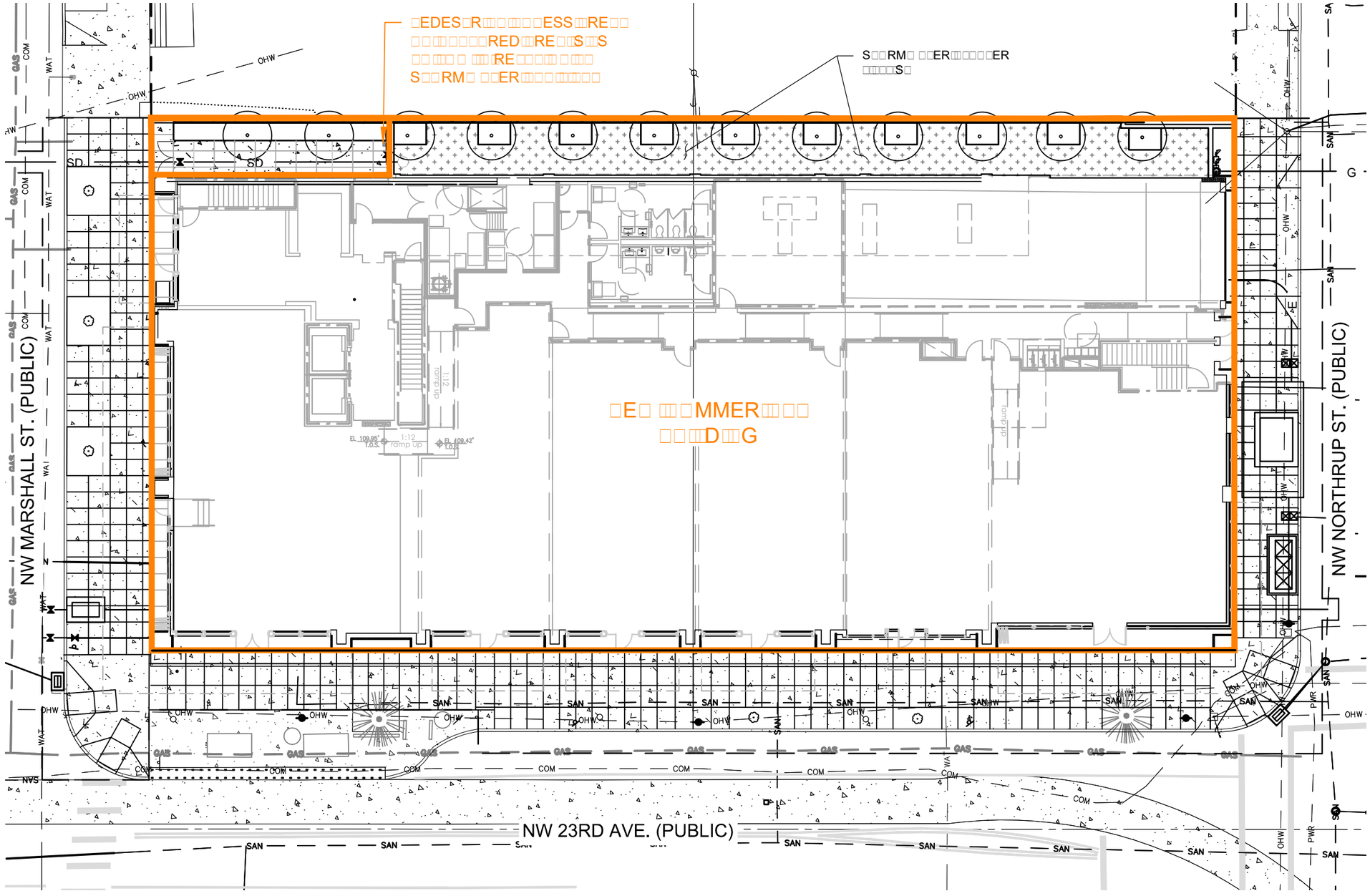
EXISTING NOTES

1. SEE SHEET EX2.0 FOR EXISTING CONDITIONS LEGEND.

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EXISTING CONDITIONS
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United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Multnomah County Area, Oregon

NW 23rd Retail



Custom Soil Resource Report
Soil Map



Map Scale: 1:457 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 20 40 80 120

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

LU 20-123610 DZM, Exhibit A13

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Multnomah County Area, Oregon
Survey Area Data: Version 16, Sep 17, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2014—Jul 29, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
50C	Urban land, 3 to 15 percent slopes	0.8	100.0%
Totals for Area of Interest		**0.8**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Multnomah County Area, Oregon

50C—Urban land, 3 to 15 percent slopes

Map Unit Setting

National map unit symbol: 22bw
Elevation: 50 to 100 feet
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

PAC Report

Project Name 23rd Retail	Permit No. 2019-128410-000-00-EA	Created 12/12/19 6:02 PM
Project Address 1111 NW 23rd Ave Portland, OR 97210	Designer KDD	Last Modified 8/17/20 4:55 PM
	Company DOWL	Report Generated 8/17/20 4:55 PM

Project Summary

Demolition of existing building and new mixed use building going in.

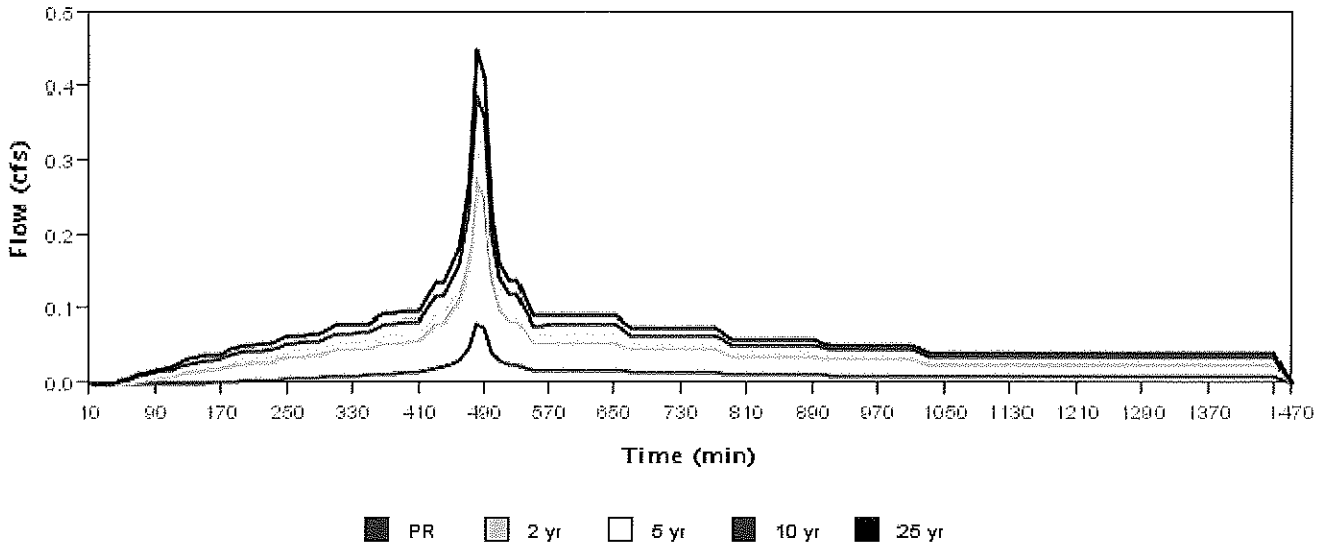
Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
Roof	19099	0.00	4	Planter (Flat)	D	1208	6.3%	Pass	Pass

Catchment Roof

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	**Open Pit Falling Head**
	Native Soil Infiltration Rate (I_{test})	**0.00** ⚠
Correction Factor	CF_{test}	**2**
Design Infiltration Rates	Native Soil (I_{dsgn})	**0.00 in/hr** ⚠
	Imported Growing Medium	**2.00 in/hr**
Catchment Information	Hierarchy Category	**4**
	Hierarchy Description	**Off-site flow to a combined sewer**
	Pollution Reduction Requirement	**Pass**
	10-year Storm Requirement	**N/A**
	Flow Control Requirement	**25-yr post-dev peak runoff rate ≤ 10-yr pre-dev peak rate**
	Impervious Area	**19099 sq ft** **0.438 acre**
	Time of Concentration (Tc)	**5**
	Pre-Development Curve Number (CN_{pre})	**72**
	Post-Development Curve Number (CN_{post})	**98**

⚠ Indicates value is outside of recommended range

SBUH Results



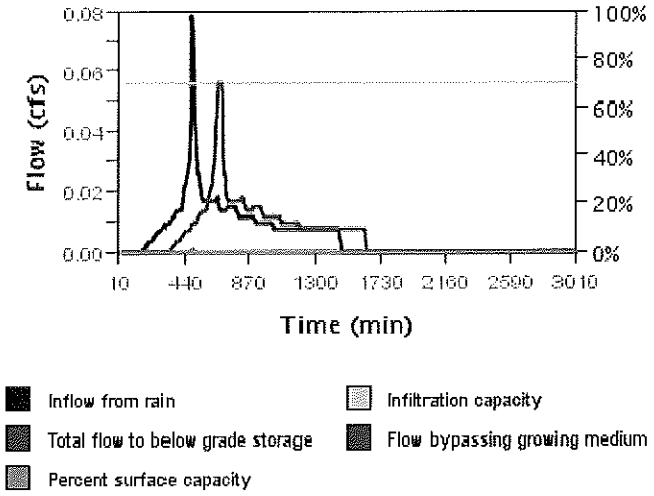
	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	1.101	0.079	997.976
2 yr	0.024	759.995	0.27	3455.885
5 yr	0.055	1192.494	0.329	4247.456
10 yr	0.091	1680.789	0.389	5040.211
25 yr	0.131	2212.943	0.448	5833.714

Facility Roof

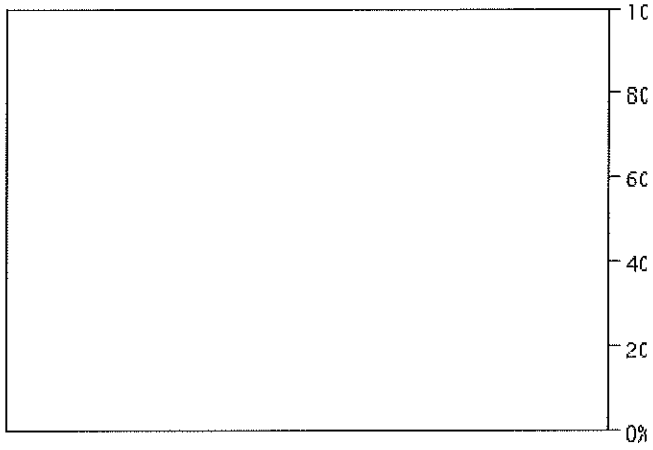
Facility Details	Facility Type	**Planter (Flat)**
	Facility Configuration	**D: Lined Facility with RS and Ud**
	Facility Shape	**Planter**
	Above Grade Storage Data	
	Bottom Area	**1208 sq ft**
	Bottom Width	**6.00 ft**
	Storage Depth 1	**16.0 in**
	Growing Medium Depth	**18 in**
	Surface Capacity at Depth 1	**1610.7 cu ft**
	Design Infiltration Rate for Native Soil	**0.000 in/hr**
	Infiltration Capacity	**0.056 cfs**
Facility Facts	Total Facility Area Including Freeboard	**1208.00 sq ft**
	Sizing Ratio	**6.3%**
Pollution Reduction Results	Pollution Reduction Score	**Pass**
	Overflow Volume	**997.251 cf**
	Surface Capacity Used	**2%**
Flow Control Results	Flow Control Score	**Pass**
	Overflow Volume	**5022.776 cf**
	Surface Capacity Used	**79%**

25 year post-development outflow (cfs)		10 year pre-development inflow (cfs)	
0.09	≤	0.091	**Pass**

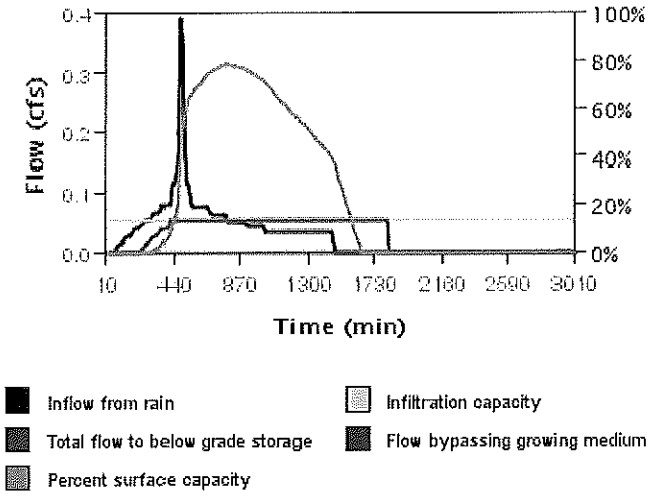
Pollution Reduction Event Surface Facility Modeling



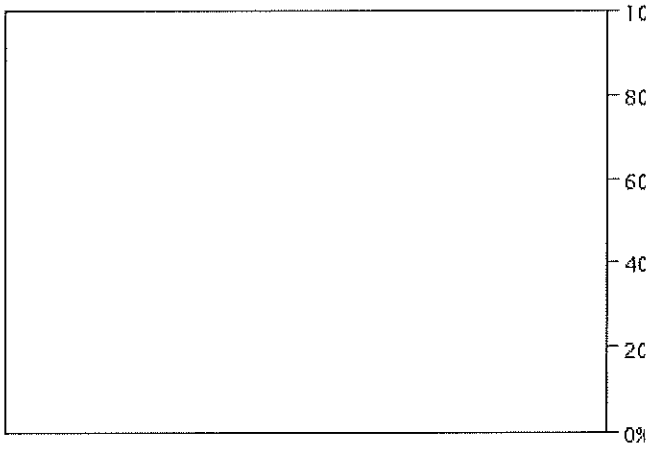
Pollution Reduction Event Below Grade Modeling



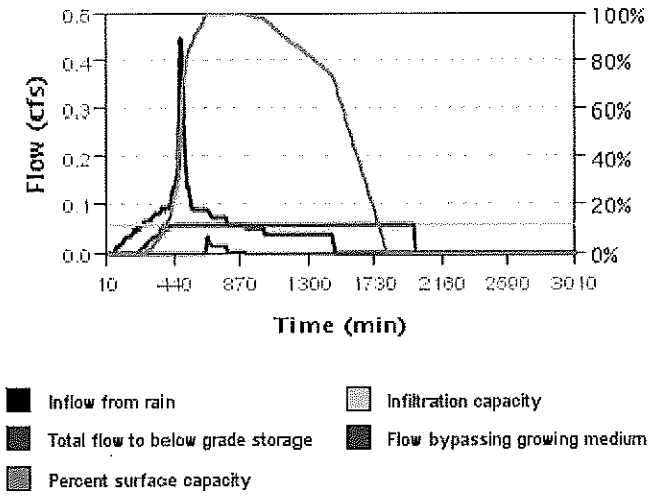
10 Year Event Surface Facility Modeling



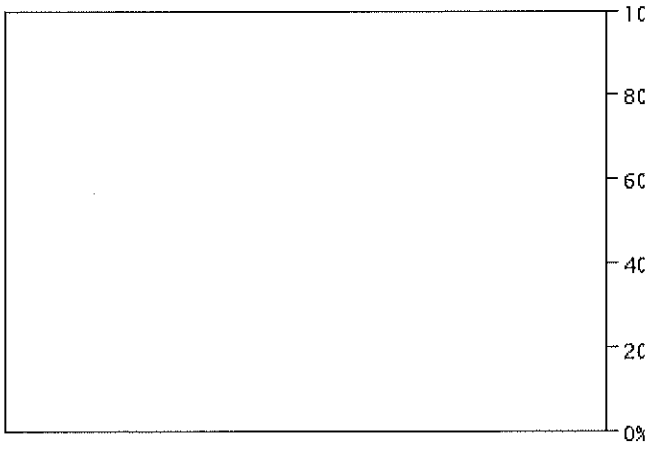
10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling



25 Year Event Below Grade Modeling



LU 20-123610 DZM, Exhibit A13

GBD

LAND USE TYPE III APPLICATION

WRITTEN NARRATIVE

Northwest 23rd and Marshall Apartments

September 29, 2020

LU 20-123610 DZM, Exhibit A14

GBD Architects Incorporated 1120 NW Couch St., Suite 300 Portland, OR 97209 Tel. (503) 224-9656 www.gbdarchitects.com

LU 20-123610 DZM

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WRITTEN STATEMENT

Northwest 23rd & Marshall Street Mixed Use Project

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ARCHITECTURAL SUMMARY

The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street.

The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.

The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.

The massing is split into three primary blocks, aka the Southern, Northern and central East buildings. The Southern and Northern buildings are compositionally similar but their outward appearances are expressed very differently. The central East building is separated from the others with a two foot deep vertical recess in the façade and a variation in the parapet heights.

The **Southern Building** is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffited canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

On the floors above deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

The central **East Building** takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

The **Northern Building** is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The parking garage entrance is located on Northrup Street, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.

The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provides an

additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.

SITE AND VICINITY

The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. The site is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay.

NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest District and is a designated Streetcar Main Street.

The site was occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant.

The topography has a surprising amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

LEED SUMMARY

The 23rd and Marshall Apartments is pursuing LEED for Homes (Mid-Rise) Gold certification. Through strategic design, development and construction techniques the 23rd and Marshall Apartments will strive to earn the necessary credits in order to be certified by the U.S. Green Building Council.

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DESIGN REVIEW NARRATIVE

Northwest 23rd & Marshall Street Mixed Use Project

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DESIGN GUIDELINES

PORTLAND PERSONALITY

P1 COMMUNITY 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".

P1.1 URBAN CHARACTER: DISTRICT-WIDE CONSIDERATIONS

The proposed building configuration responds well to the district's pattern of development. The proposal visually divides the building into three distinct structures that more closely reflect lot and building frontage lengths of the early twentieth century and reinforces the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.

P1.2 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: ARCHITECTURE

Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways. The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities. **The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this**

datum with its typical floor reveal detail but also carries the line of the fifth floor terrace parapet thru the south and east elevations.

P1.3 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: URBAN PATTERN

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces.

The retail tenant entrance at the Southern building is directly opposite the transit stop. There is a ten foot wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
The central East building has three bays of robust wood storefronts for small retail spaces.
At the wider of the two recesses, a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 URBAN CHARACTER AREA: STREETCAR MAIN STREETS: DESIRED CHARACTERISTICS AND TRADITIONS

The Streetcar Era structures that define the character of the main streets, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and a variety of retail activities and outdoor dining spaces along the sidewalk.

P2 HISTORIC AND CONSERVATION DISTRICTS

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

While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. **The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.**

P3 GATEWAYS

This guideline does not apply to this site.

PEDESTRIAN EMPHASIS

E1 PEDESTRIAN NETWORKS

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

The proposed development will replace the sidewalks in accordance with the City requirements. Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. A three-foot dedication on Northwest 23rd will provide a 15 foot wide sidewalk for enhanced pedestrian circulation. Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

E2 STOPPING PLACES

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

In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.

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.

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the buildings have a distinctive storefront treatment to add vitality to the pedestrian experience.

The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south

wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.

The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.

Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

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.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

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.

Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of anticipated future signage above.

PROJECT DESIGN

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.

The proposed development will cover most of the buildable site area.
However, outdoor areas are provided in a number of other ways. A setback at the second floor west side creates a number of large private patios for the apartments that face onto them.
The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience. Private balconies at the west and north facades provide the remainder of the required outdoor space.

D2 MAIN ENTRANCES

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

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

D3 LANDSCAPE FEATURES

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

New street trees with tree well plantings will be installed on street frontages at locations where utilities allow.
The second floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth floor terraces will also have raised planters and other amenity features.

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.

Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance is located at the north side accessed from NW Northrup Street. The garage door will likely be primarily solid slats or a combination of solid and perforated slats. The one required loading space will also be located in the underground garage.

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.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six foot tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

D6 ARCHITECTURAL INTEGRITY

Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

This guideline is intended specifically for modifications to existing structures, and therefore does not apply to new construction. However, in the spirit of guideline, the proposed project seeks to add to the neighborhood a building that is compatible in character, color, details, and materials.

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.

The proposed design is intended to blend in with the early 20th century buildings, the turn of the century apartment buildings and industrial buildings commonly found in and around the Northwest neighborhood that share simple building massing, proportions and scale.

Masonry materials are primarily used on the street facing facades, with a smaller amount of metal panel. Appropriately scaled retail storefronts, each with a unique character, further enhance the Main Street character of NW 23rd Avenue.

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.

The proposed exterior materials have been selected to be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Vinyl windows at the upper levels and aluminum or wood storefronts with clear glazing at the ground floor provide for a variety of window expressions. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

ZONING

Northwest 23rd & Marshall Street Mixed Use Project

ZONING REQUIREMENTS

The site is zoned CM2 d/m (Commercial/Mixed Use 2 with a design overlay and main street overlay), 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 residential zoned areas.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. These standards foster a transit-supportive, mixed-use urban character with a high quality pedestrian environment, and an emphasis on good building design.

The following development standards are applicable to the design and development of the proposed project at Northwest 23rd and Northwest Marshall Street. The uses described in this project are allowed outright. The accompanying standards are addressed in reverse order beginning with the more specific Site Development Standards found in the Northwest District Plan (Chapter 33.562) and culminating with the more general Site Development Standards of the Base Zone (CH 33.130). Where a standard needs to meet both the NWDP and the Base Zone requirement, the NWDP standards are addressed first to avoid duplication with the base zone.

CHAPTER 33.562 NORTHWEST PLAN DISTRICT STANDARDS

The following table compares the proposed building's features to the applicable District zone standards referenced in Chapter 33.562.

Development Feature	Standard	Proposed
Maximum Height	See Base Zone	55'-0"
Minimum FAR	1.5:1 (30,345 sf)	3.8:1 (76,600 sf)
Maximum FAR	See Base Zone	
Main Street Development Standards	Yes	
Required Windows above Ground Floor	15 % of street facing façade above 9 ft	East – 36 % South – 35 % North – 33 %
Ground floor active use standard	Yes 50% of street frontage on 23rd	100%
Inside height	12 feet min	14'-6" min
Active use area depth	At least 25 ft	100% > 25ft deep

CHAPTER 33.130 COMMERCIAL ZONES

The following table compares the proposed building's features to the applicable Base Zone standards referenced in Table 130-2.

Development Feature	Standard	Proposed
Maximum Height	45'-0" (55'-0" with IH Bonus Option)	55'-0"
Maximum FAR	2.5:1 (4:1 with IH Bonus Option)	3.8:1
Min. Building Setbacks	10 ft to Adjacent R Zone landscaped to L3 standard	10'-3" ft at west lot line
Step Down Height	45 ft within 25 ft of R1 Zone	45 ft within 25 ft of R1 Zone
Garage Entrance Setback	<5 ft or >18 ft	3 ft
Required Windows	15% of street facing façade	East – 38 % South – 37 % North – 33 %
Ground floor windows	40% of ground floor wall area on 23rd 25% on other frontages	East – 63 % South – 59 % North – 46 %
Maximum Building Setbacks	10 ft	
Building Coverage	100 % of site area allowable	85 %
Minimum Landscaped area	15%	15% (See diagrams)
Ground Floor Windows	Yes	
(Main Street Overlay)	40% (60 %) of the area of the ground level wall area must be windows on the transit street (NW 23rd) 25% ground floor windows required on other frontages	NW 23rd - 63 % NW Marshall – 59% NW Northrup – 46%
Pedestrian Standards	Yes	All entrances are accessed directly from public sidewalks
Required Outdoor Area	36 sf per unit (based on site area after sidewalk dedication = 19,630 sf)	2,664 sf (see diagrams)
Façade Articulation	25% of façade area offset by 2 ft min.	Complies. See diagrams

CHAPTER 33.266 PARKING AND LOADING

Proposed development will comply with Chapter 33.266 Parking and Loading.

Development Feature	Standard	Proposed
Minimum Vehicle Parking Spaces	None required	44 provided
Loading 33.266.310.C2a	1 space meeting Standard B for buildings with more than 40 units and less than 20,000 sf of uses other than household living. Standard B size 9 ft wide x 18ft long with 10 ft clearance.	1 space provided inside parking garage

33.266.210 BICYCLE PARKING

Proposed development will comply with Chapter 33.266. See Modification #1 for Residential Long-Term bike spacing.

Space Type	Long Term Required	Long Term Provided	Short Term Required	Short Term Provided
Household Living	1.1 per unit = 82	82	2, or 1 per 20 units = 4	0
Retail	2, or 1 per 12,000 nsf = 2	2	2, or 1 per 5000 nsf = 3	0

Long term household bike parking is provided in a secure bike room in the below grade garage. Long term retail bike parking is provided in the internal service corridor in an alcove with a secure sliding door.
It is not possible to provide all the required amount of Short-term bike parking on site without significantly compromising the retail frontage/pedestrian environment so we propose to pay into the Bicycle Parking Fund instead.

DESIGN MODIFICATIONS

Northwest 23rd & Marshall Street Mixed Use Project

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

The applicant is requesting a total of four (4) modifications:

MODIFICATION #1

BIKE PARKING STANDARDS - STALL WIDTH

(33.266.220.C.3.b)

General Standard: Figure 266-11 indicates a bike stall of 2ft x 6ft.

Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

PROPOSAL:

The long-term residential bicycle spaces provided within the residential building are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0". The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

APPROVAL CRITERIA:

A. The resulting development will better meet the applicable designed guidelines:

   Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. We are proposing to use a slightly less compact spacing of 1'-6" for the vertical long term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, a number of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

B. The resulting development will better meet the applicable designed guidelines:

   The purpose of the regulation is to provide usable bike racks. The proposed spacing has been shown to be useable and efficient on past projects.

MODIFICATION #2

TRANSIT MAIN STREET ENTRANCE - RESIDENTIAL ENTRANCE LOCATION

(33.130.242.C.3.c)

General Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

PROPOSAL:

The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

APPROVAL CRITERIA:

C. The resulting development will better meet the applicable designed guidelines:

The proposed location of the residential entrance is approximately 70 feet from NW 23rd and will still provide convenient pedestrian access to public sidewalks and transit facilities. Located closer to the residential zone to the west seems more appropriate in this instance. Even though a loading space is provided within the building, inevitably some residential loading will occur thru the front door. This would likely pose traffic concerns, streetcar conflicts, and building security concerns were the entrance to be located on the busier NW 23rd frontage.

The proposed location also allows for a greater concentration of retail uses on the transit street which is also key to creating a vibrant main street experience. If a residential entrance cut thru the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this happens all the time elsewhere it is not ideal, nor is it good for the pedestrian experience to contend with trash carts competing with walking space. Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity.

MODIFICATION #3

SETBACKS - L3 SCREENING REQUIREMENTS

(33.130.215.B.2.b)

General Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6 foot tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

The setback requirements for areas that abut residential zones promote commercial/mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

PROPOSAL:

The 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

APPROVAL CRITERIA:

D. The resulting development will better meet the applicable designed guidelines:

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity. The screen wall would stop short of the north and south property lines – 3'-8" from the north property line where the new wall connects to the existing neighbors garage; the screen wall at the south steps with the adjacent grades and stops about 4 feet from the property line to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

MODIFICATION #4

VEHICLE PARKING STALL SIZE

(33.130.266.130 Table 266-4)

General Standard: The minimum stall size for 90 degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

PROPOSAL:

Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

APPROVAL CRITERIA:

E. The resulting development will better meet the applicable designed guidelines:

The proposed stalls are for residential use and are typically assigned to a specific tenant which increases the likelihood that the stalls could be used by someone who has a smaller car.

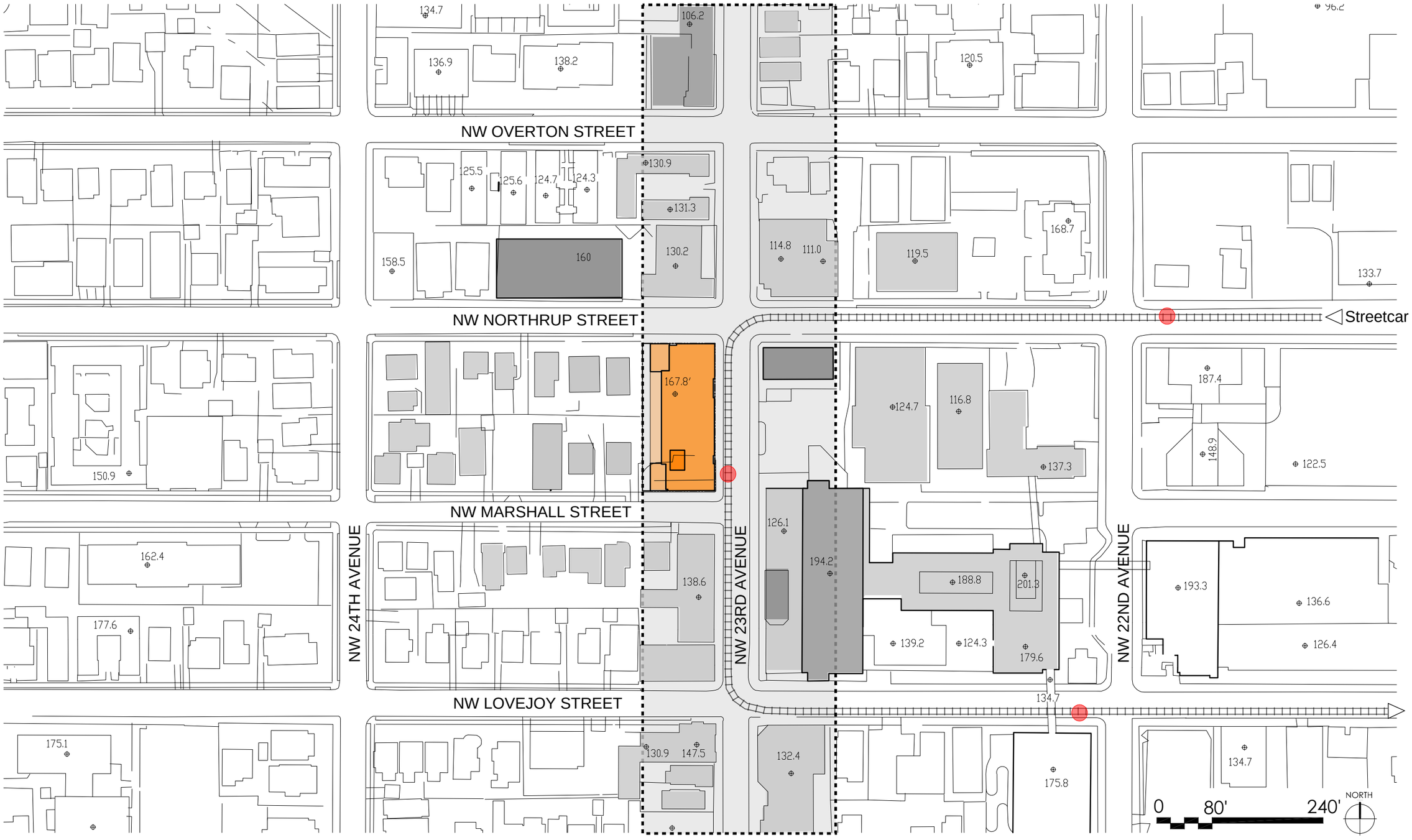
GBD

OVERVIEW

Northwest 23rd and Marshall Apartments
September 29, 2020

LU20-123610 DZM


NW NORTHRUP STREET
NW MARSHALL STREET
SITE
GOOD
SAMARITAN
HOSPITAL
NW 23RD AVENUE
Google Earth



VICINITY PLAN

2296 NW Northrup St - Google Maps

Page

Google Maps



View of site from NW 23rd Avenue and NW Marshall Street



4 story brick building at NW 23rd & Northrup (east side of 23rd)



Looking north on NW 23rd Avenue at Northrup St.



Looking east on NW Marshall towards Good Samaritan Hospital



Commercial buliding on 23rd and Marshall



4 Residential building on NW Northrup.



NW Marshall (south side of street) transition to Residential Zone.

Context Images

Southern Building

Central Eastside Building

Northern Building

EAST ELEVATION PERSPECTIVE



SOUTH EAST CORNER AT DAY



SOUTH WEST CORNER
AT 10 FT SETBACK

SOUTH WEST AERIAL VIEW



NORTH WEST AERIAL VIEW



REQUIRED OUTDOOR AREAS
REQUIRED LANDSCAPE AREAS



NORTHWEST CORNER



NORTH EAST CORNER



23rd and Northrup



NW 23RD STOREFRONT - RETAIL E



NW 23RD STOREFRONT - RETAIL B-C-D


SIGNAGE
SIGNAGE
SIGNAGE
1111



NW 23RD STOREFRONT - RETAIL A

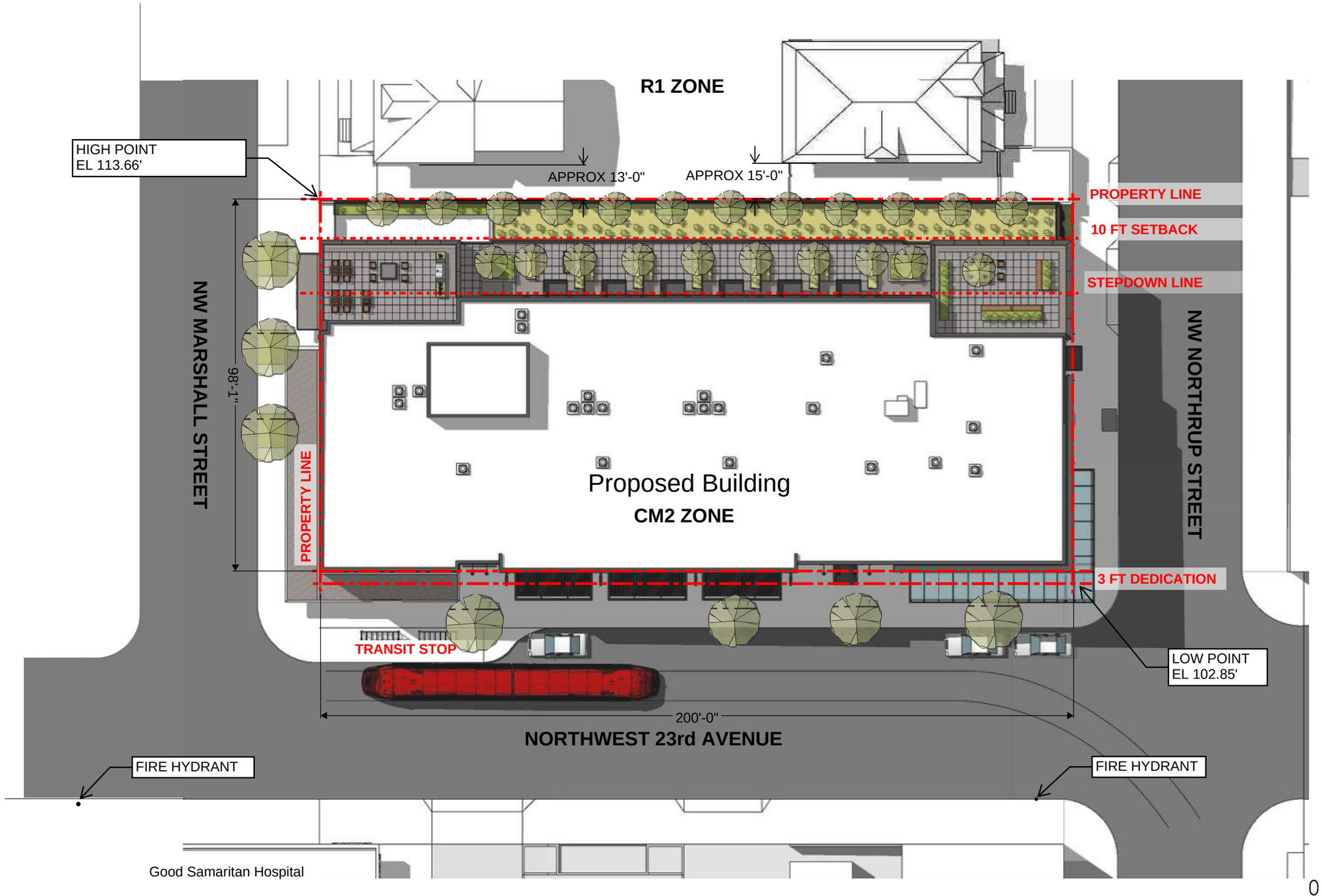


SOUTH EAST CORNER AT NIGHT

ARCHITECTURAL DRAWINGS

NW 23rd and Marshall Apartments

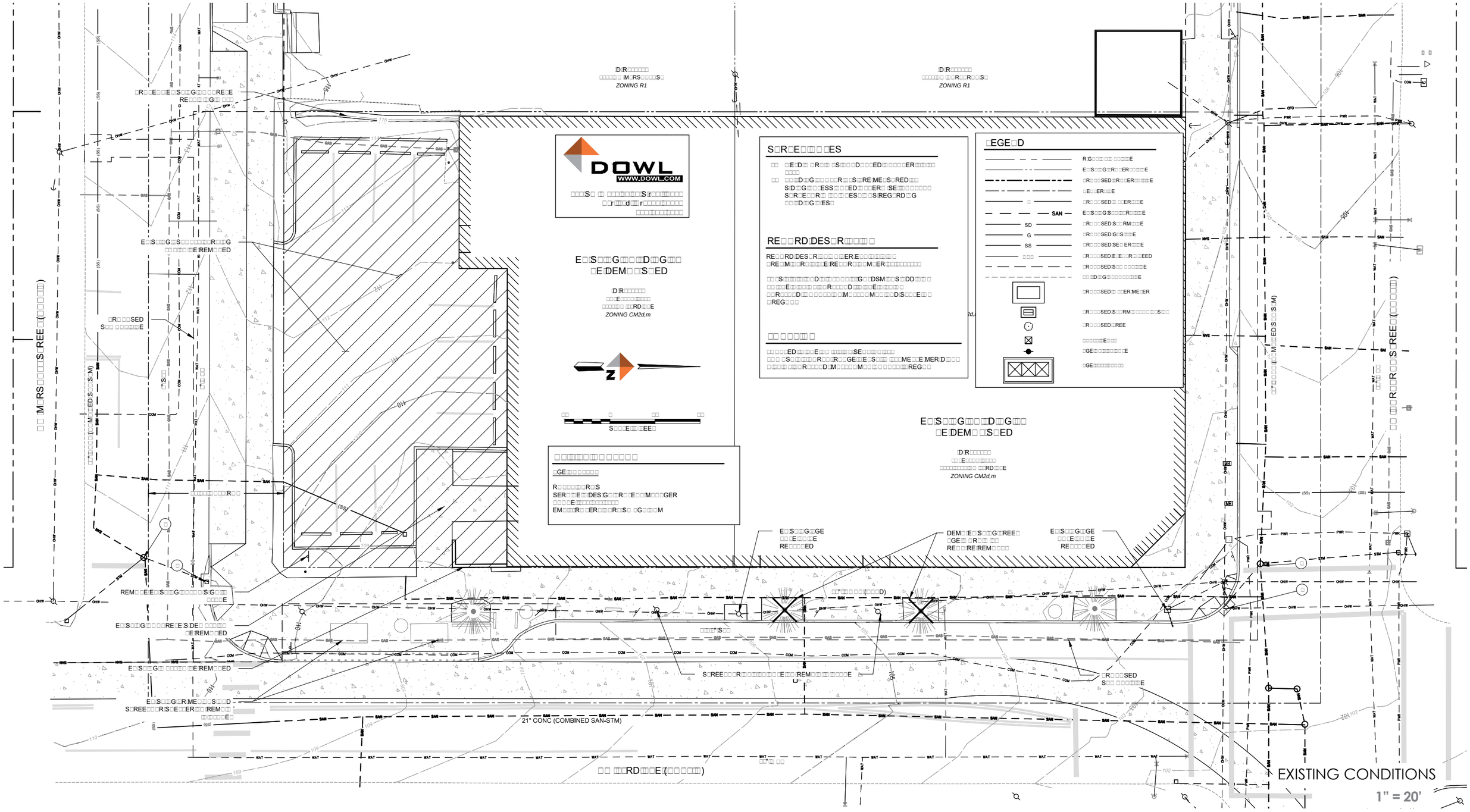
September 29, 2020



NORTH

SITE PLAN

0 4' 8' 24 ft



LU 20-123610 DZM, Exhibit A16

CATCHBASIN AND BACKWATER CHECK VALVE

INSTALL BACKWATER CHECK VALVE

STORMWATER PLANTER FACILITY: 1,208 SF

REMOVE EXISTING GAS METER

PROPOSED 48" MANHOLE. CONNECT TO EXISTING 12" VSP SANITARY MAIN

PROPOSED 10" STORM LINE

PROPOSED STORM ATRIUM GRATE OVERFLOW

PROPOSED GAS METER

PROPOSED 2" GAS LINE

□R□□□SED□□□□□ DR□□E□ □□

PGE CONDUIT TO CONTINUE TO PROPOSED BASEMENT

PROPOSED PGE 1024 VAULT

□E□ □□□MMER□□□ □□□□D□□G

NW MARSHALL ST. (PUBLIC)

6" WAT MAIN

PROPOSED 4" DOMESTIC WATER LINE

PROPOSED 4" WATER METER

□□□□E□□□□□ E□S□□□G □"□□ □□ER□M□□□

PROPOSED 6" FIRE WATER LINE

PROPOSED CG-2 CATCH BASIN. CONNECT TO EXISTING 10" STORM LATERAL

□E□ □□GE□□□□E

□□□□DED□□□□□ □

□E□ □□GE□□□□E

□□□□DED□□□□□ □

NEW PGE POLE

□GE□□□□□□□□□□

□R□□□SED□□"S□□□□□R□ □□□ER□□

□□□□E□□□□□ E□S□□□G □□"□S□□□□E

RELOCATED PGE UTILITY POLE

EXISTING SIGNAL BOX TO REMAIN

E□S□□□G□□RE □□DR□□□ □□

□R□□□SED□□□ S□□RM□□□ER□□

PROPOSED CG-2 CATCHBASIN

EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE

EXISTING SIGNAL POLE TO REMAIN

NW 23RD AVE. (PUBLIC)

12" WAT MAIN

E□S□□□G□□RE □□DR□□□

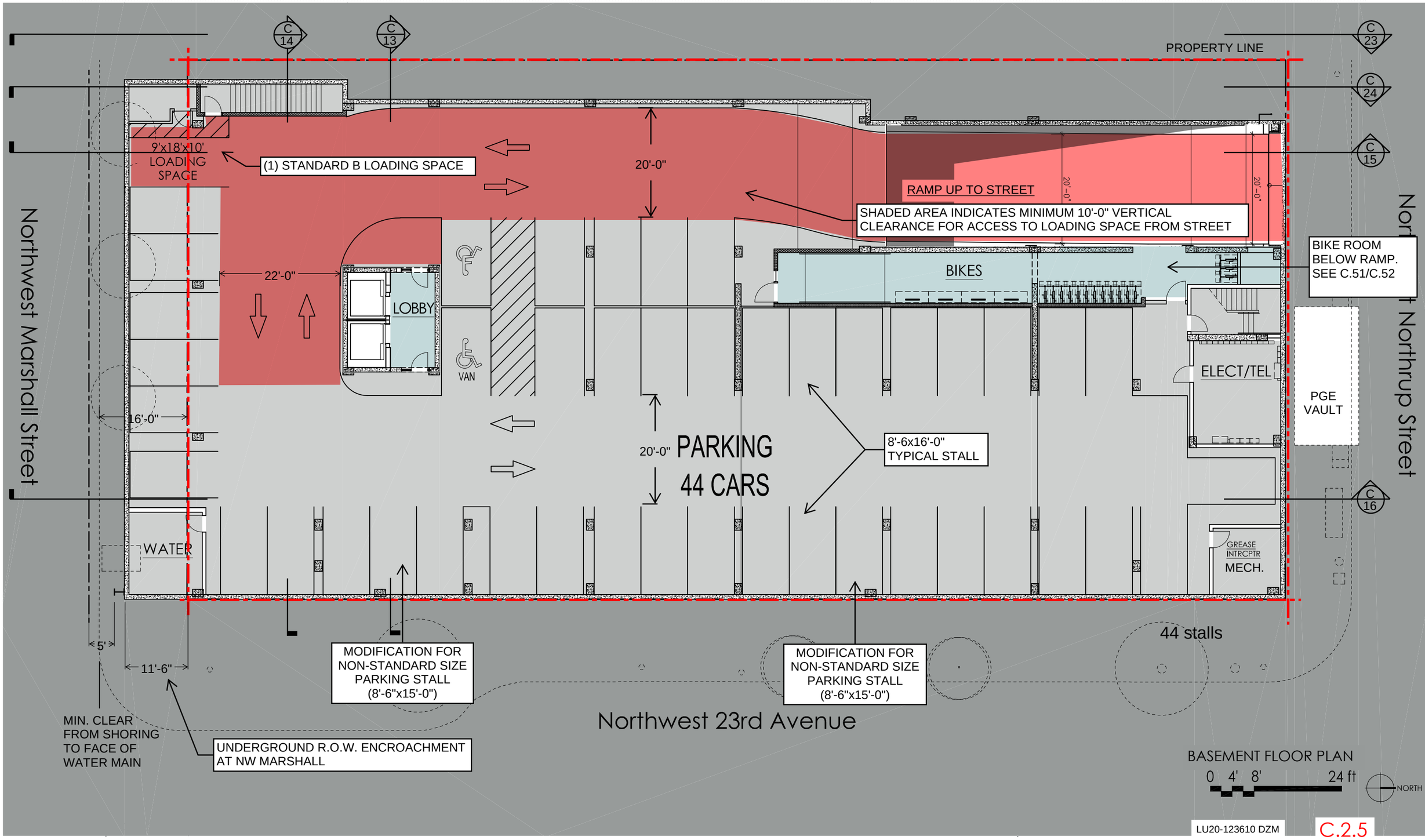
E□S□□□G□□RE □□DR□□□

10" WAT MAIN

NW NORTHRUP ST. (PUBLIC)

UTILITY PLAN

1" = 20'



BASEMENT FLOOR PLAN

0 4' 8' 24 ft

NORTH

LU20-123610 DZM

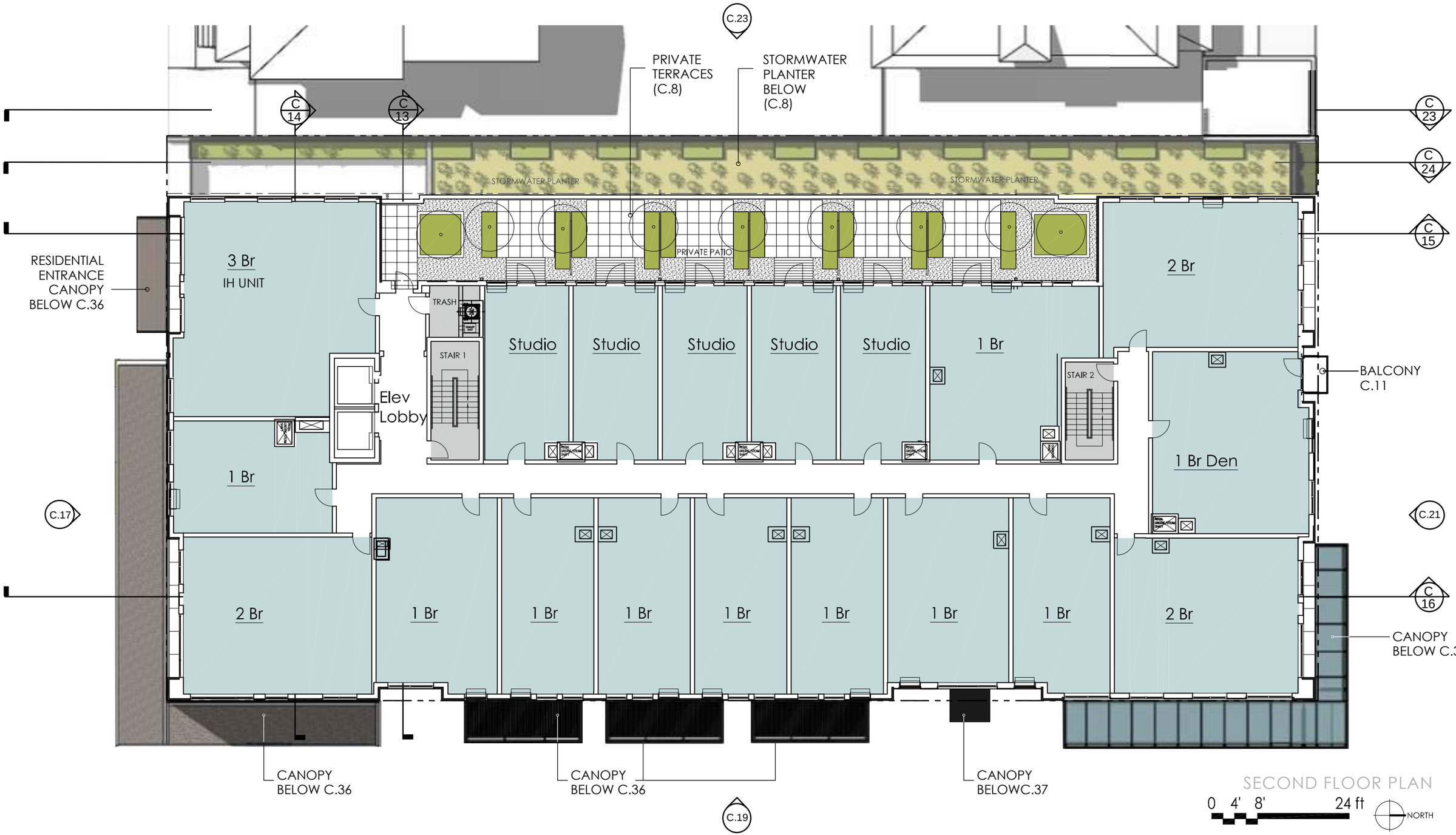
C.2.5

UNDERGROUND R.O.W. ENCROACHMENT
STEEL GATES
PROPERTY LINE
10'-0" SETBACK
CONCRETE PAVING
STORMWATER PLANTER C.8
STORMWATER PLANTER
ADJACENT PROPERTY SINGLE CAR GARAGE
GAS METERS
GARAGE DOOR
PROPERTY LINE
STAIR TO PARKING
DN
MAIL
LOBBY
UP
TRASH
Womens-RR
Mens-RR
GENERATOR RM
RAMP DOWN
MINIMUM 10'-0" VERTICAL CLEARANCE FOR LOADING SPACE ACCESS
20'-0"
20'-3 1/2"
2'-8"
1:12 ramp up
1:12 ramp up
1:12 ramp up
slope up
ELEV. LOBBY
RETAIL SERVICE CORRIDOR
GARAGE EXHAUST
UP
DN
RETAIL LONG TERM BIKE PARKING
BELOW GRADE ELECT. VAULT
RETAIL A
2498 GSF
RETAIL B
1248 GSF
RETAIL C
1428 GSF
RETAIL D
1461 GSF
RETAIL E
1381 GSF
RETAIL F
2044 GSF
STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
EL 108.00' Structural slab
PROPERTY LINE
3'-0"
11'-6"
2'-7"
2'-0"
2'-9"
2'-6"
4'-0"
3 FT SIDEWALK DEDICATION
PROPERTY LINE
EXISTING TREE
EXISTING TREE
CAR SHARE SPACE
STREETCAR / BUS STOP
Northwest Marshall Street
Northwest Northrup Street
Northwest 23rd Avenue
C.23
C.17
C.19
C.21
C 14
C 13
C 23
C 24
C 15
C 16

GROUND FLOOR PLAN

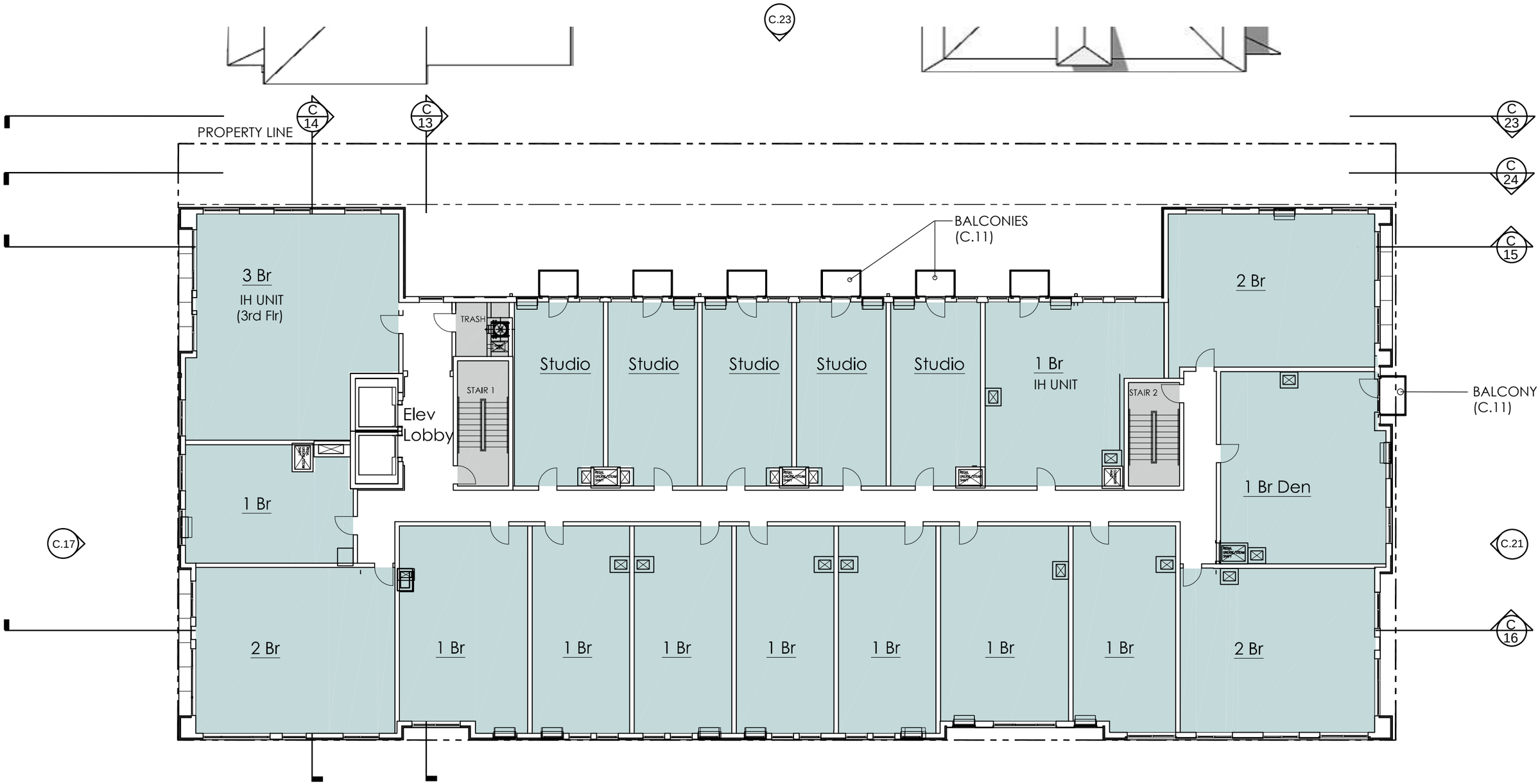
0 4' 8' 24 ft

NORTH



SECOND FLOOR PLAN

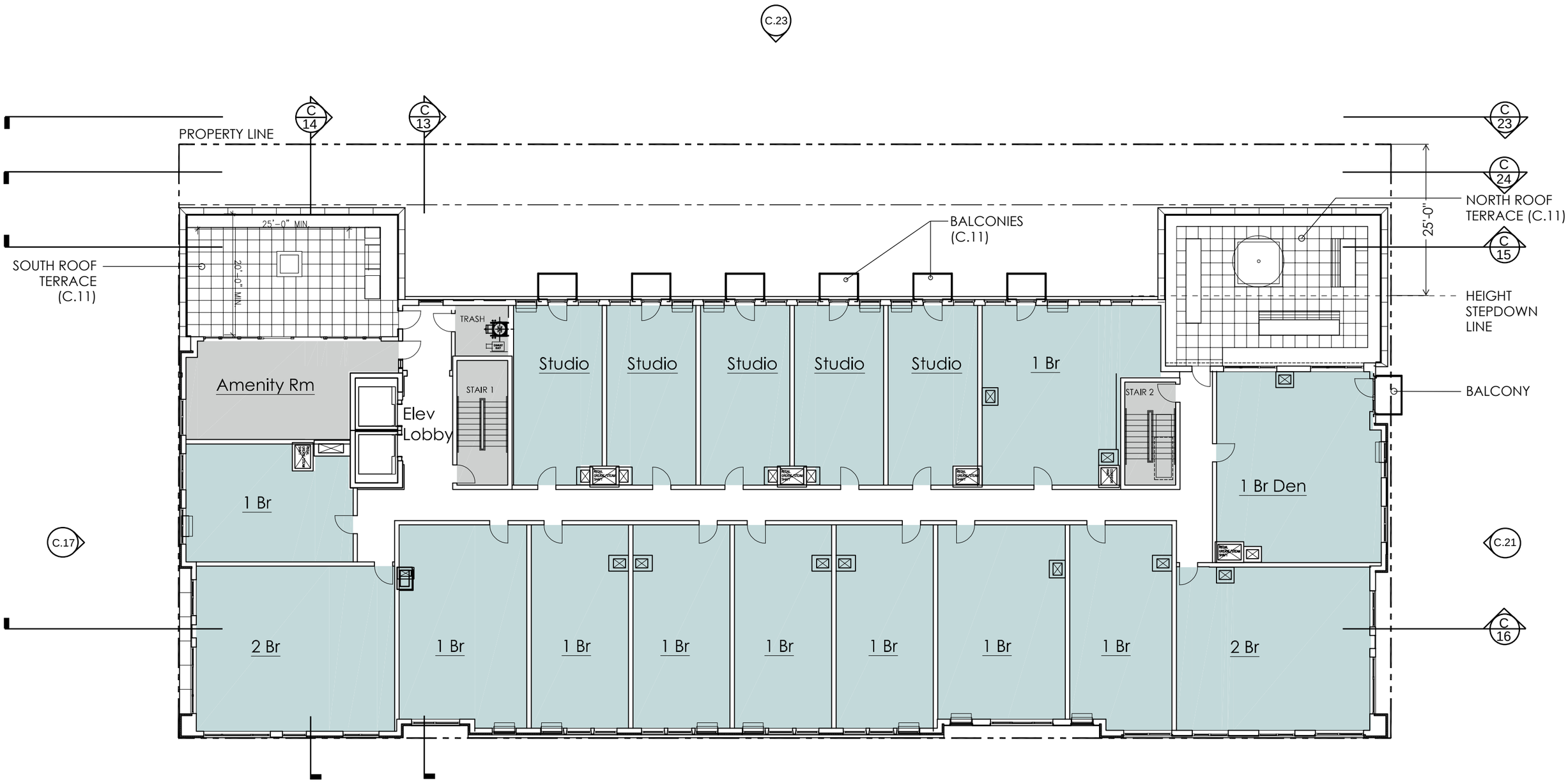
0 4' 8' 24 ft NORTH



THIRD and FOURTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A16



FIFTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A16



A. RTU PACKAGED AIR HANDLER

SIZE: 74 3/8"L X 46 3/4"W X 44"H

SEE CUTSHEETS D3



B. FUTURE RETAIL SPLIT SYSTEM HEAT PUMPS

SIZE: 35"L X 35"W X 39 1/8"H

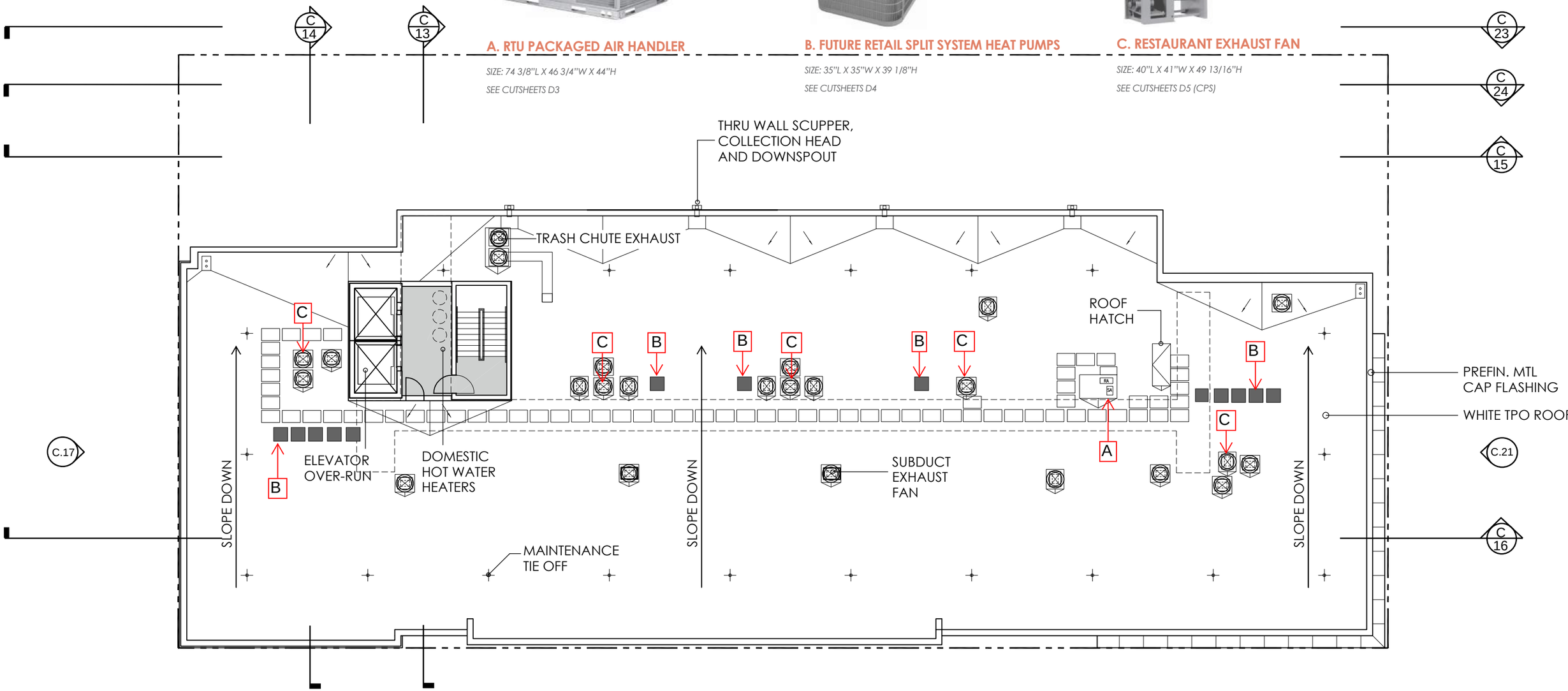
SEE CUTSHEETS D4



C. RESTAURANT EXHAUST FAN

SIZE: 40"L X 41"W X 49 13/16"H

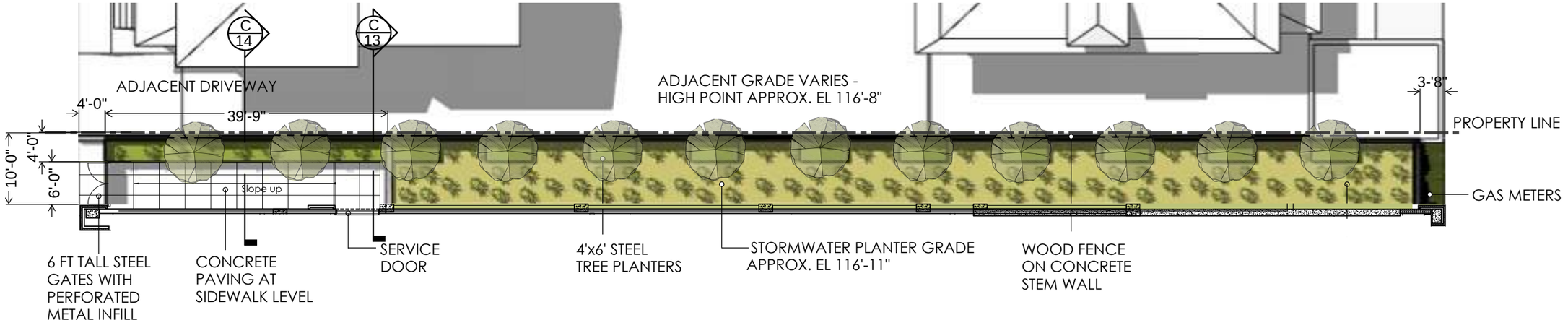
SEE CUTSHEETS D5 (CPS)



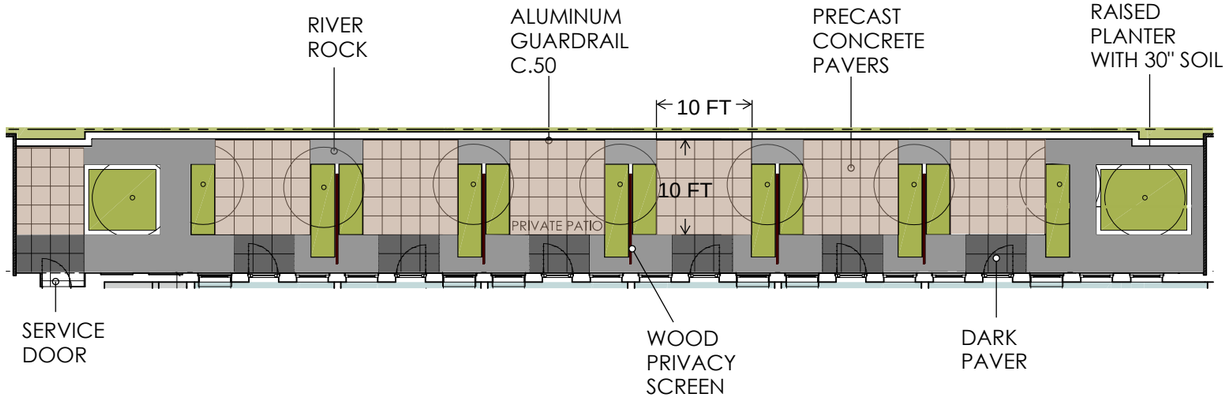
ROOF PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A16



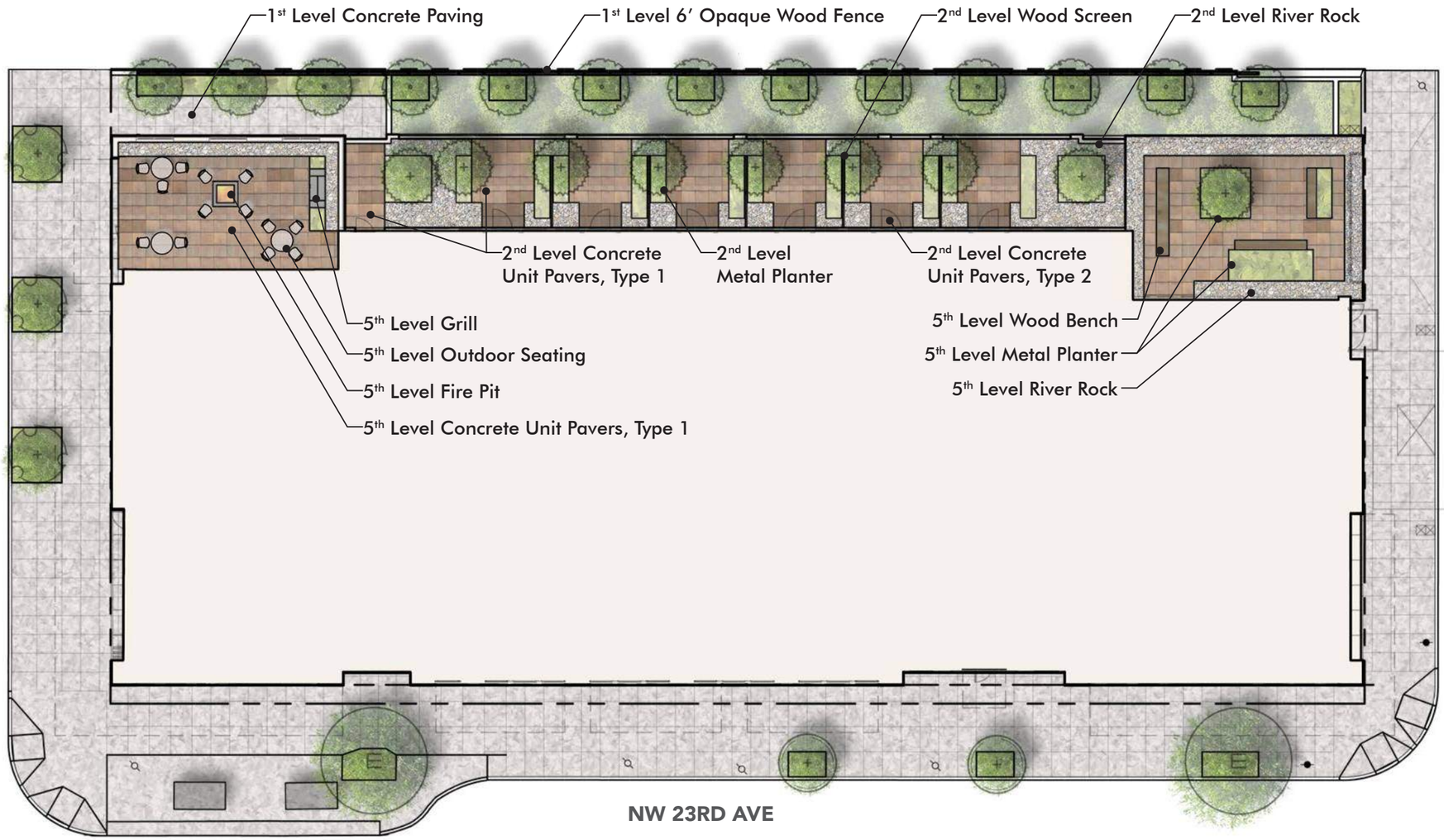
SETBACK PLAN



2ND FLOOR TERRACE PLAN

SETBACK DIMENSION PLAN and
2ND FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH




Concrete Unit Pavers

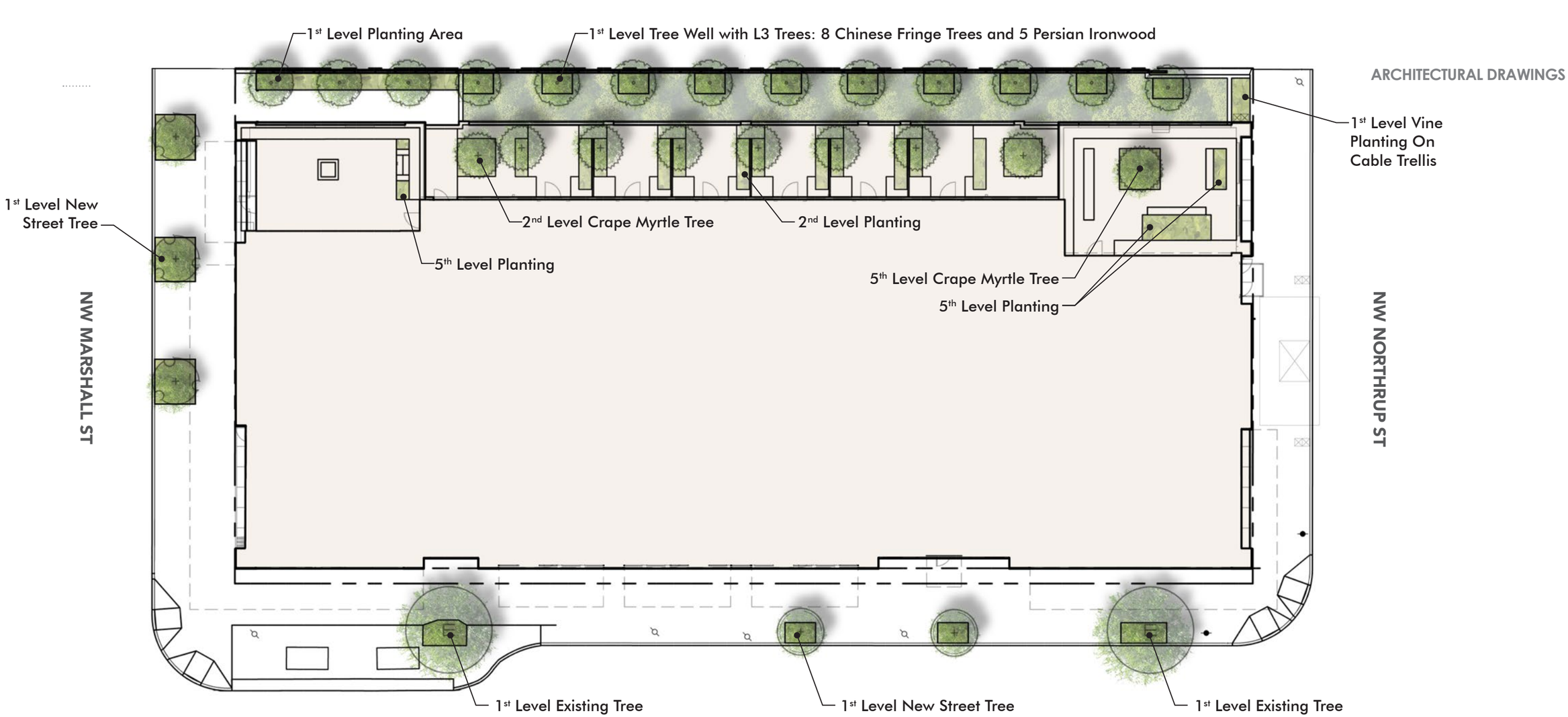

Fire Pit


Grill


Steel Planters


Wood Bench


6' Opaque Wood Fence



1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

L3 TREES


Chinese Fringe Tree


Persian Ironwood


Star Jasmine Vine

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass

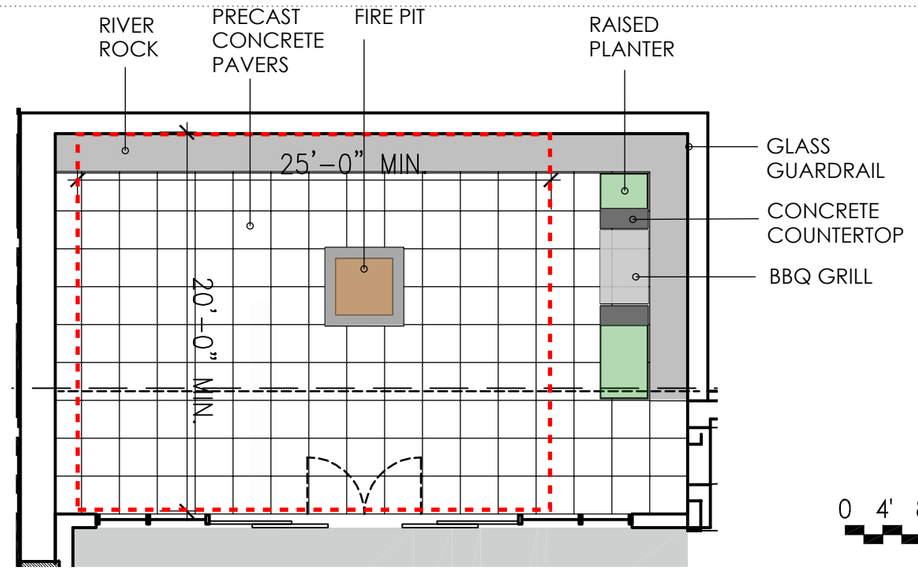

Flowering Crape Myrtle

NW MARSHALL AVENUE


European Hornbeam

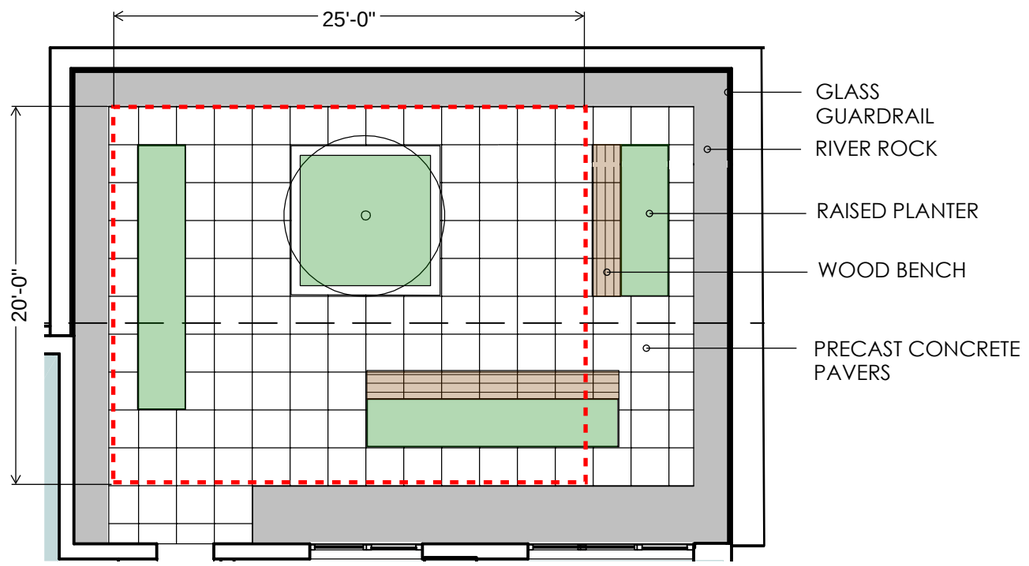
NW 23RD AVENUE


Frontier Elm

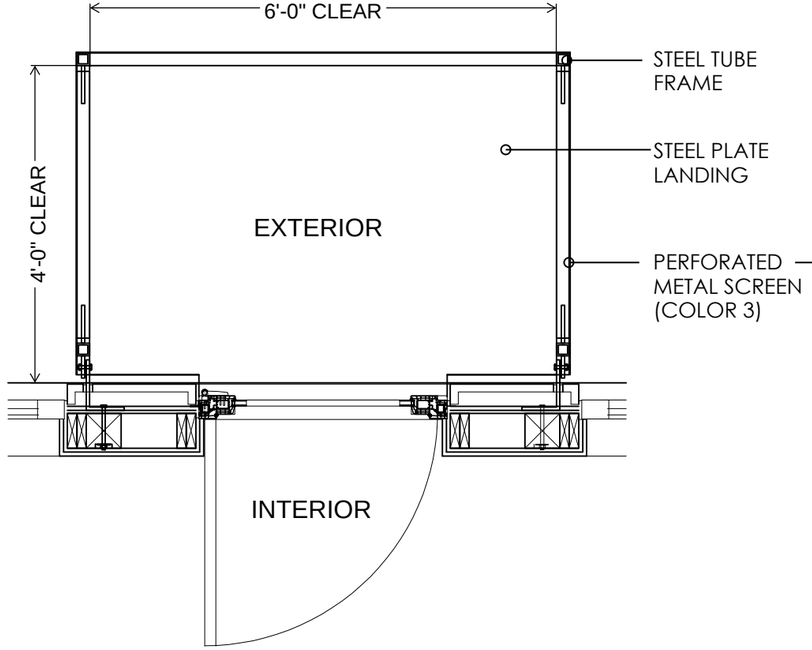


SOUTH TERRACE PLAN

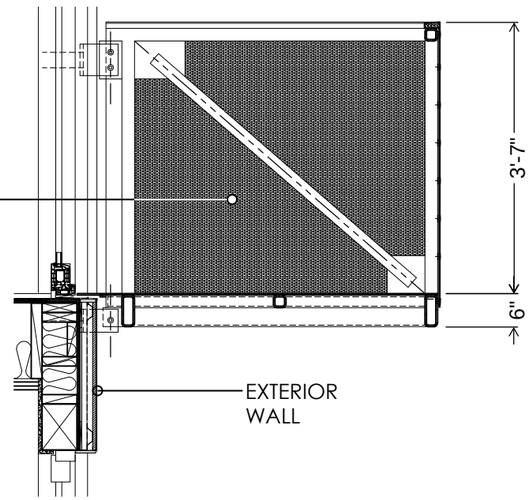
0 4' 8' 24 ft NORTH



NORTH TERRACE PLAN

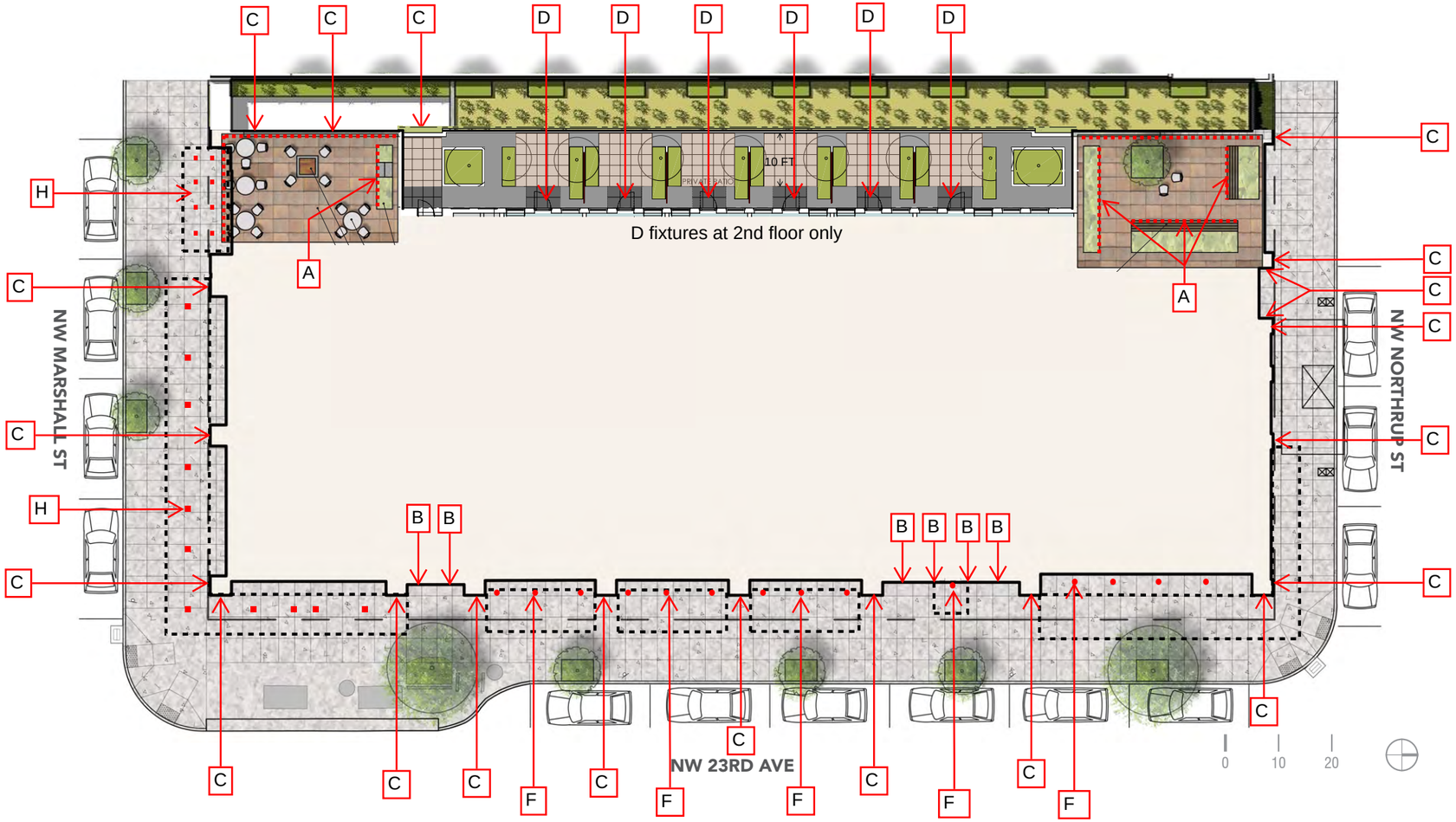


TYPICAL BALCONY PLAN 1/2" = 1'-0"

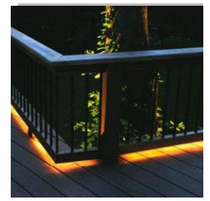


TYPICAL BALCONY SECTION 1/2" = 1'-0"

5TH FLOOR TERRACE DIMENSION PLAN & BALCONY DETAILS



LIGHTING FIXTURE LEGEND



LIGHTING FIXTURE TYPE-A

DESCRIPTION: LED ROPE LIGHT ACCENT AT TERRACES



LIGHTING FIXTURE TYPE-B

DESCRIPTION: 12"DIAx12"H ANGLED SHADE W/23"Lx10"H ARM
COLOR: BLACK



LIGHTING FIXTURE TYPE-C

DESCRIPTION: 4" DIA LED WALL SCONCE DOWNLIGHT
COLOR: BLACK



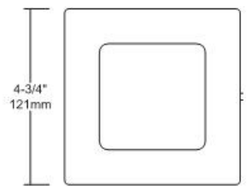
LIGHTING FIXTURE TYPE-D

DESCRIPTION: 4" DIA LED DOWNLIGHT
COLOR: BLACK



LIGHTING FIXTURE TYPE-F

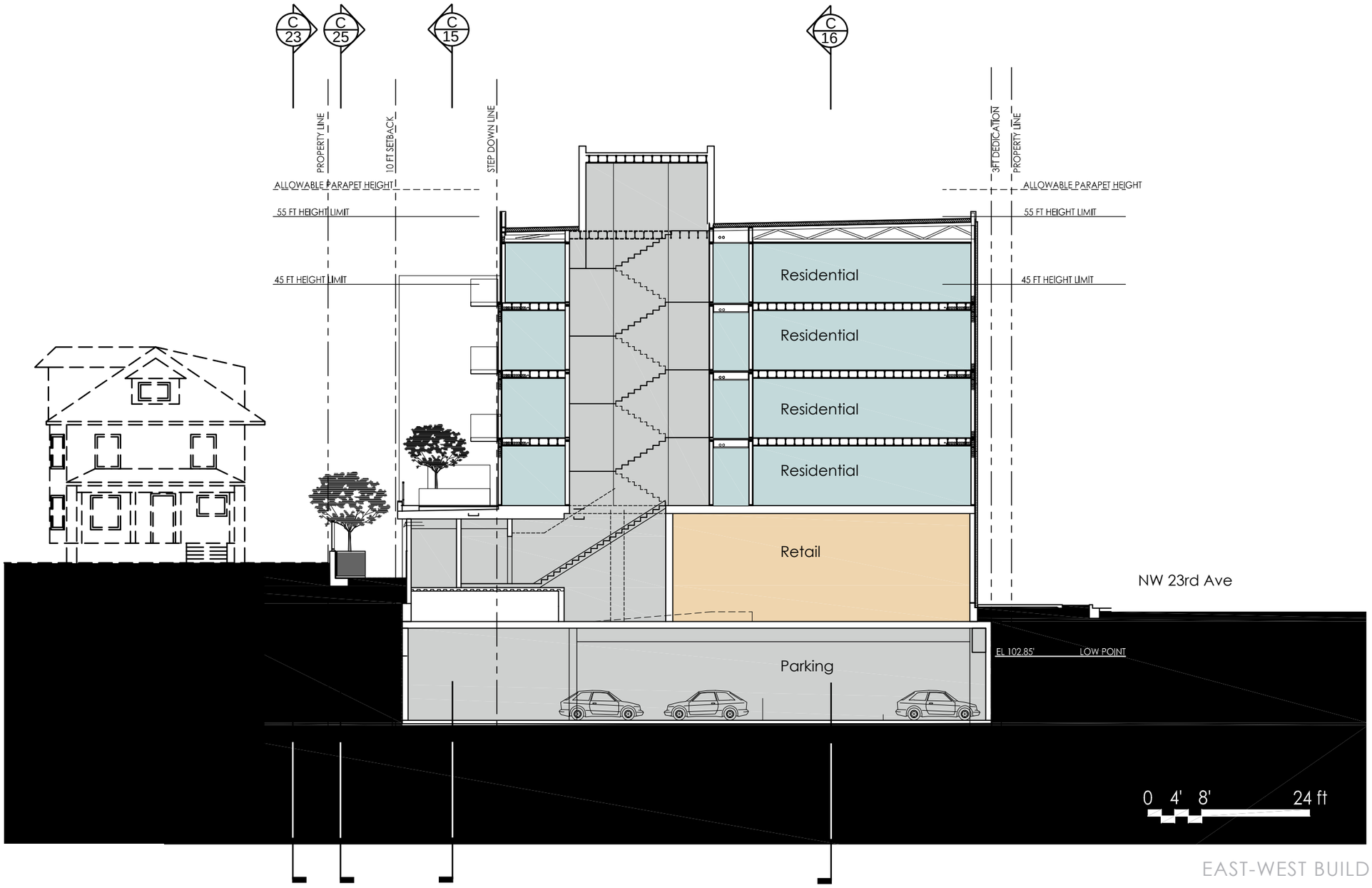
DESCRIPTION: 2.25"x4" CANOPY MOUNTED DOWNLIGHT AT RETAIL
COLOR: BLACK



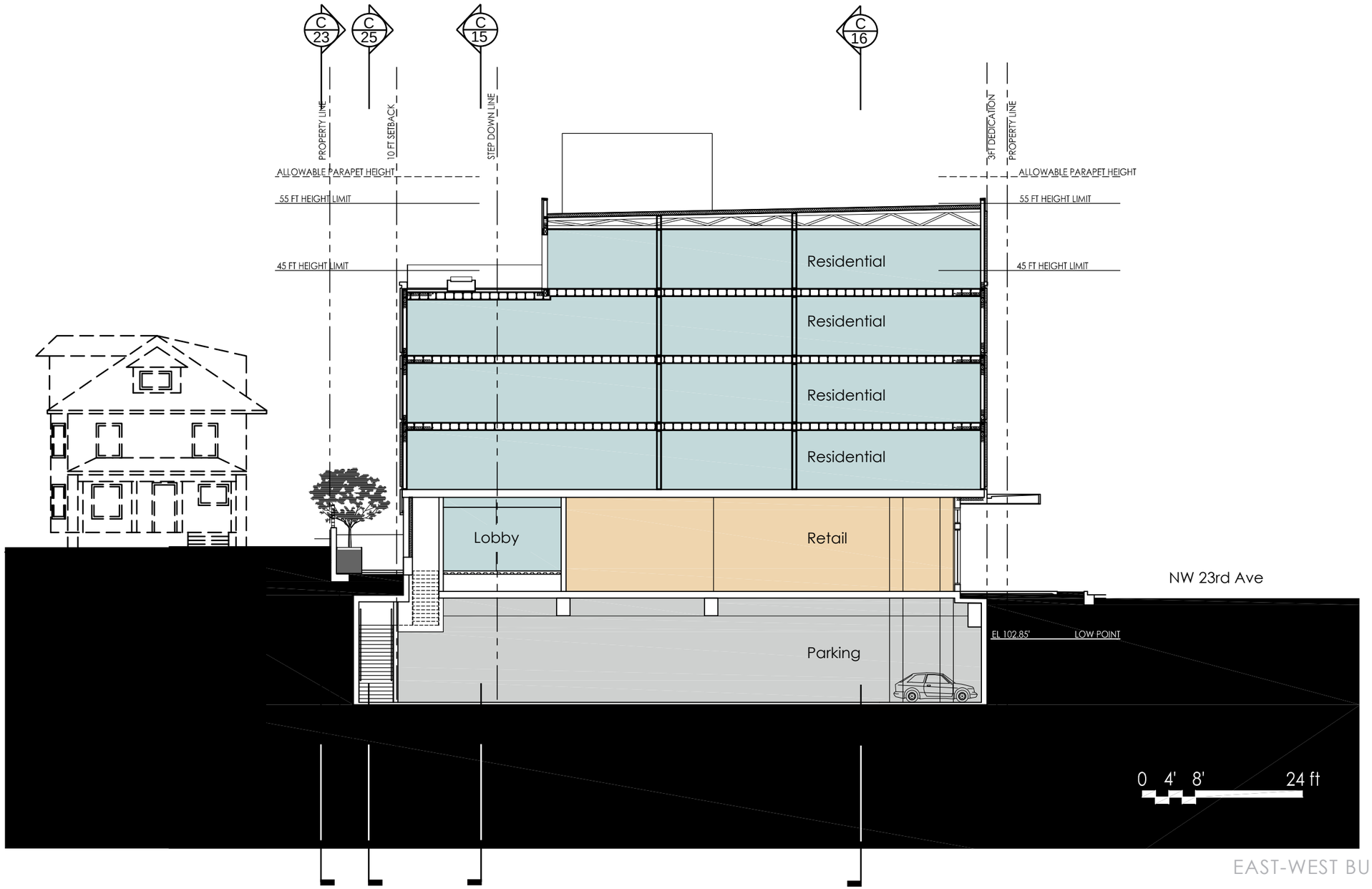
LIGHTING FIXTURE TYPE-H

DESCRIPTION: RECESSED DOWNLIGHT AT RETAIL ENTRANCE
COLOR: BLACK

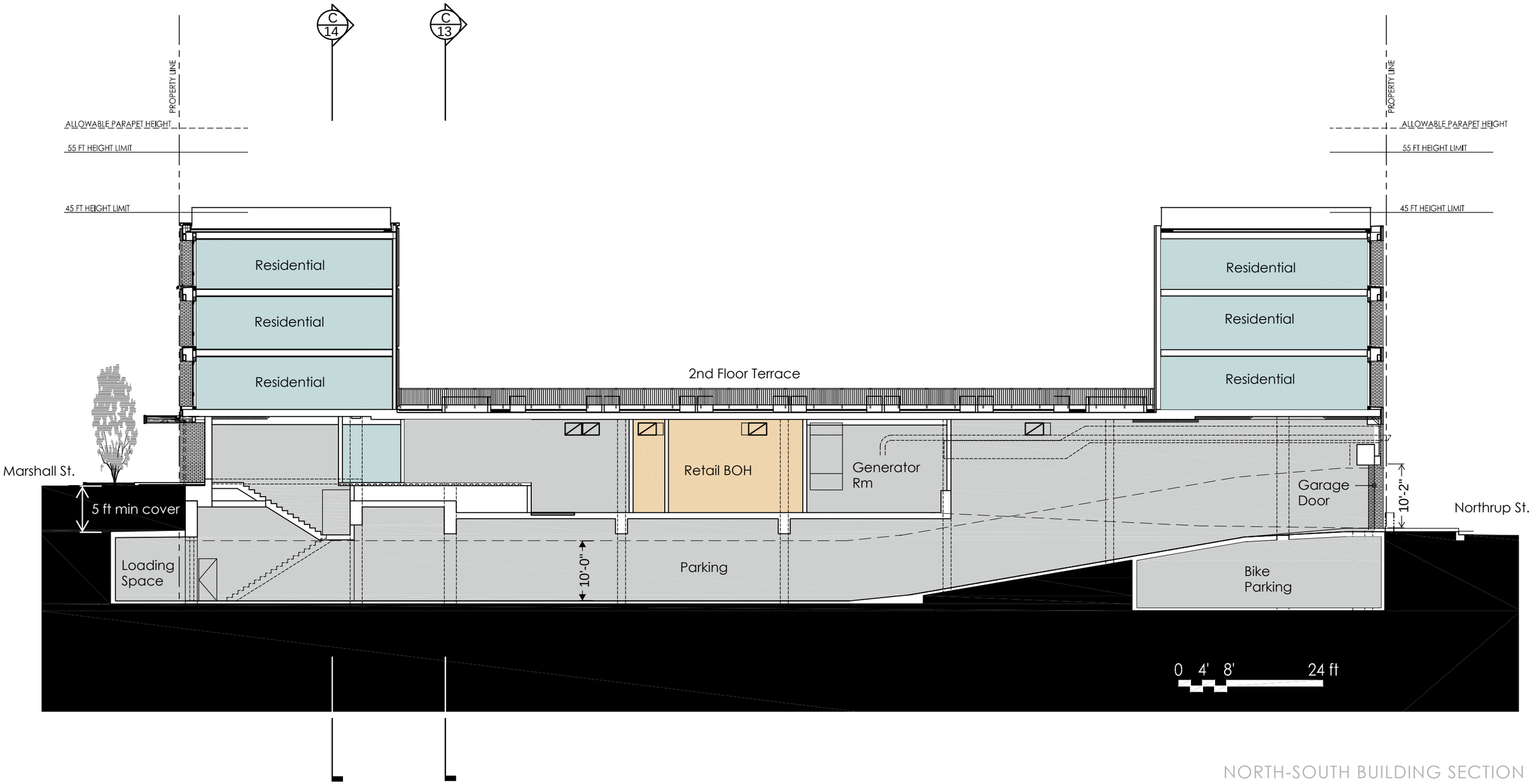
EXTERIOR LIGHTING PLAN



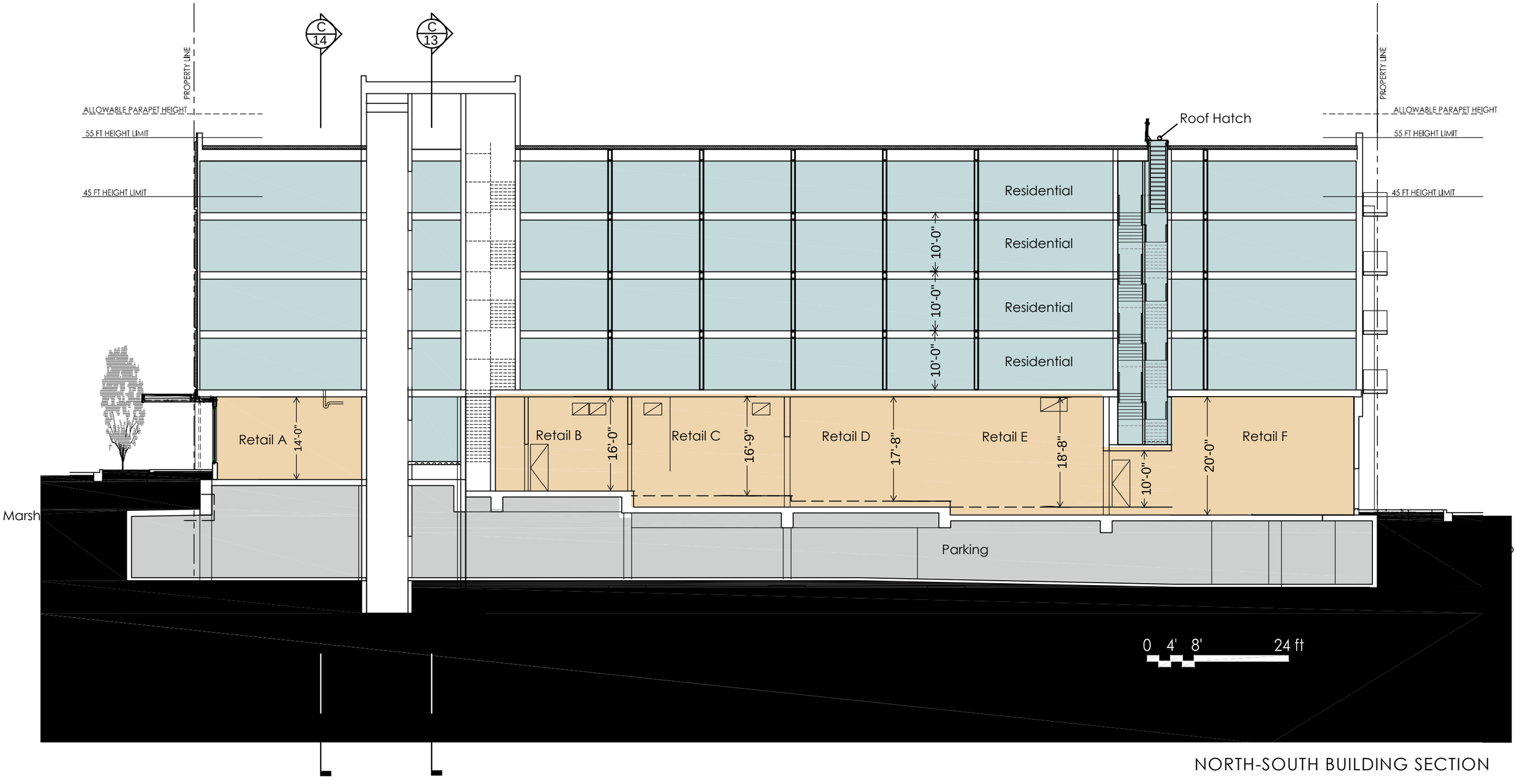
EAST-WEST BUILDING SECTION



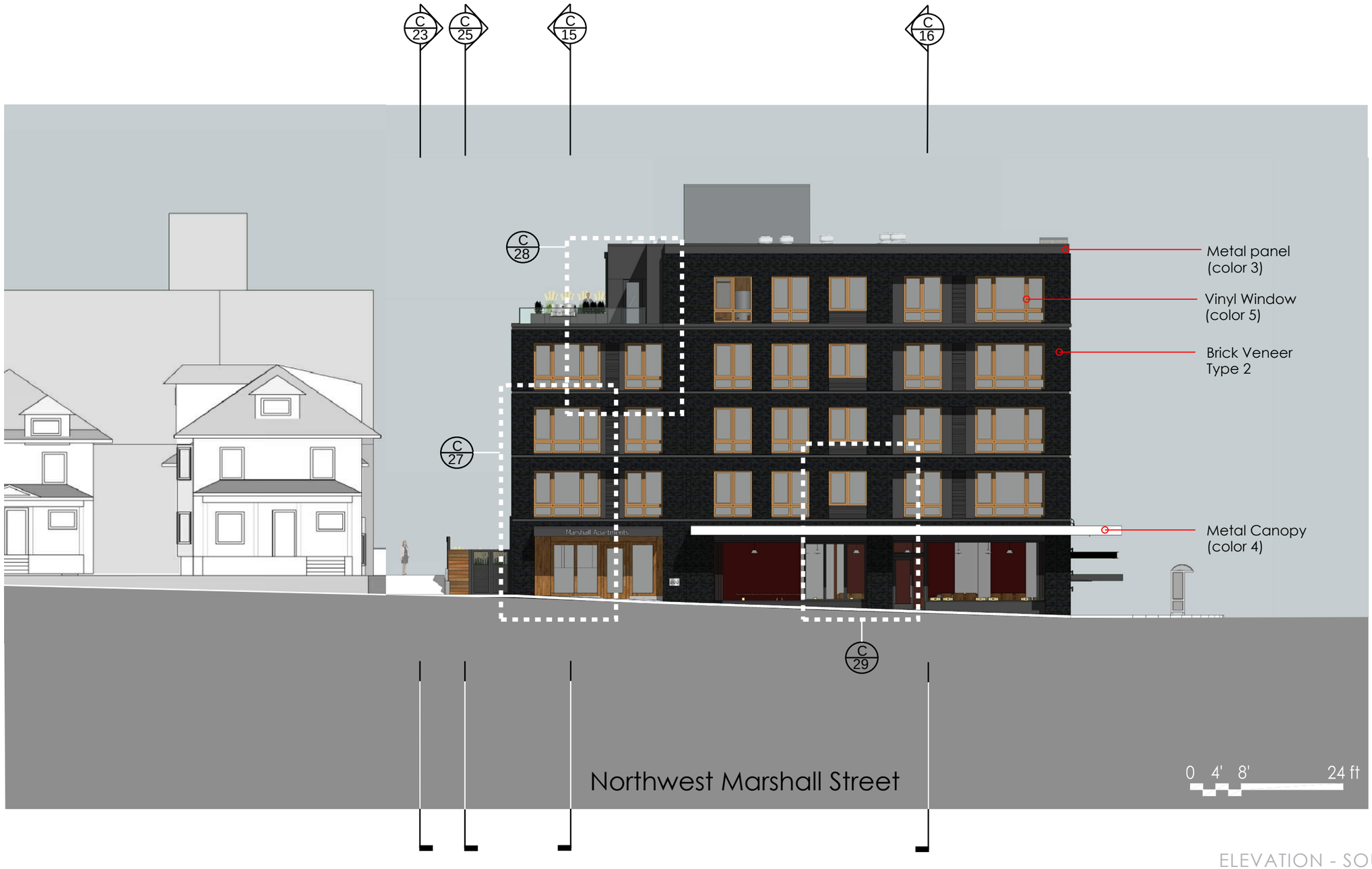
EAST-WEST BUILDING SECTION



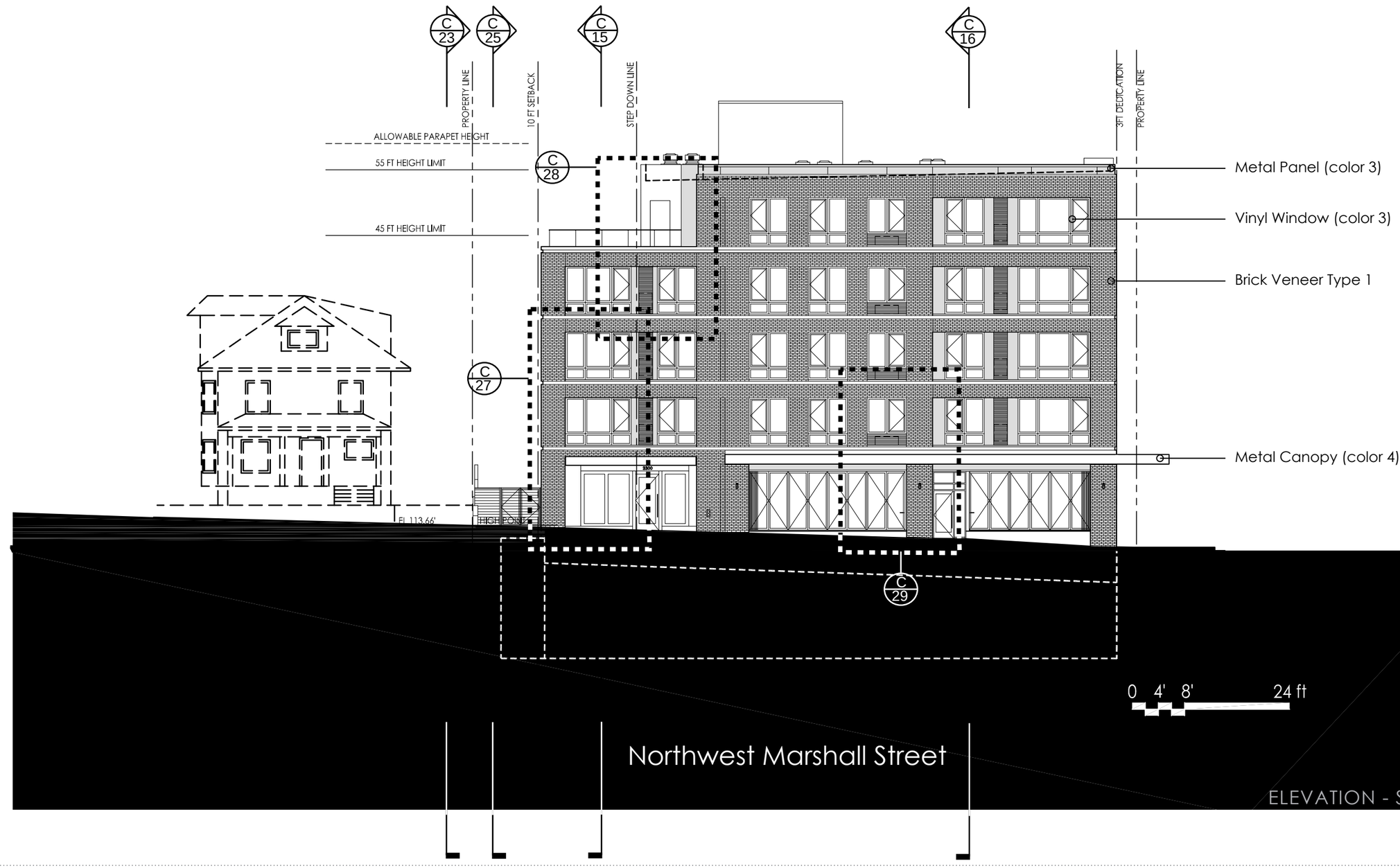
NORTH-SOUTH BUILDING SECTION



NORTH-SOUTH BUILDING SECTION



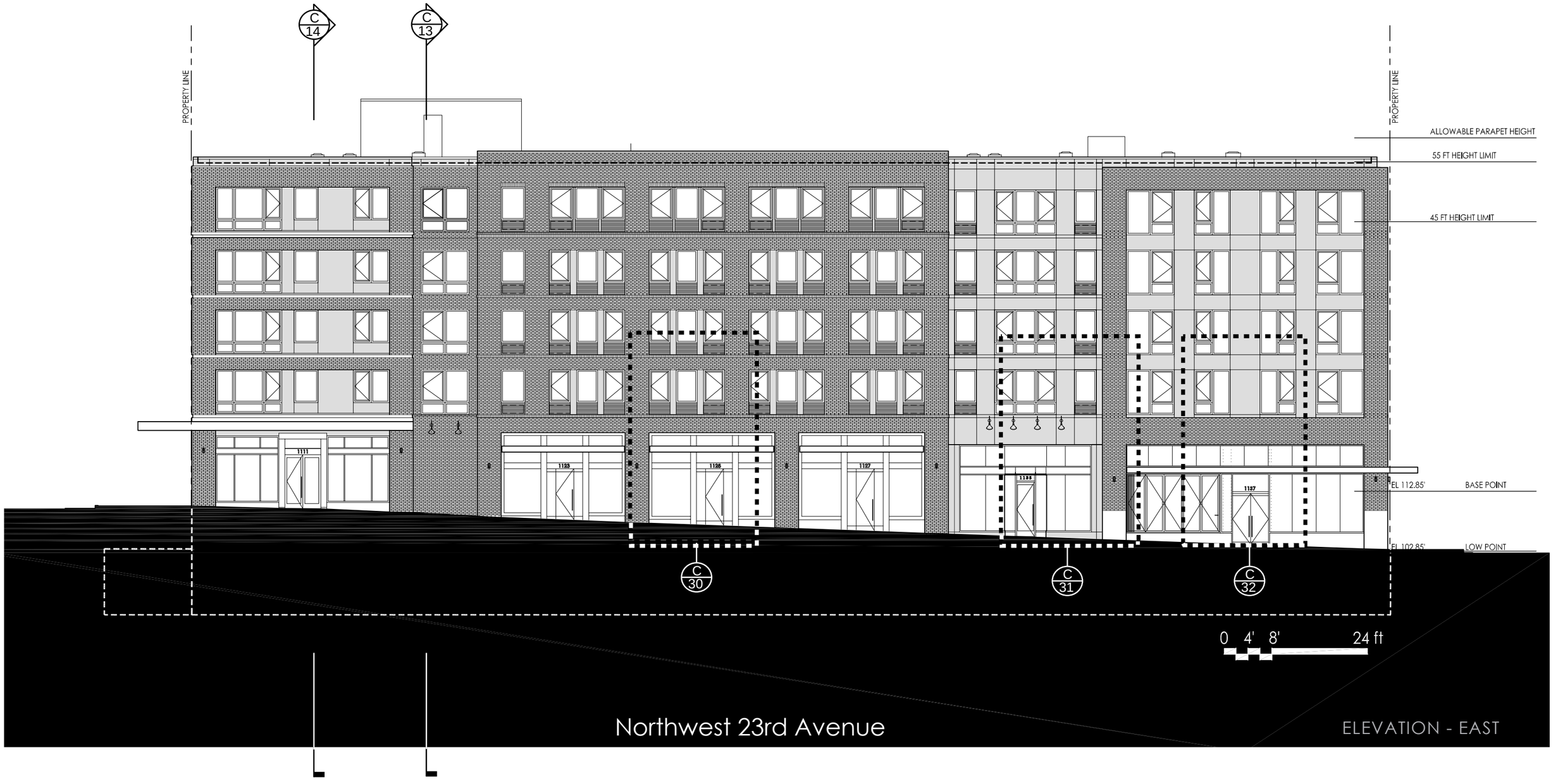
ELEVATION - SOUTH



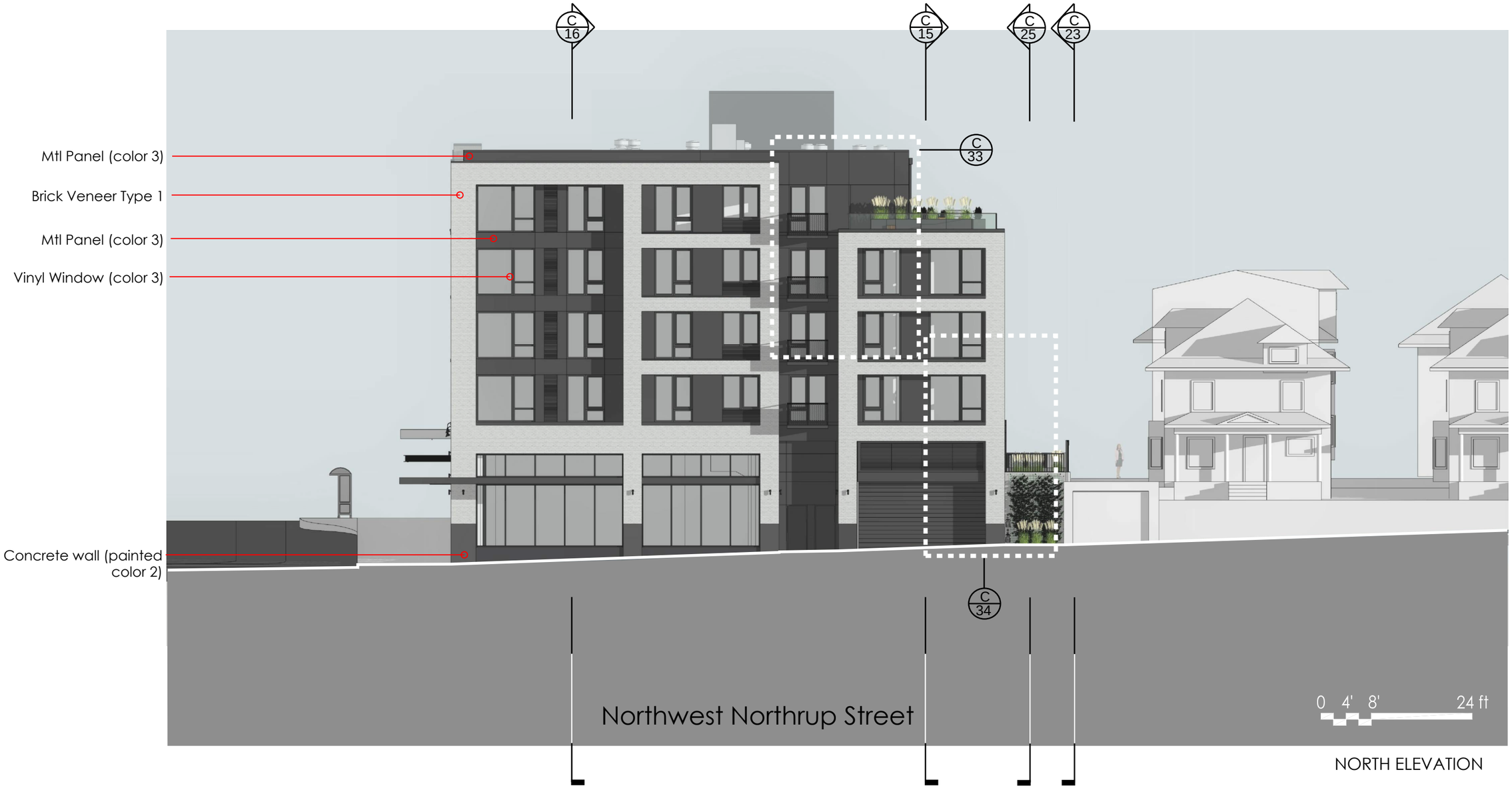
LU 20-123610 DZM, Exhibit A16



ELEVATION - EAST

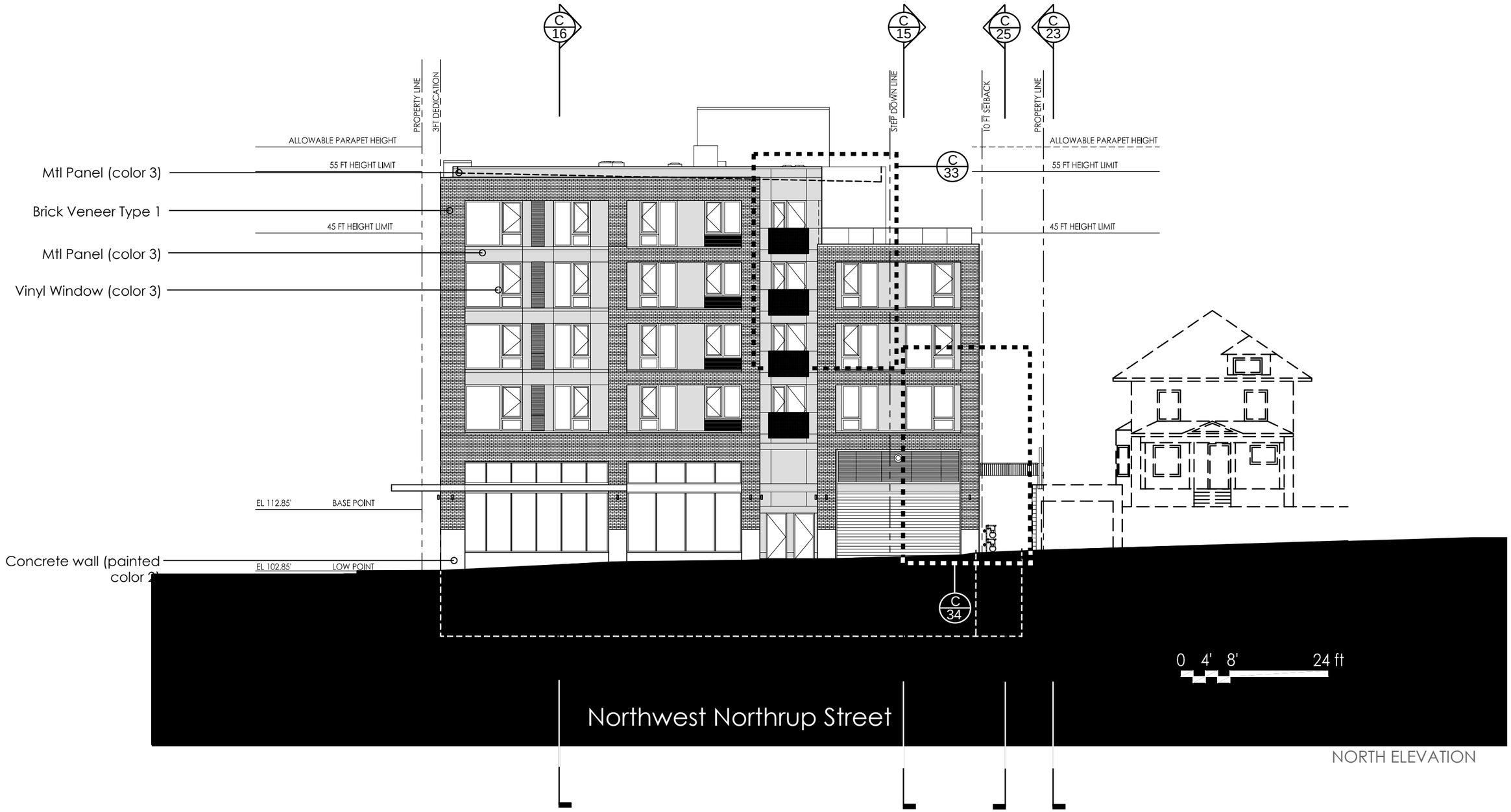


LU 20-123610 DZM, Exhibit A16



NORTH ELEVATION

LU 20-123610 DZM, Exhibit A16

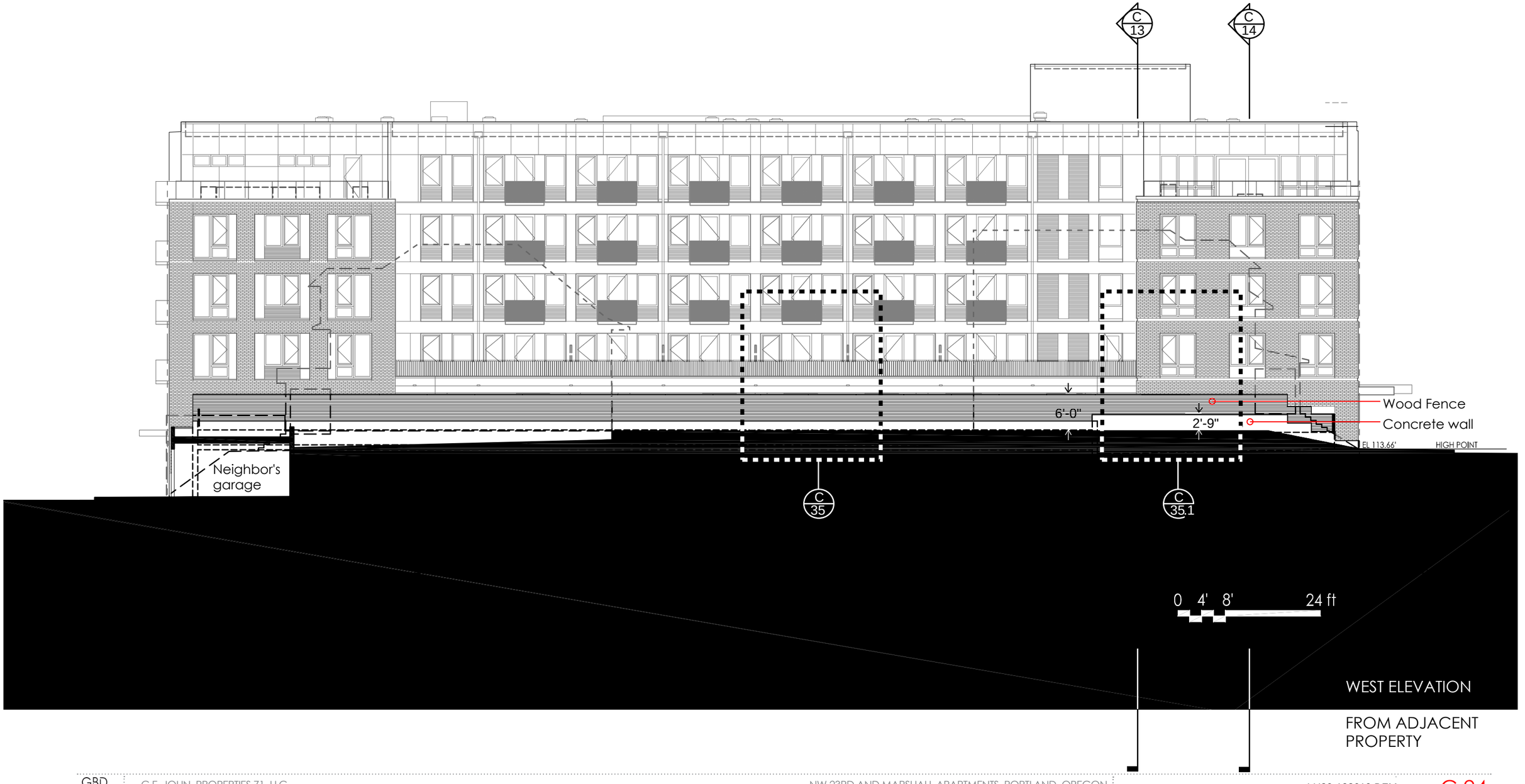


NORTH ELEVATION

LU 20-123610 DZM, Exhibit A16

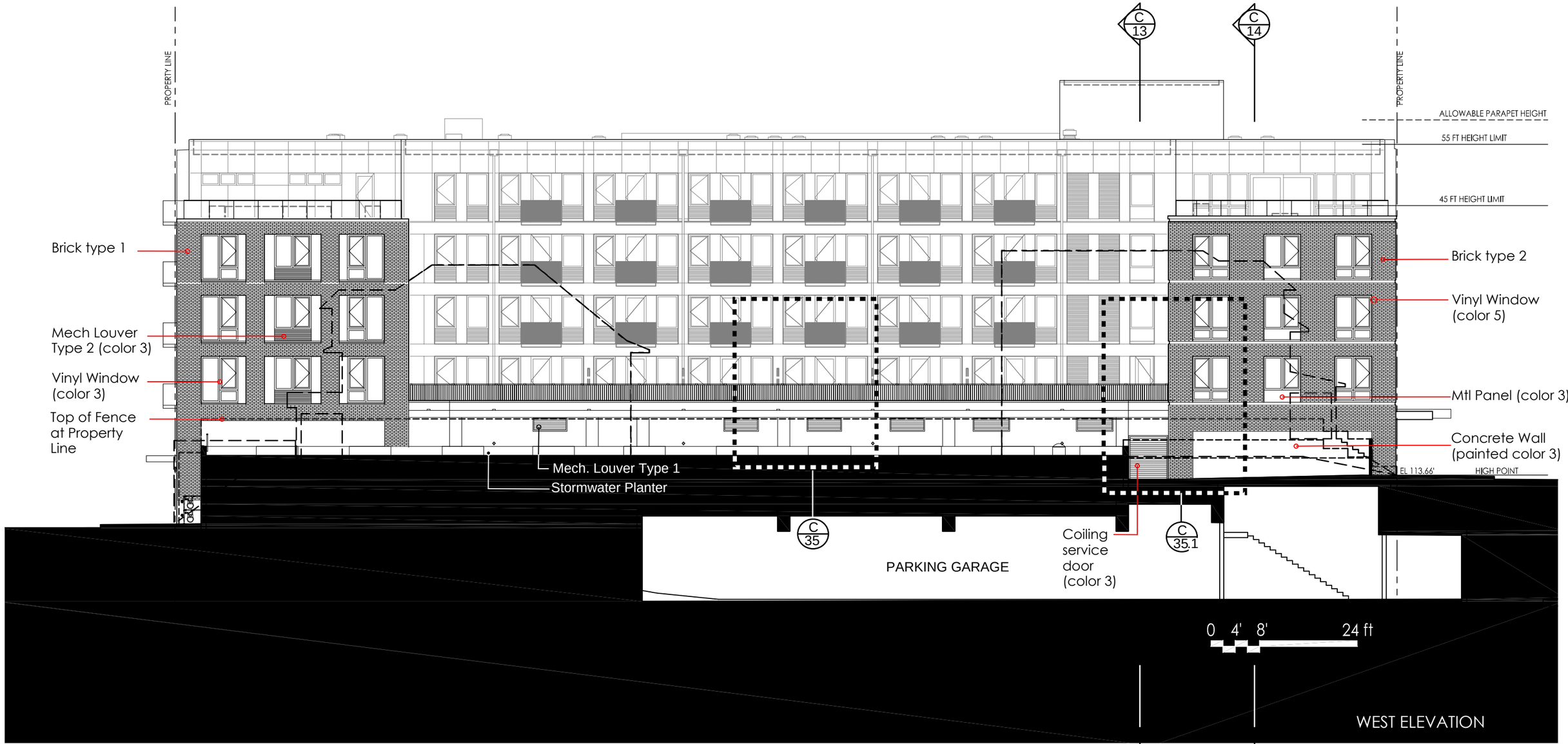


WEST ELEVATION



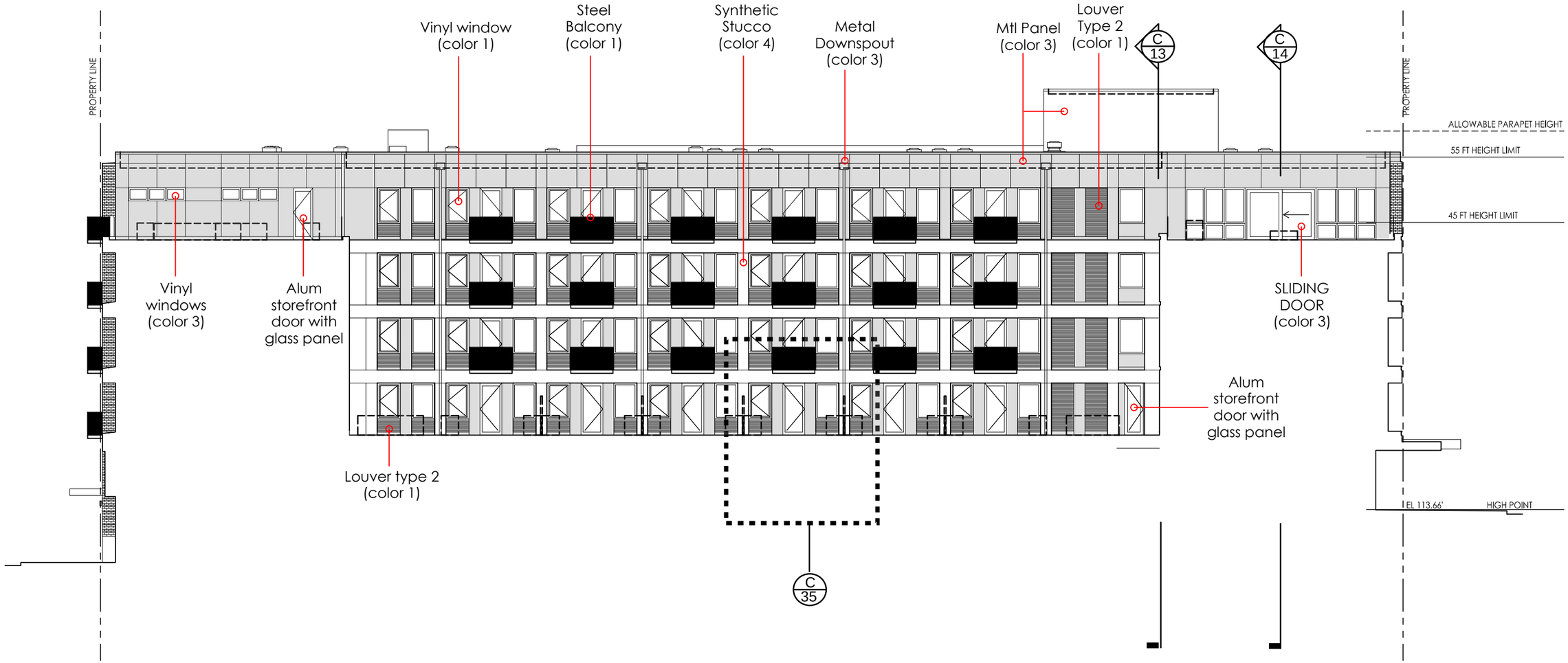
WEST ELEVATION

FROM ADJACENT PROPERTY



WEST ELEVATION

AT SETBACK

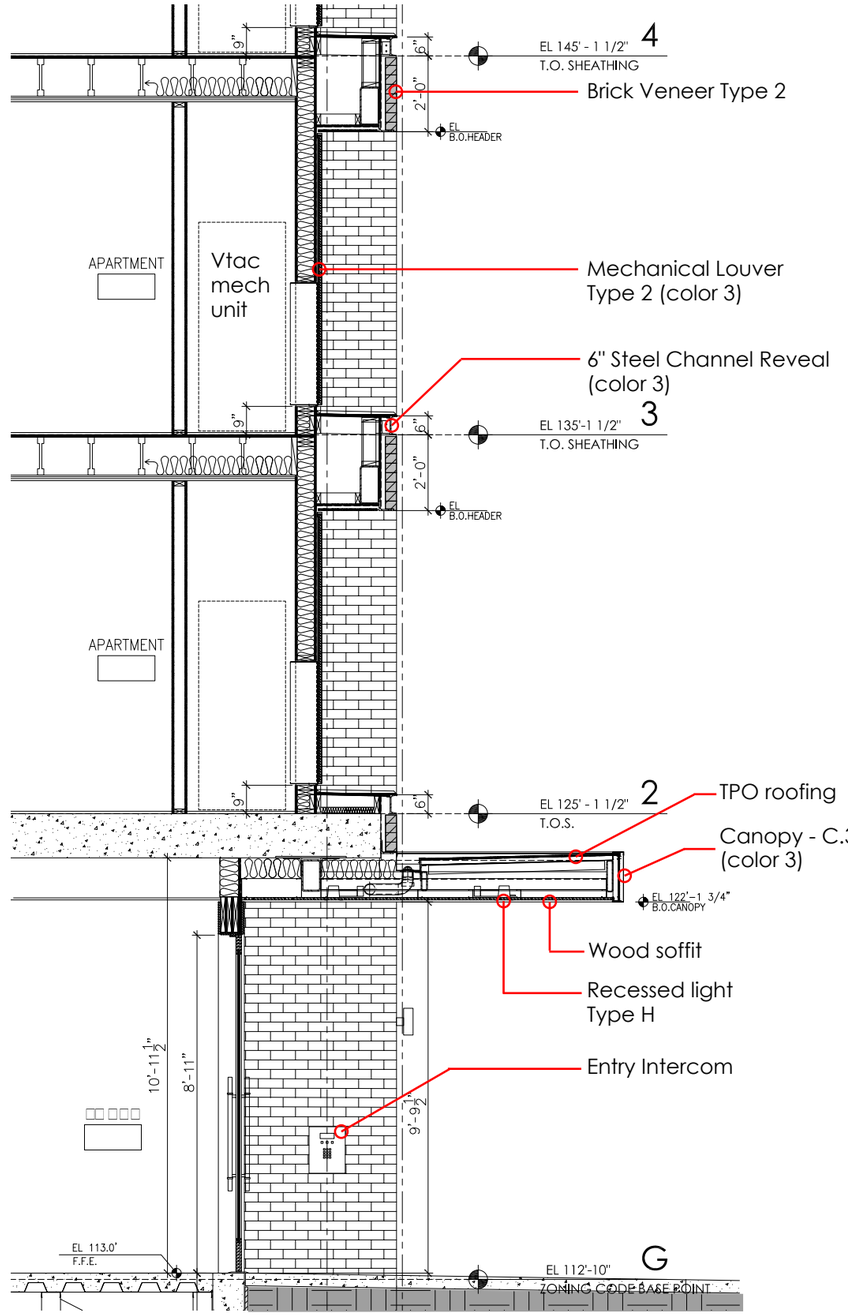


WEST ELEVATION

AT STEPDOWN PLANE



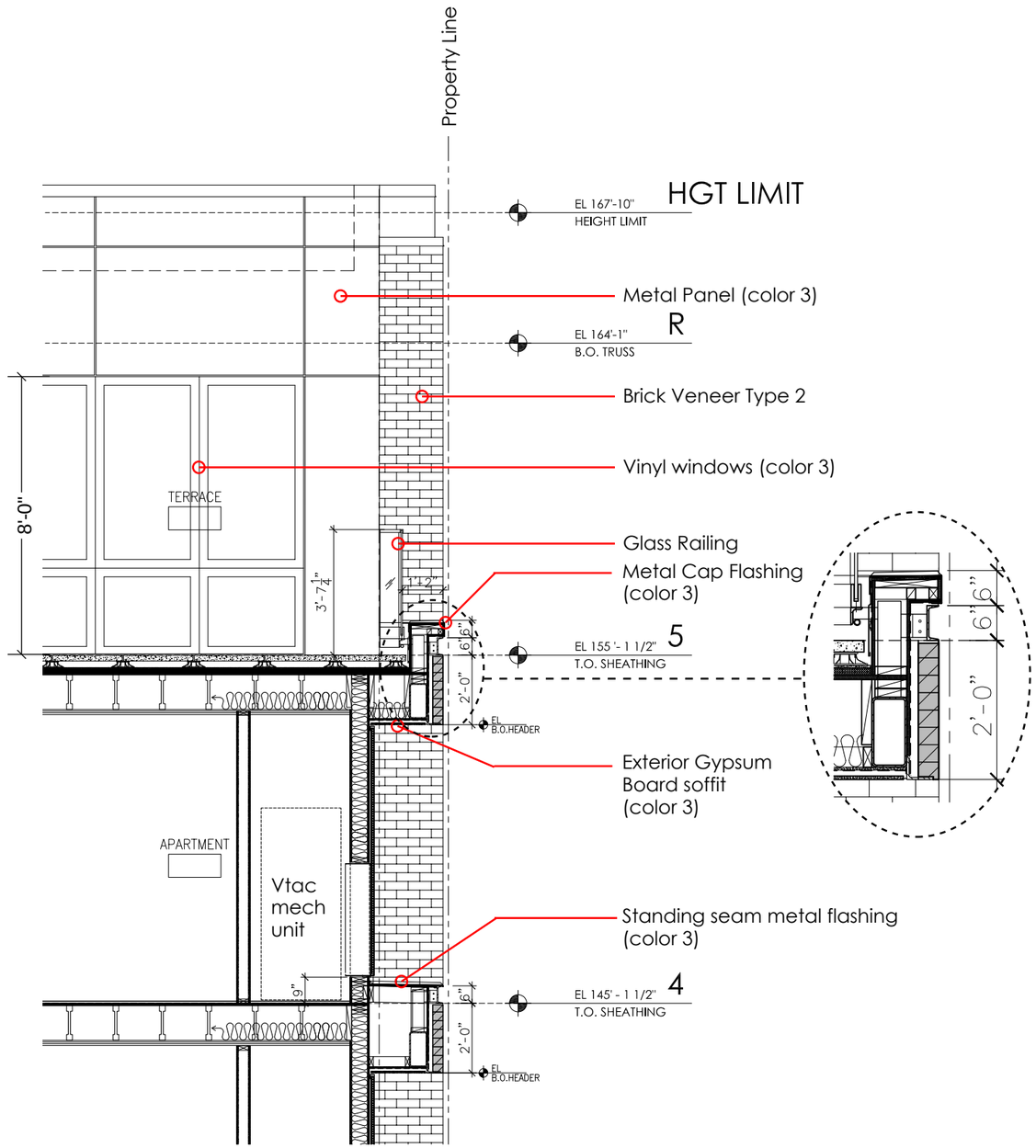
01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

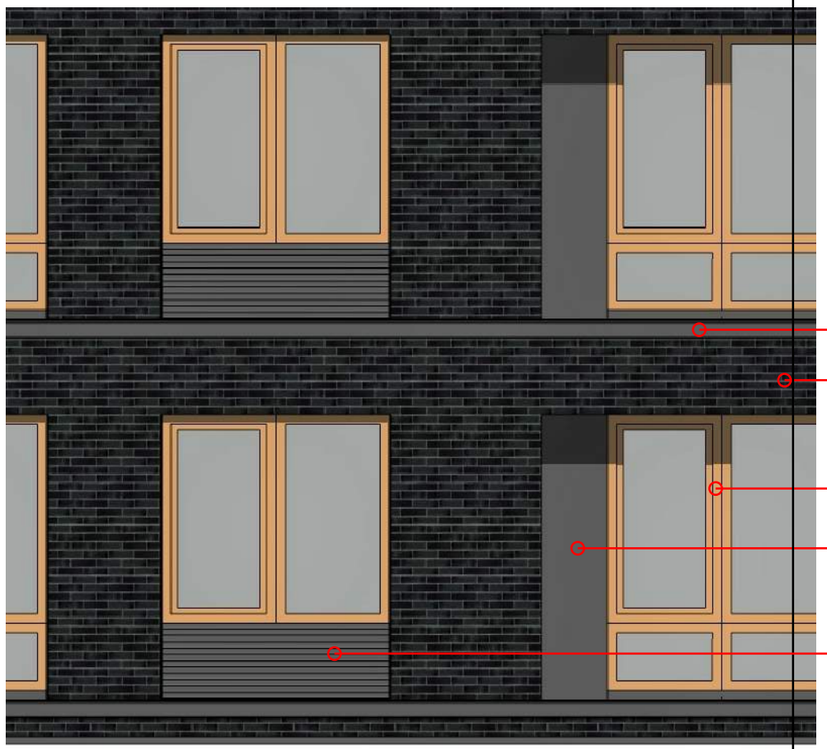


01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

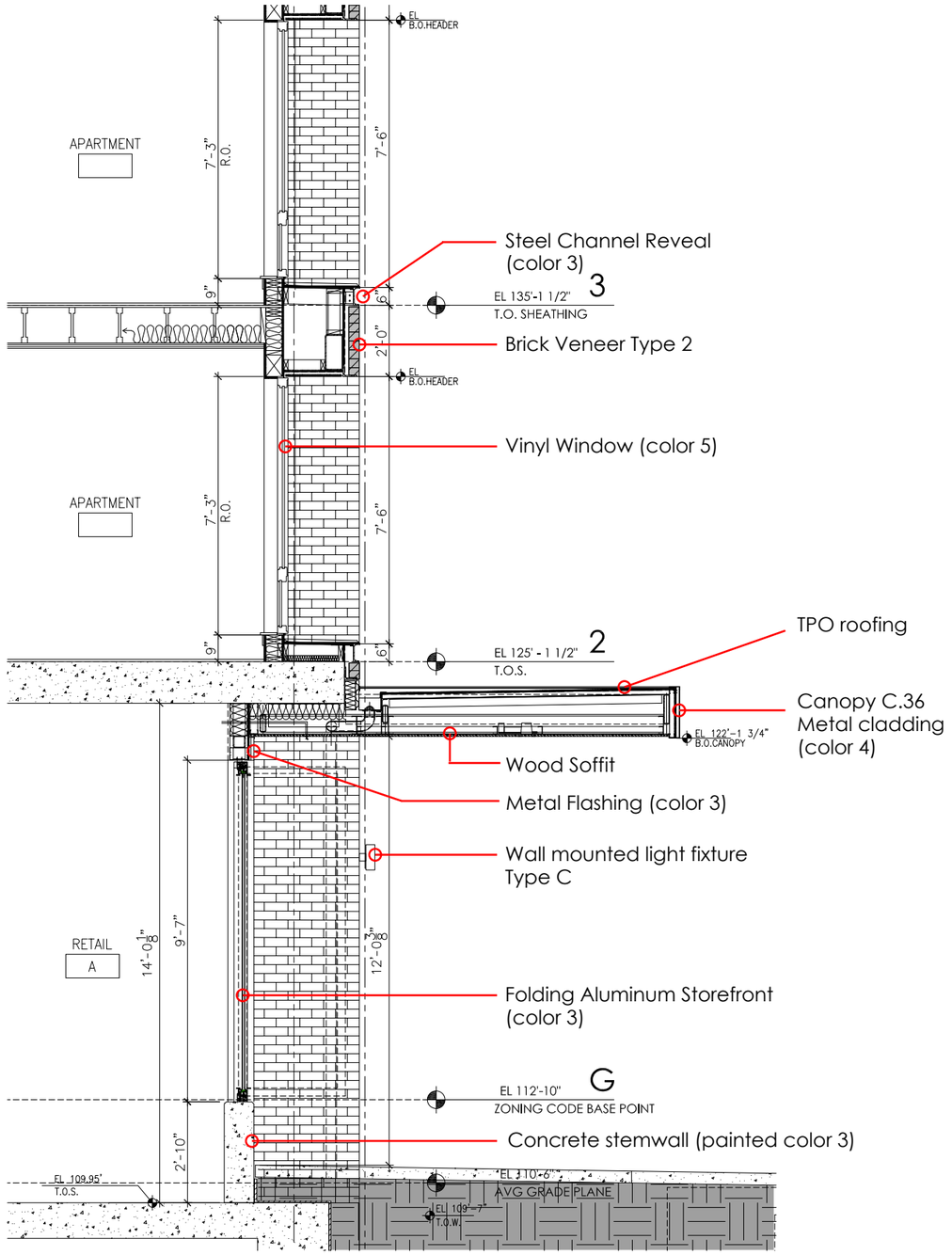


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

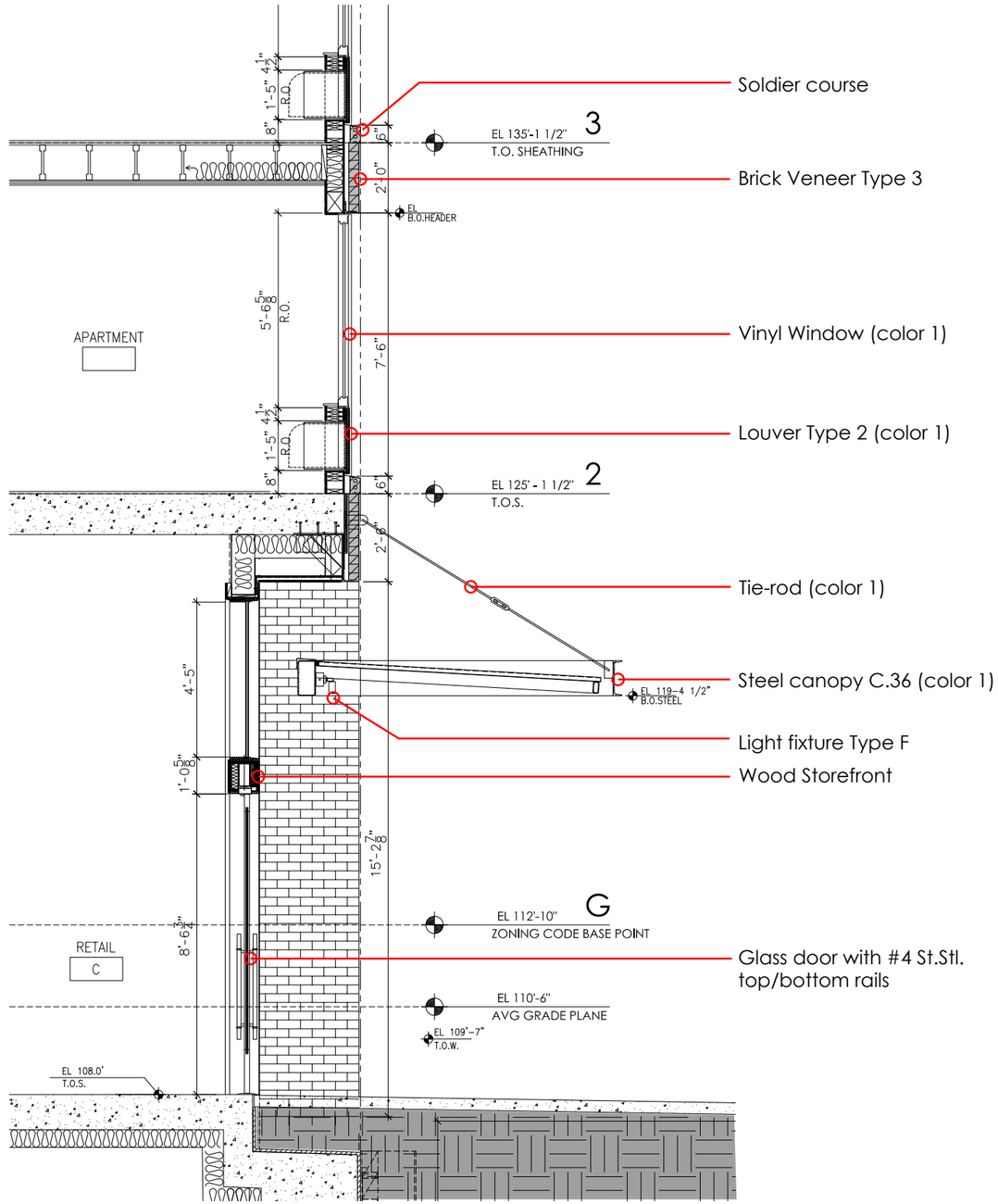


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



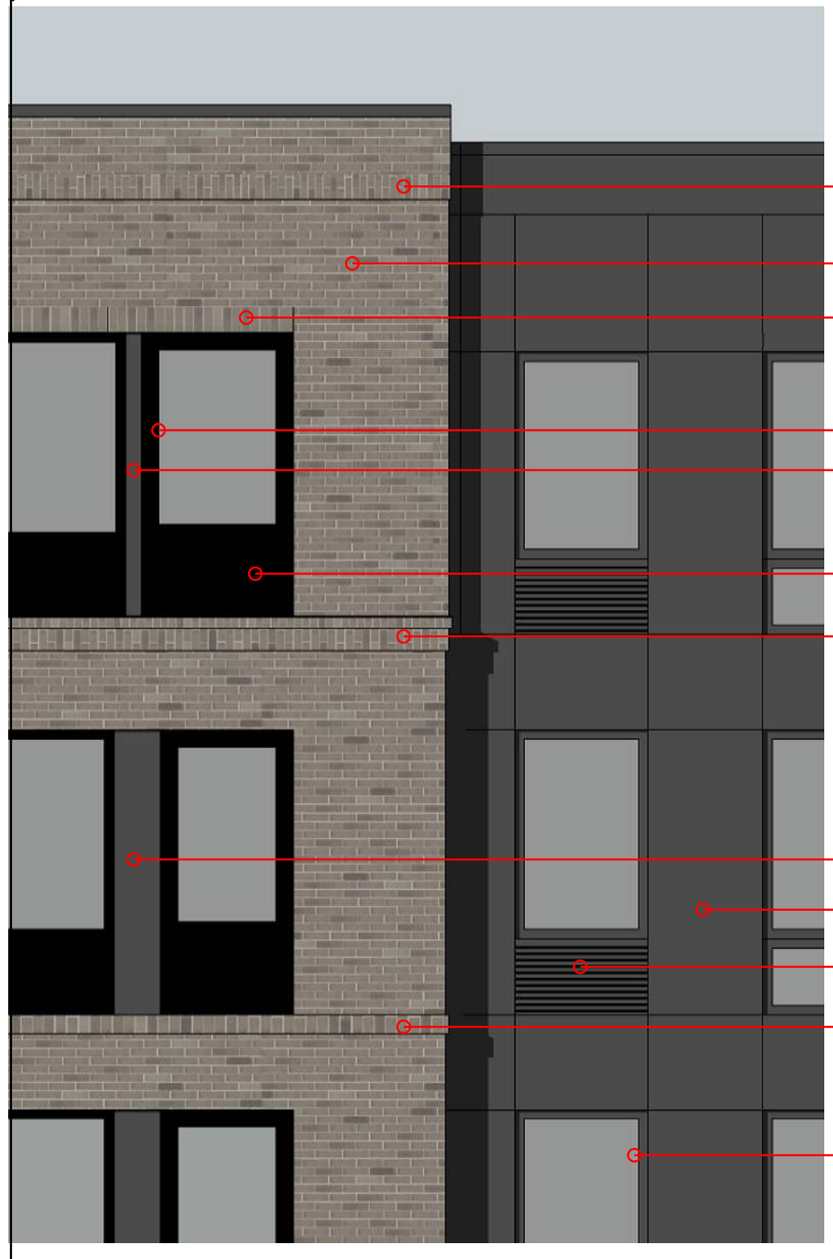
01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



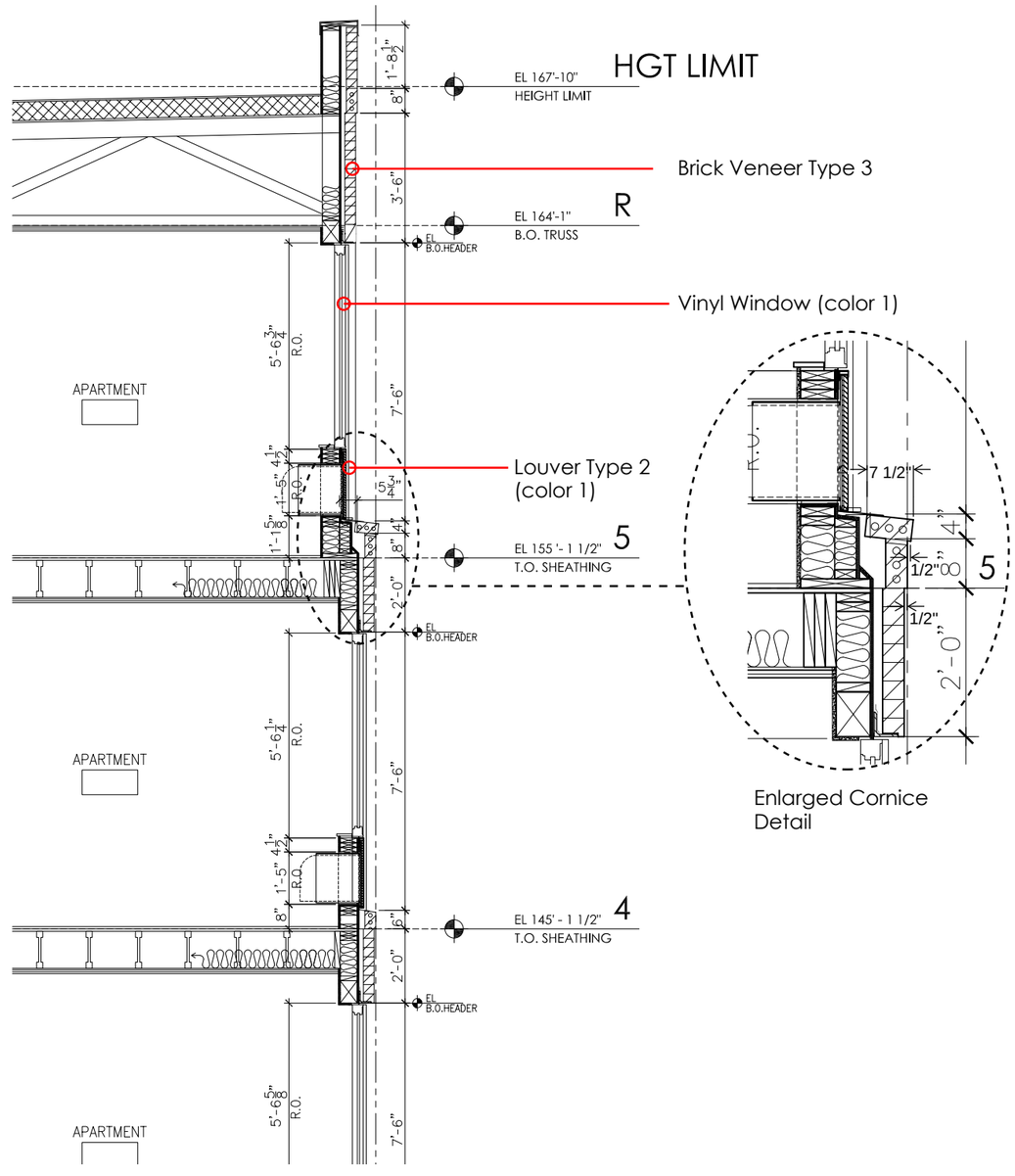
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

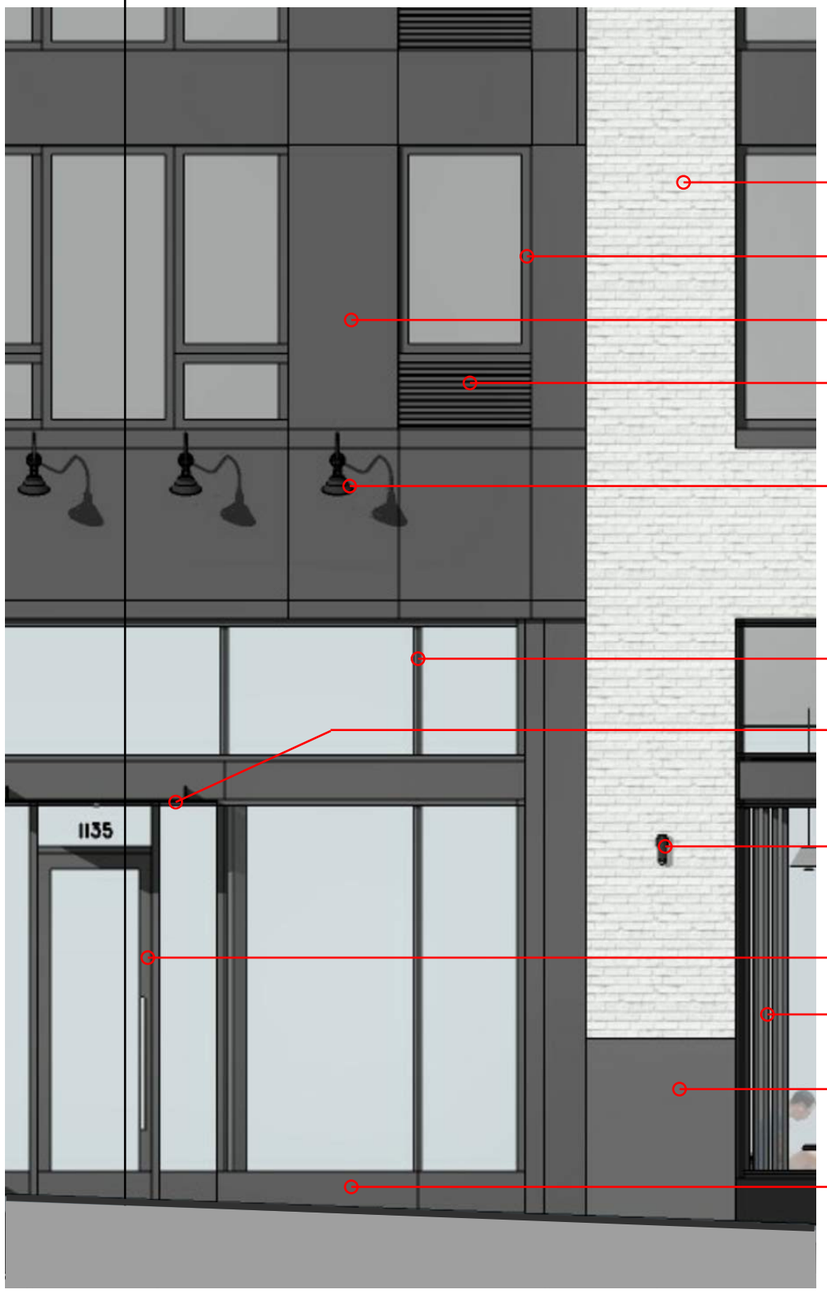
2
-



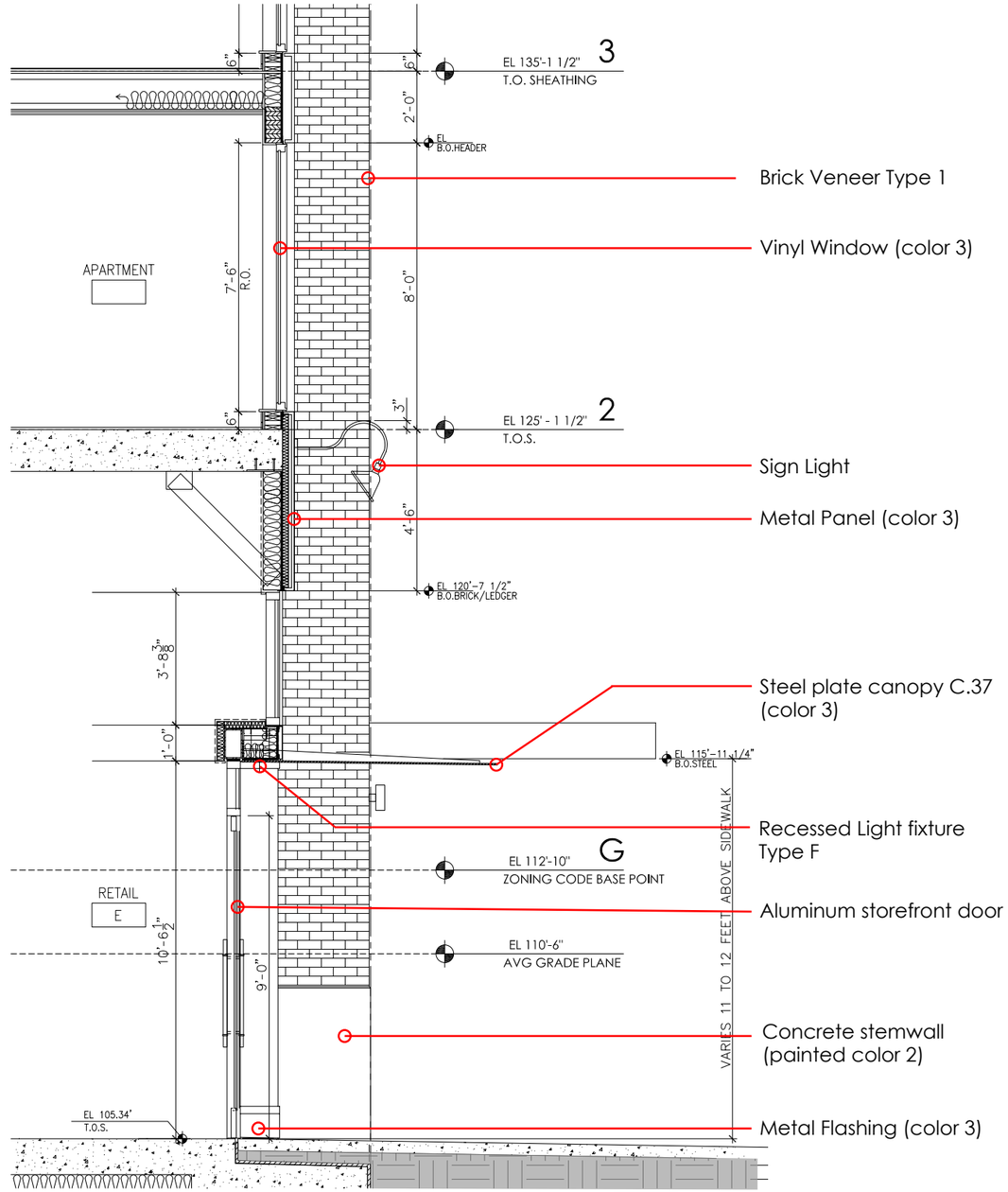
01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



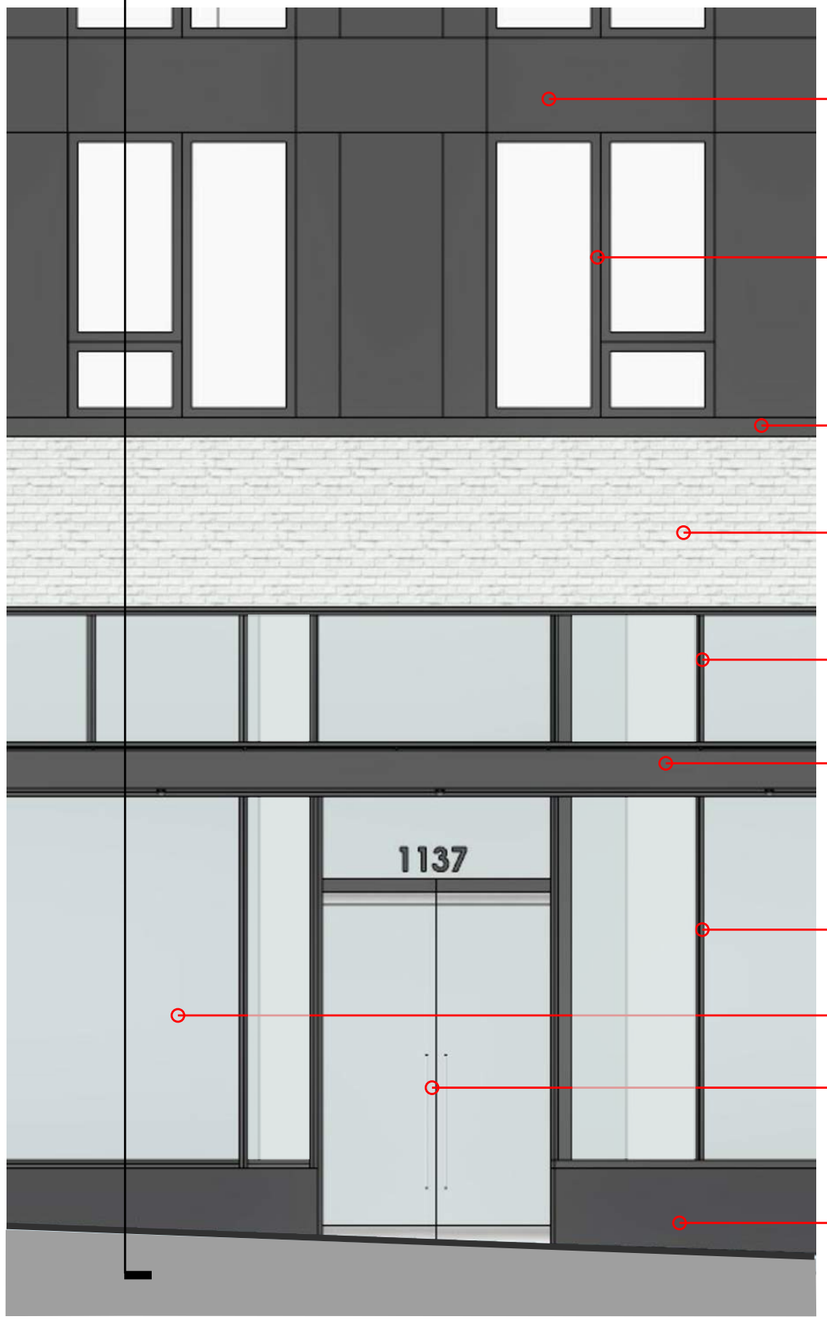
02 PARTIAL WALL SECTION 1/4"=1'-0"



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



Metal Panel (color 3)

Vinyl Window (color 3)

Metal Flashing (color 3)

Brick Veneer Type 1

Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Steel (color 3) and Glass
Canopy

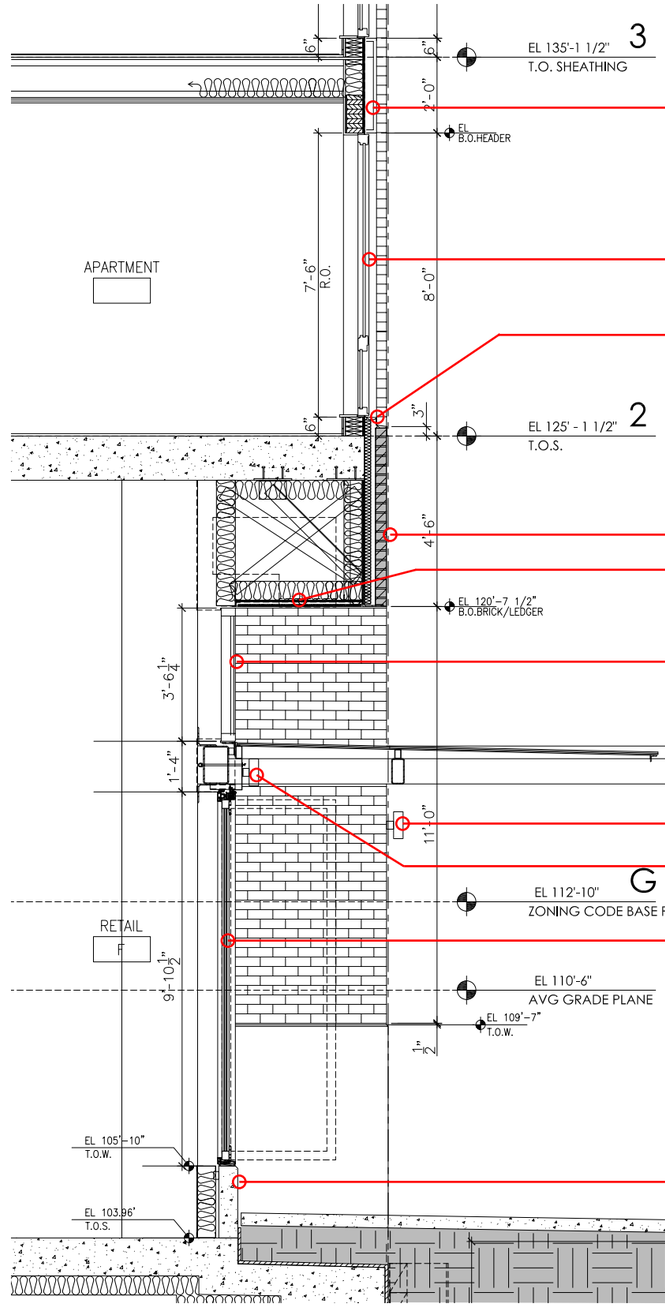
Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Folding Alum.
Storefront (color 2)

Glass doors with #4 St.Stl.
top/bottom rail

Concrete stemwall
(painted color 2)

01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



Metal Panel (color 3)

Vinyl Window (color 3)

Metal Flashing (color 3)

Brick Veneer Type 1

Soffit M/U air louvers

Aluminum Storefront
Structural Silicone glazed
at vertical joints.

Steel (color 3) and Glass
Canopy C.37

Surface mounted Light Fixture Type C

Surface mounted Light Fixture Type F

Folding storefront
(color 2)

Concrete stemwall
(painted color 2)

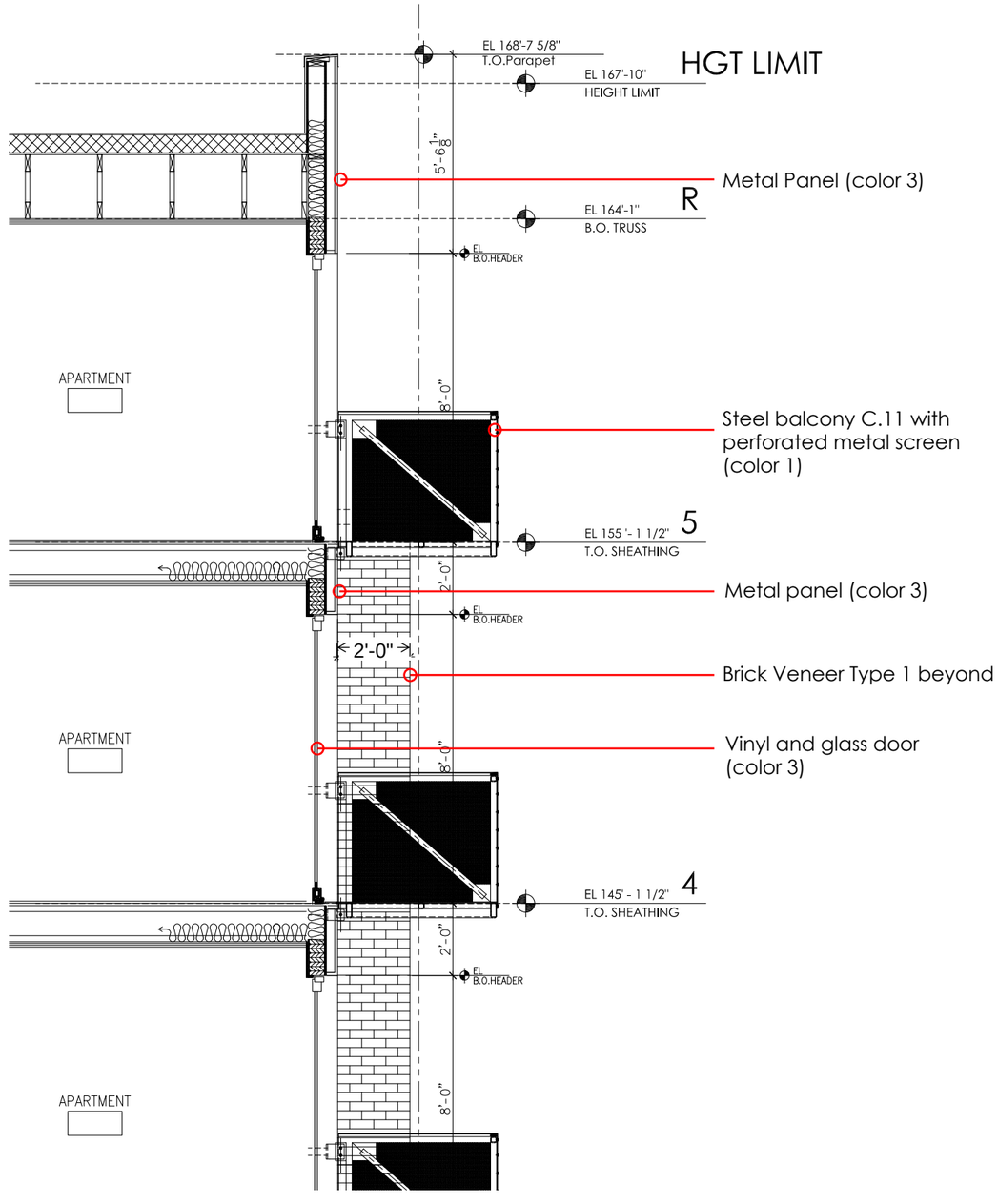
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

LU 20-123610 DZM, Exhibit A16



01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

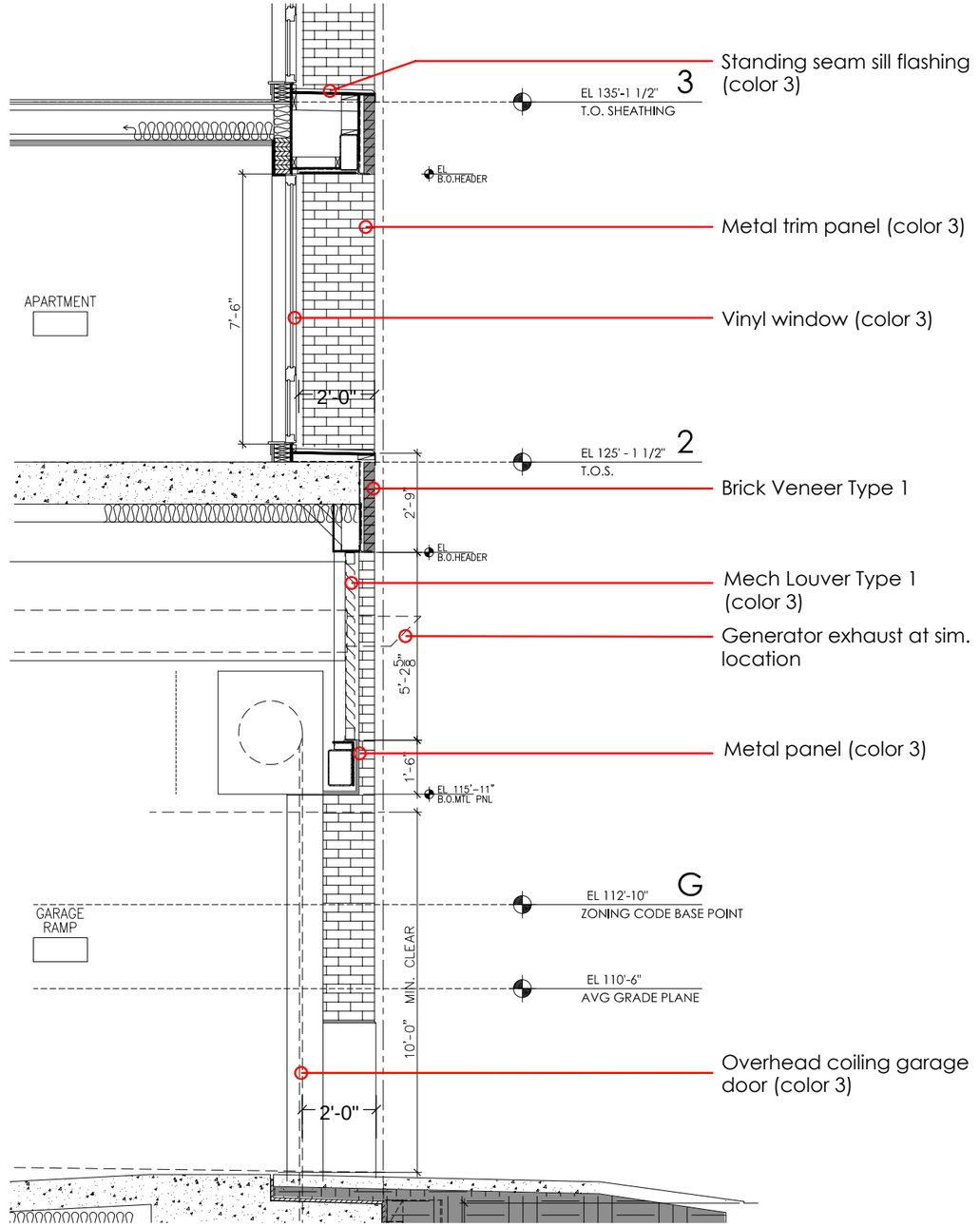


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

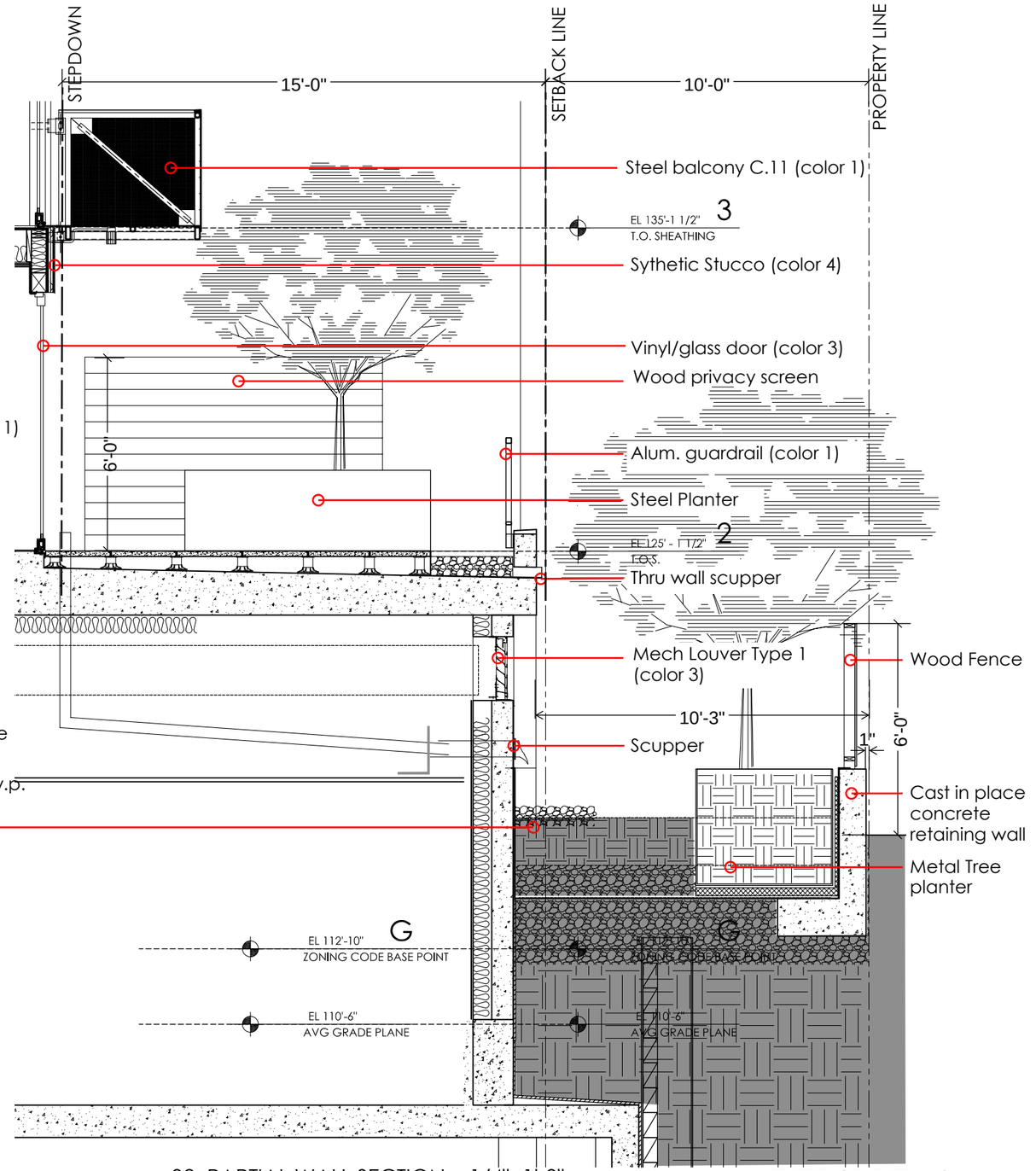


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"

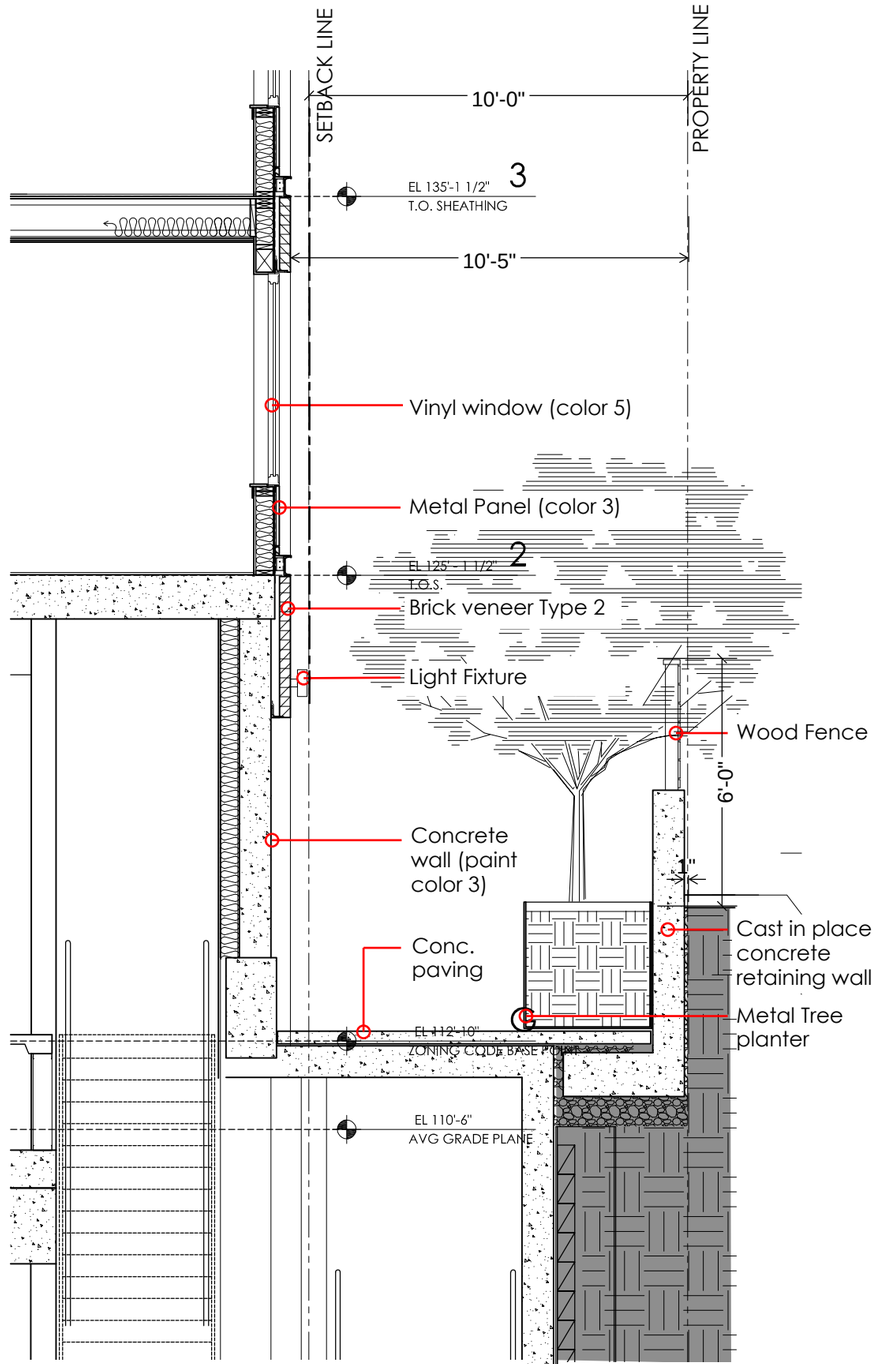


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

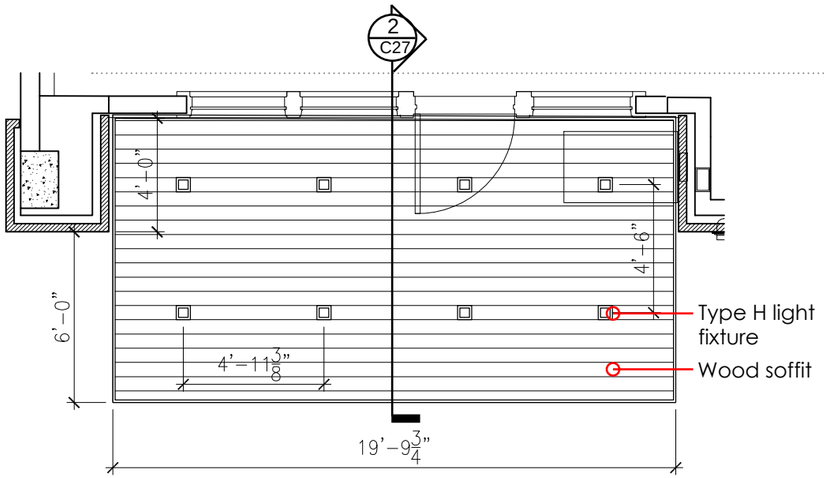


01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"

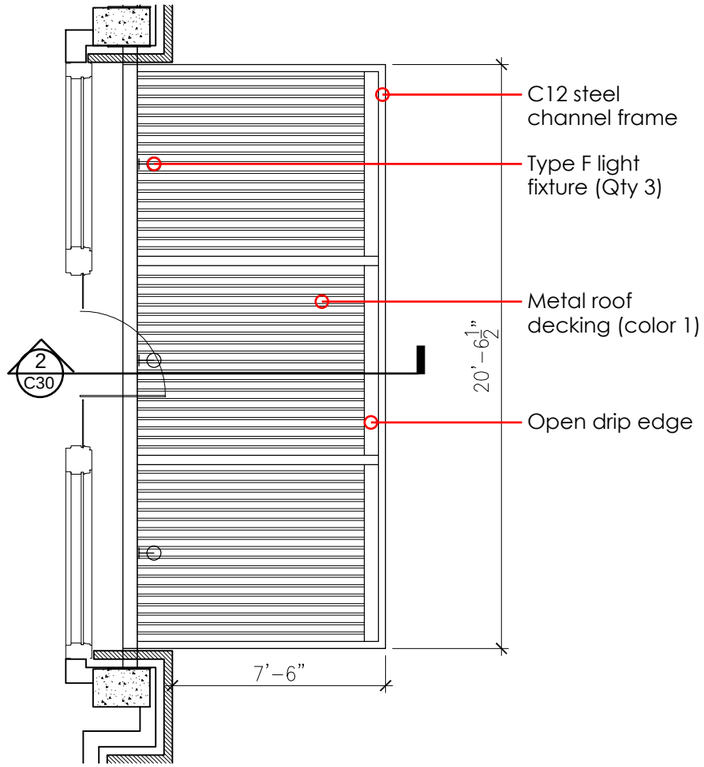


02 PARTIAL WALL SECTION 1/4"=1'-0"

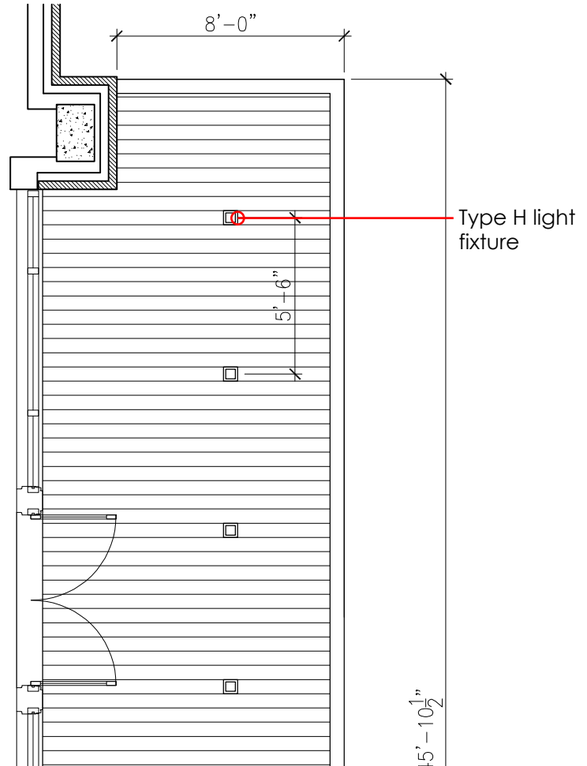
EXTERIOR DETAILS



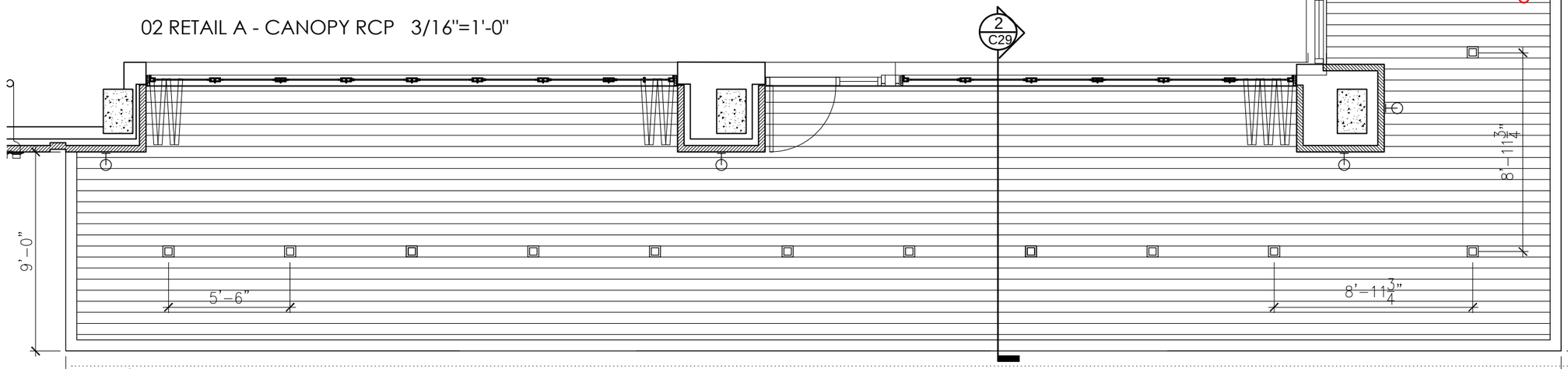
01 APARTMENT LOBBY - CANOPY RCP 3/16"=1'-0"



03 RETAIL B-C-D - CANOPY RCP 3/16"=1'-0"

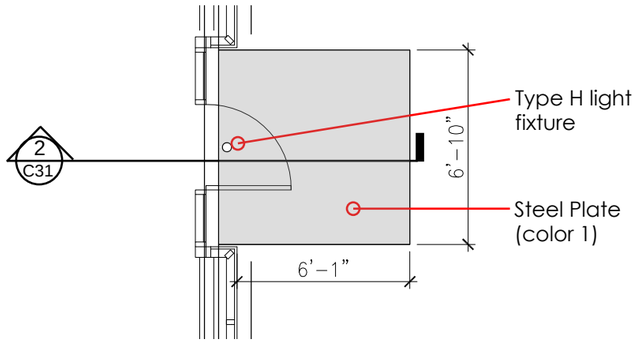


02 RETAIL A - CANOPY RCP 3/16"=1'-0"

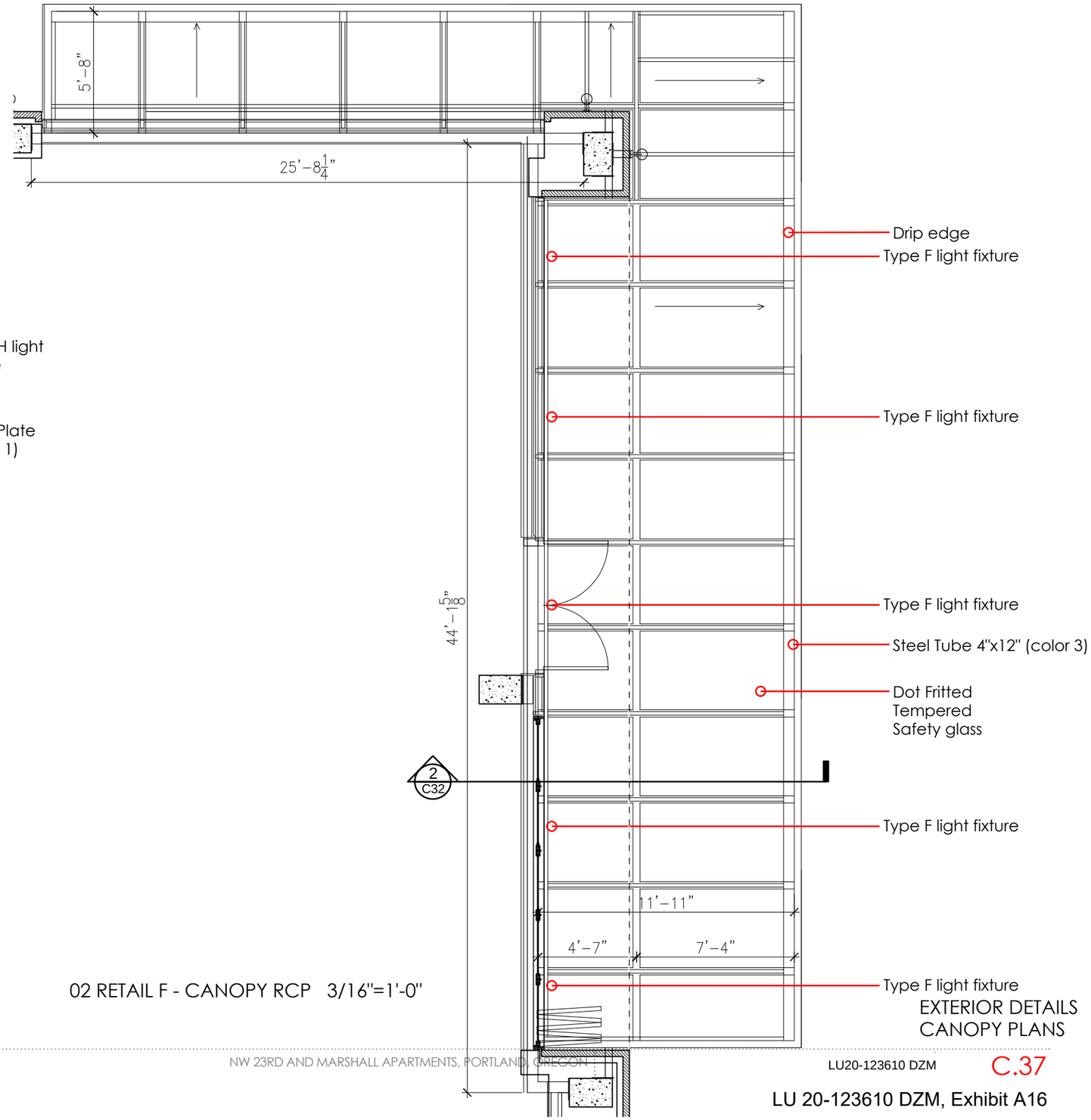


EXTERIOR DETAILS
CANOPY PLANS

LU 20-123610 DZM, Exhibit A16

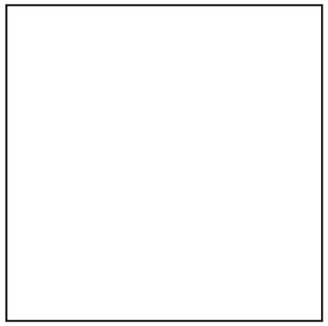


01 RETAIL E- CANOPY RCP 3/16"=1'-0"

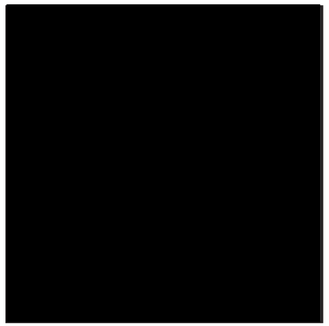


02 RETAIL F - CANOPY RCP 3/16"=1'-0"

EXTERIOR DETAILS
CANOPY PLANS



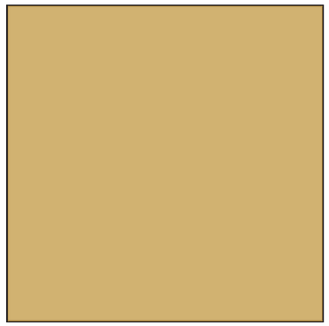
COLOR 4
WHITE



COLOR 1
BM - BLACK 2132-10 or similar



BRICK VENEER TYP 1 -
(SMOOTH) WHITE



COLOR 5
BM-Bryant Gold HC-7 or similar



COLOR 2
BM-CHARCOAL SLATE or similar



BOARD FORMED CONCRETE
and smooth cast in place concrete (painted and natural finish)



BRICK VENEER TYP 2 -
(SMOOTH) COAL CREEK



COLOR 3
BM-2124-10 WROUGHT IRON or similar



WOOD STOREFRONT
MAHOGANY

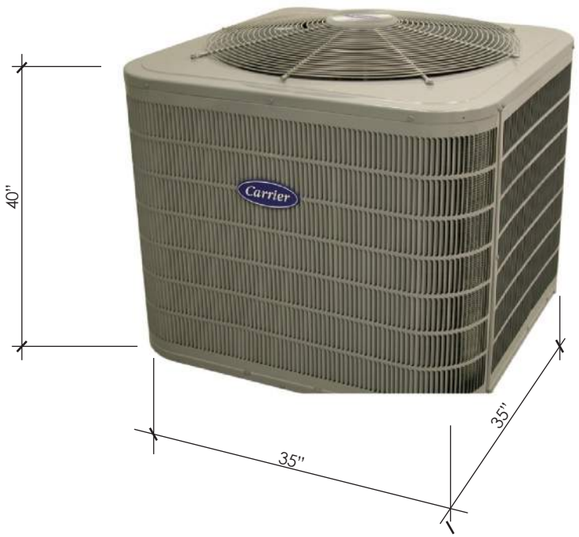


BRICK VENEER TYP 3 -
(SMOOTH) WESTPORT

MATERIALS

25HCB3
Performance™ 13 Heat Pump
with Puron® Refrigerant
1–1/2 To 5 Nominal Tons

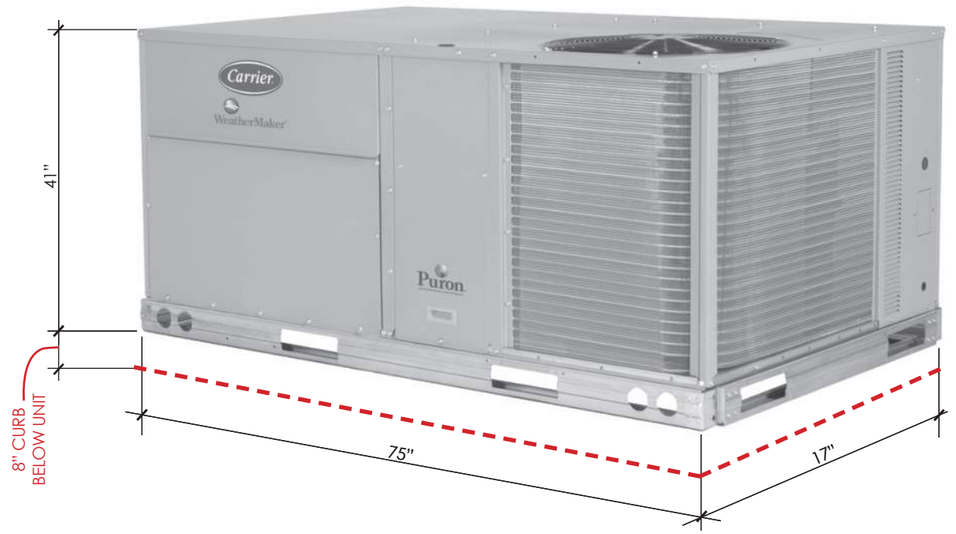
or SIMILAR



48TC
Gas Heat/Electric Cooling
Packaged Rooftop
3 to 15 Nominal Tons

or SIMILAR

Product Data



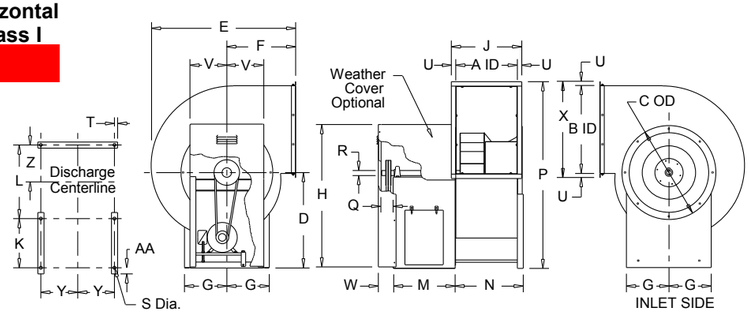
CUTSHEETS
ROOFTOP EQUIPMENT

COOK

MARK: EF-PARK

CPA

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	17-3/16	**L**	19-7/8	**W**	5
B	24-5/8	**M**	18-1/8	**X**	27-13/16
C	27-7/16	**N**	19	**Y**	11-1/8
D	27	**P**	53-1/16	**Z**	9-7/16
E	42-1/16	**Q**	4	**AA**	1-1/2
F	20-5/8	**R**	1-7/16		
G	11-7/8	**S**	9/16		
H	41	**T**	3/4		
J	20-7/16	**U**	1-5/8		
K	15	**V**	10-1/2		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	442	**Unit**	271

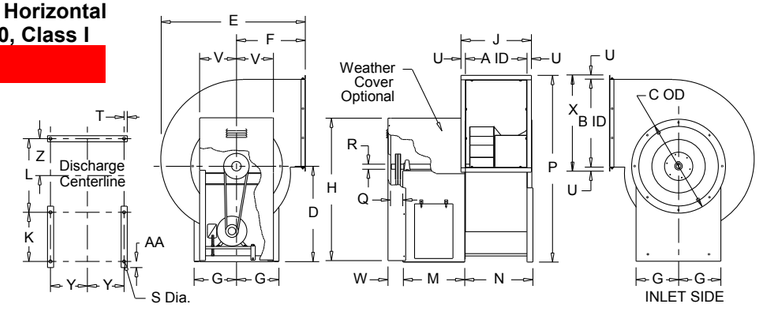
***Includes fan, motor & accessories.

COOK

MARK: EF-K

CPS

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	16-1/16	**L**	18-3/4	**W**	5
B	23	**M**	18-1/8	**X**	26-3/16
C	25-15/16	**N**	17-7/8	**Y**	10-5/8
D	25-3/8	**P**	49-13/16	**Z**	8-7/8
E	40	**Q**	4	**AA**	1-1/2
F	20	**R**	1-7/16		
G	11-3/8	**S**	9/16		
H	38-7/8	**T**	3/4		
J	19-5/16	**U**	1-5/8		
K	15	**V**	10		

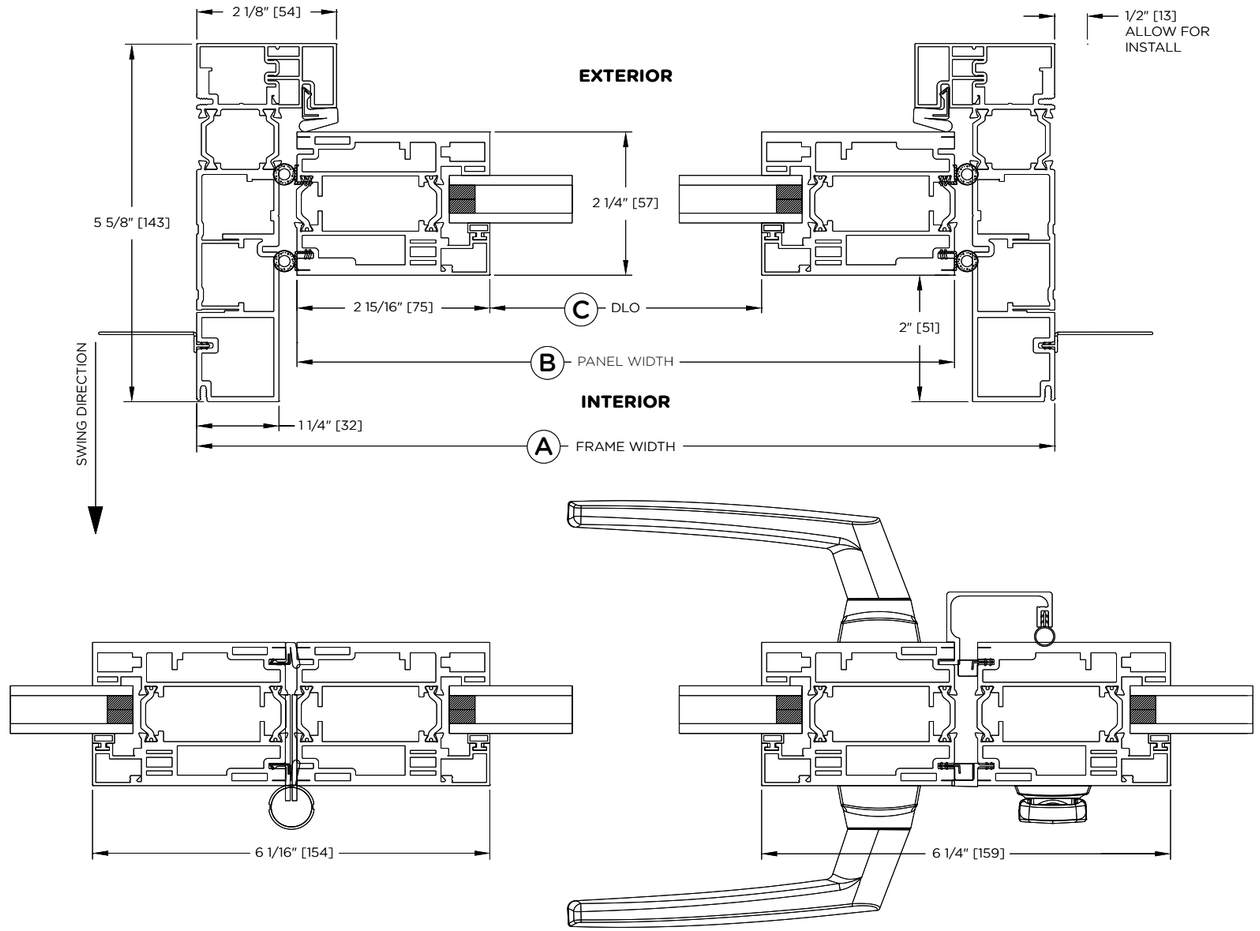
NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	569	**Unit**	410

***Includes fan, motor & accessories.

FOLDING | PLAN VIEW

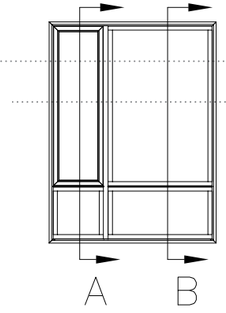
ALUMINUM THERMALLY CONTROLLED - INSWING ; OUTSWING SIMILAR

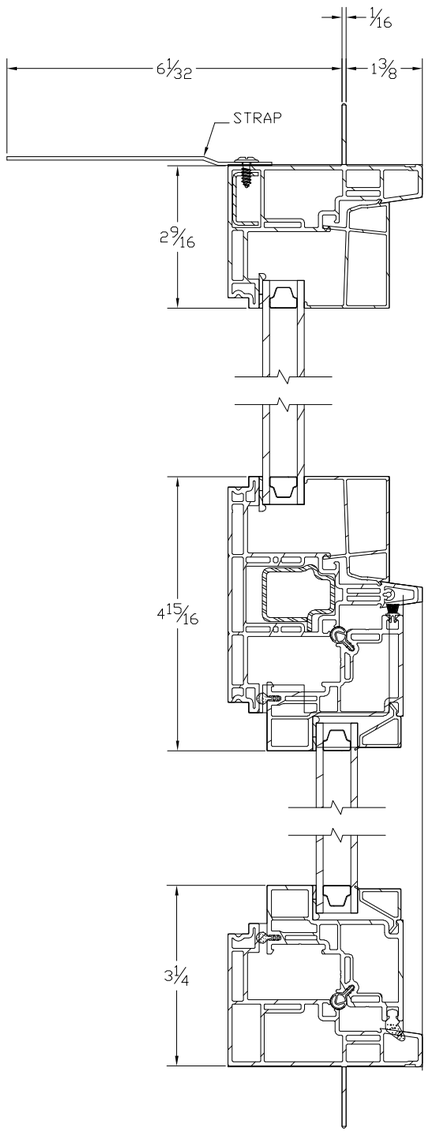


FOLDING STOREFRONT DOOR

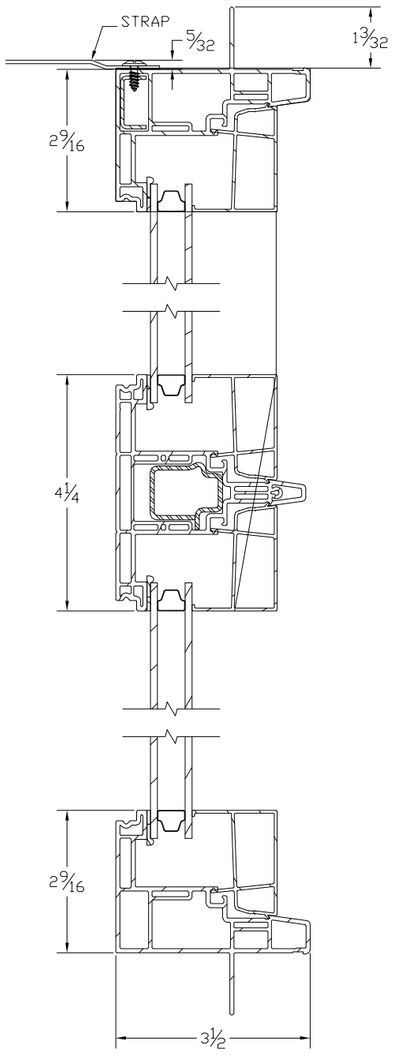
NANA WALL; LA CANTINA; OR SIMILIAR

CUTSHEETS
FOLDING STOREFRONT DOOR

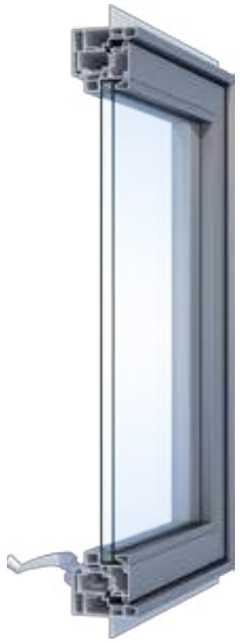




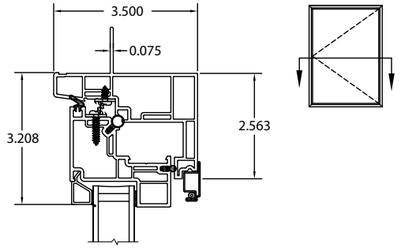
VIEW A

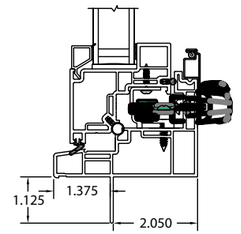


VIEW B

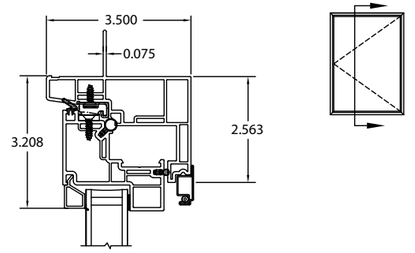


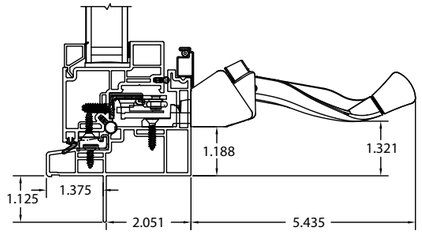
Casement Awning 3½" Frame Depth





Casement Horizontal

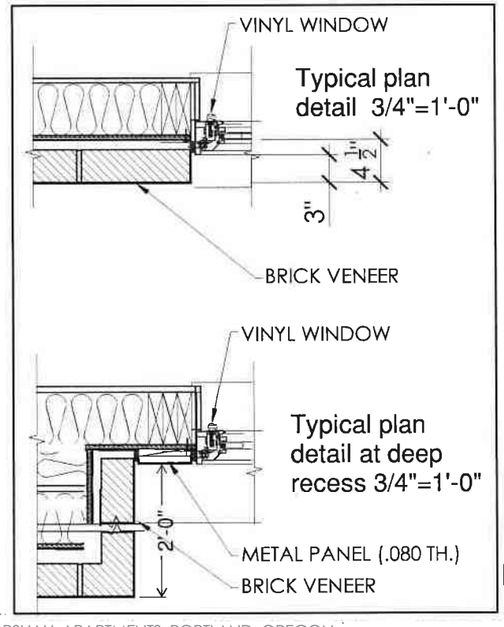


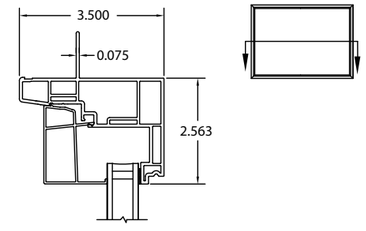


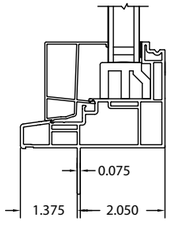
Casement Vertical



Fixed Window 3½" Frame Depth







Picture Window Vertical
able with IGUs 3/4"–1-1/4"OA

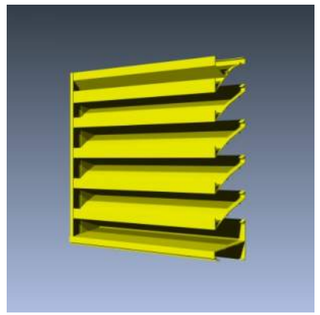
CUTSHEETS
VINYL WINDOWS

TYPE 1 LOUVER

EXTERIOR WALL LOUVER

Industrial Louvers, Inc.

MODEL 458XP **or SIMILAR**



STANDARD CONSTRUCTION

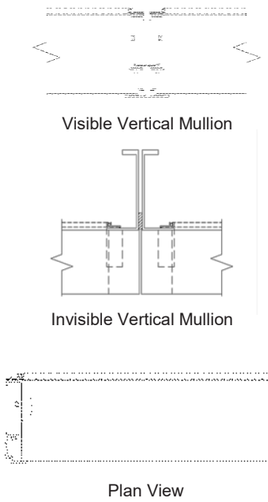
- Material: Extruded Aluminum 6063-T6
- Frame: 4" (102mm)deep, .081" (2.1mm) nominal wall thickness
- Blades: 4" (102mm)deep, .081" (2.1mm) nominal wall thickness
- Blade Spacing: 3.875" (98mm) on center
- Screen: 1/2" x .063" flattened expanded bird screen and/or 18 x 14 mesh charcoal insect screen.
- Finish: Mill

OPTIONAL ACCESSORIES

- Extended Sill Flashing
- Insulated and Non-insulated Blank-off Panels
- Flanged & Glazing Frames of various sizes
- Hinged Access Panels
- Sub-frames
- Visible Mullions
- Invisible Mullions for continuous blade appearance

FINISHES

- 2 coat Fluropolymer: Kynar® 500 / Hylar® 5000 custom colors available in 70% PVDF (AAMA 2605) or 50% PVDF (AAMA 2604) formulas.
- 3 coat Fluropolymer: Kynar 500 / Hylar 5000 custom colors available in 70% PVDF (AAMA 2605) formulas.
- Anodic finishes: Class I and Class II in Clear, Light/Medium/Dark Bronze, Champagne, and Black.
- Prime coat
- Mill



Visible Vertical Mullion

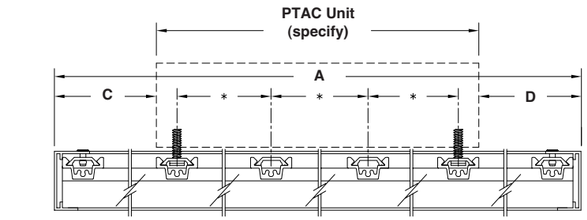
Invisible Vertical Mullion

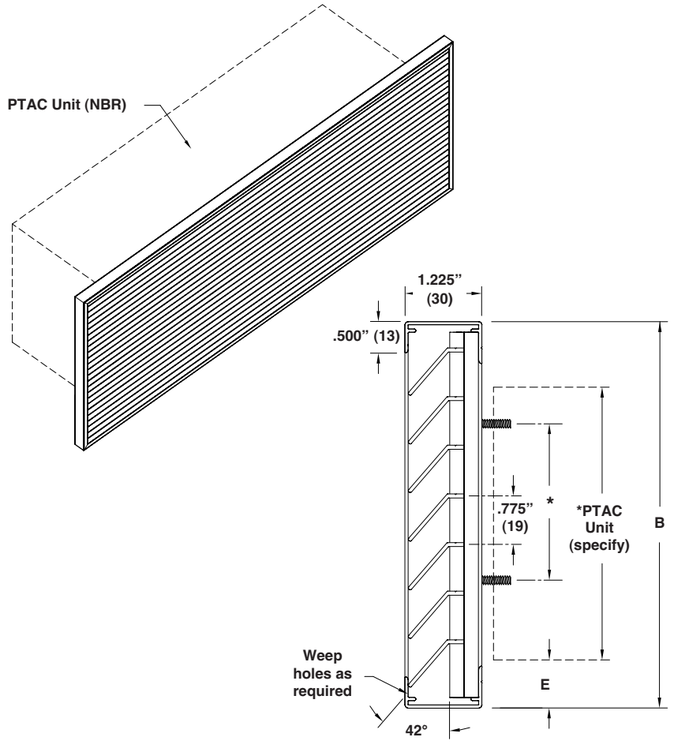
Vertical Section

Plan View

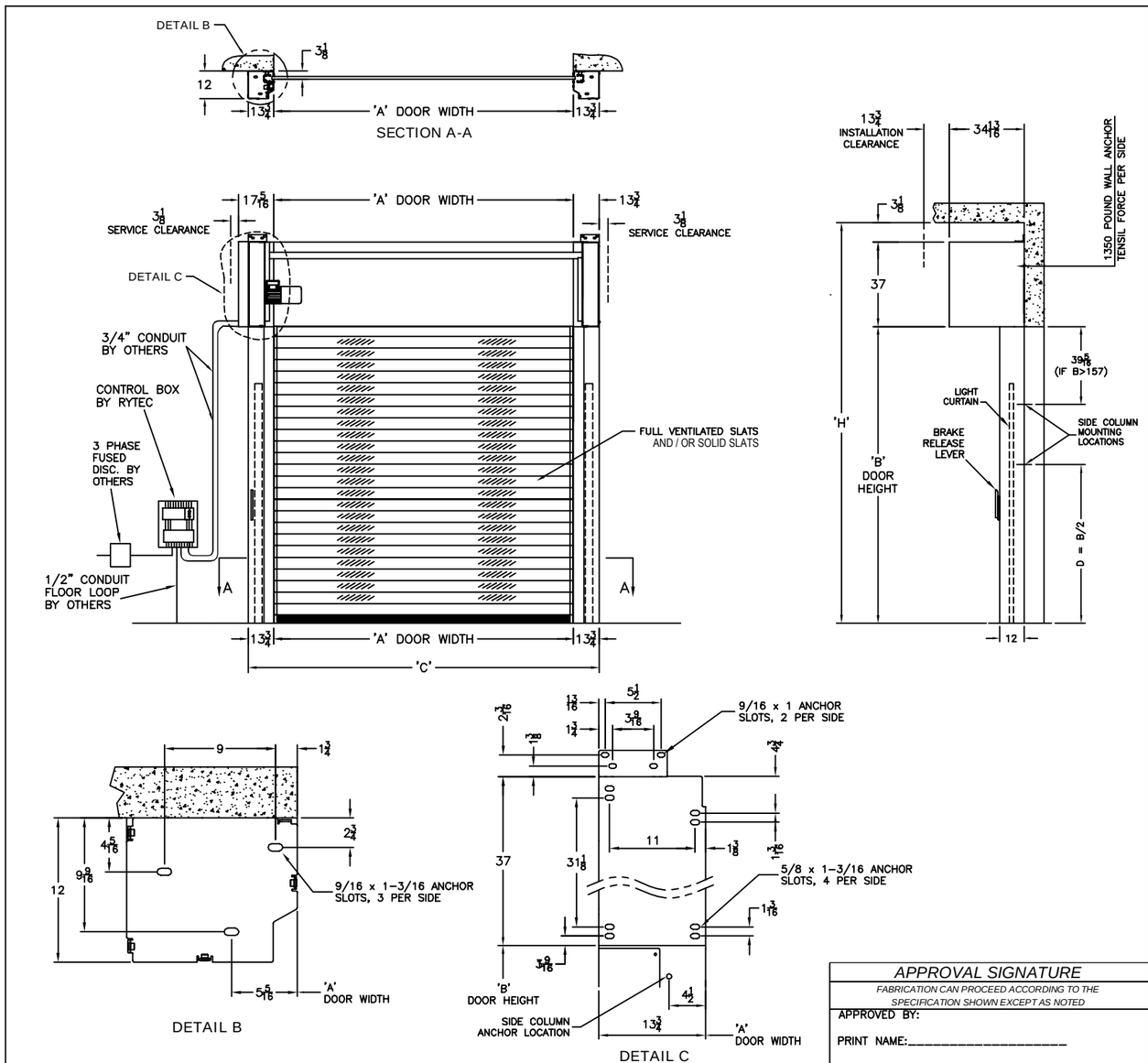
WALL LOUVER

TYPE 2 LOUVER





CUTSHEETS
MECHANICAL LOUVERS



REV	DESCRIPTION	DATE	BY

DIMENSIONAL VARIABLES

DRAWING NOT TO SCALE; DIMENSIONS IN INCHES

DOOR NO.	A	B	C	H
MILLIMETERS				

ACTUAL DOOR SIZE IS PRODUCED IN MILLIMETERS
REQUESTED DOOR SIZE IS CONVERTED TO MILLIMETERS AND ROUNDED UP TO THE NEAREST 10MM

ELECTRICAL OPTIONS

- ☐ 460v – 3ph
- ☐ 230v/208v – 3ph
- ☐ 230v/208v – 1ph
- ☐ 575v – 3ph (INCLUDES NEMA 4 METAL ENCLOSURE WITH 575/460 TRANSFORMER)

STANDARD FEATURES

1. SIDE COLUMN AND HEAD CONSOLE POWDER COATED RYTEC SILVER.
2. INTELLIGENT LIGHT CURTAIN SYSTEM IN DOOR LINE TO 6'–0" ABOVE FINISHED FLOOR.
3. VARIABLE DOOR OPENING SPEED; UP TO 118"/SEC.
4. PROGRAMMABLE UPPER AND LOWER LIMITS.
5. NEMA 4X SYSTEM 4 CONTROL BOX (8.5"X16.5").
6. BRAKE RELEASE LEVER ON SIDE COLUMN.
7. ELECTRICAL FAIL SAFE REVERSING EDGE.
8. ONE (1) SET PATHWATCH SAFETY SYSTEM.

STANDARD OPTIONS

BRAKE RELEASE LEVER
☒ SIDE COLUMN ☐ REMOTE MOUNT ☐ BOTH

- ☐ SLANT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FLAT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FRONT AND BOTTOM HEAD COVERS
- ☐ RIGHT HAND DRIVE
- ☐ ROTARY DISCONNECT
- ☐ SELECTOR SWITCH ON CONTROL BOX FUNCTION: _____
- ☐ FULLY VENTILATED SLATS
- ☐ PHOTOEYES IN LIEU OF LIGHT CURTAINS

ACTIVATION

- ☐ __ PUSHBUTTON
- ☐ __ PULL CORDS
- ☐ __ MOTION DETECTOR
- ☐ __ PRESENCE DET.
- ☐ __ MOTION/PRESENCE
- ☐ DUAL LOOP CONTROLLER
- ☐ RADIO CONTROL RCVR (INCLUDE MIN 2 XMIT)
  - __ 1 BTN TRANSMITTER
  - __ 2 BTN TRANSMITTER
  - __ 4 BTN TRANSMITTER

OPTION NOTES

ADDITIONAL NOTES:

– FULL VENTILATED SLAT ASSEMBLY

PLEASE SPECIFY VOLTAGE

APPROVAL SIGNATURE

FABRICATION CAN PROCEED ACCORDING TO THE SPECIFICATION SHOWN EXCEPT AS NOTED

APPROVED BY:

PRINT NAME:_____

SIGNATURE: _____

DATE: _____

RYTEC CORPORATION
ONE CEDAR PARKWAY, JACKSON, WI 53037–0403

APPROVAL DRAWING

SPIRAL FULL VENTILATED MODEL STT-

FOR DOOR WIDTH UP TO 20', HEIGHT UP TO 19'-8"

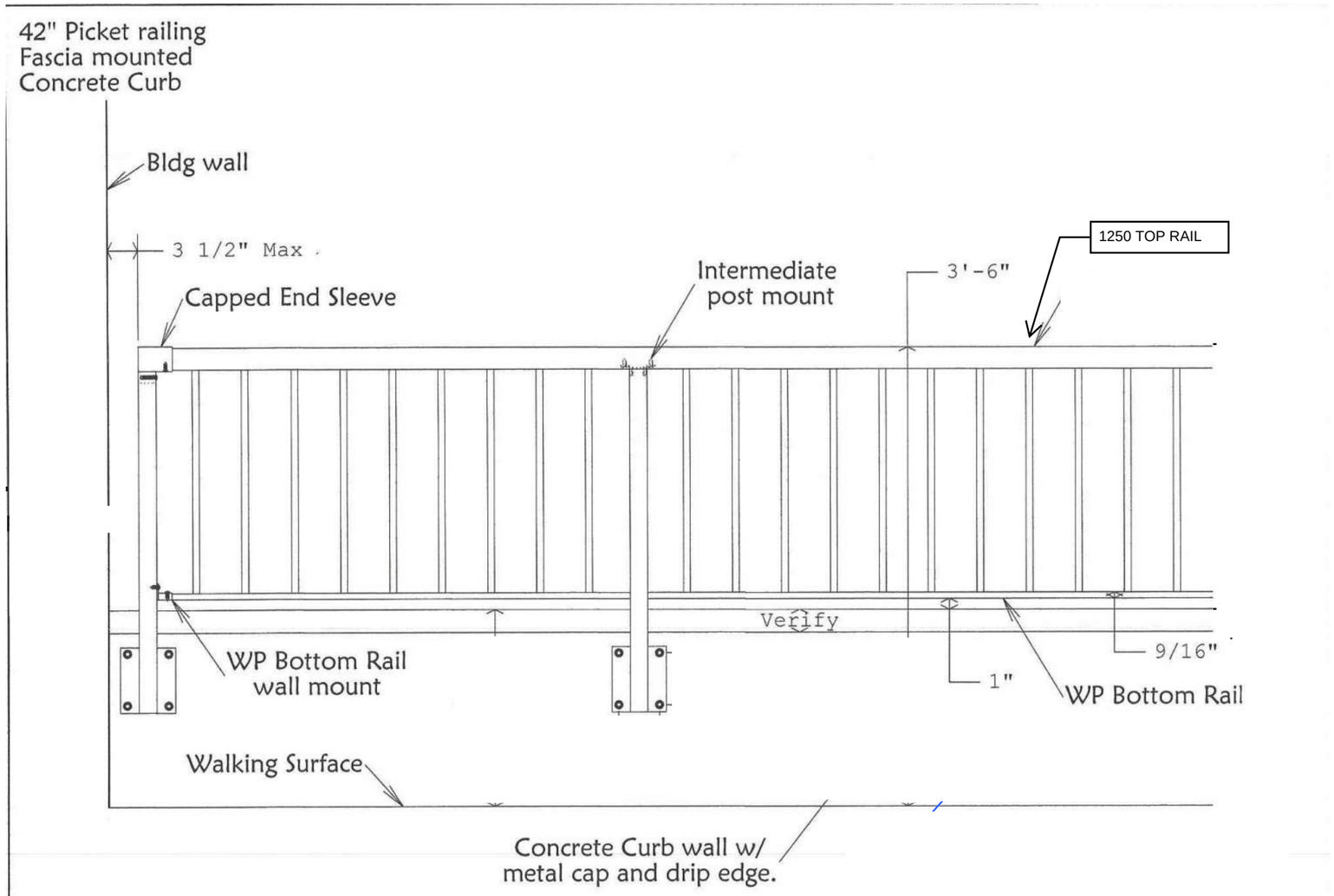
CUSTOMER:

LOCATION:

DATE: | REV.: —

DRAWING NO.: 729–02T

CUTSHEETS
GARAGE DOOR



VIEW FROM PATIO SIDE

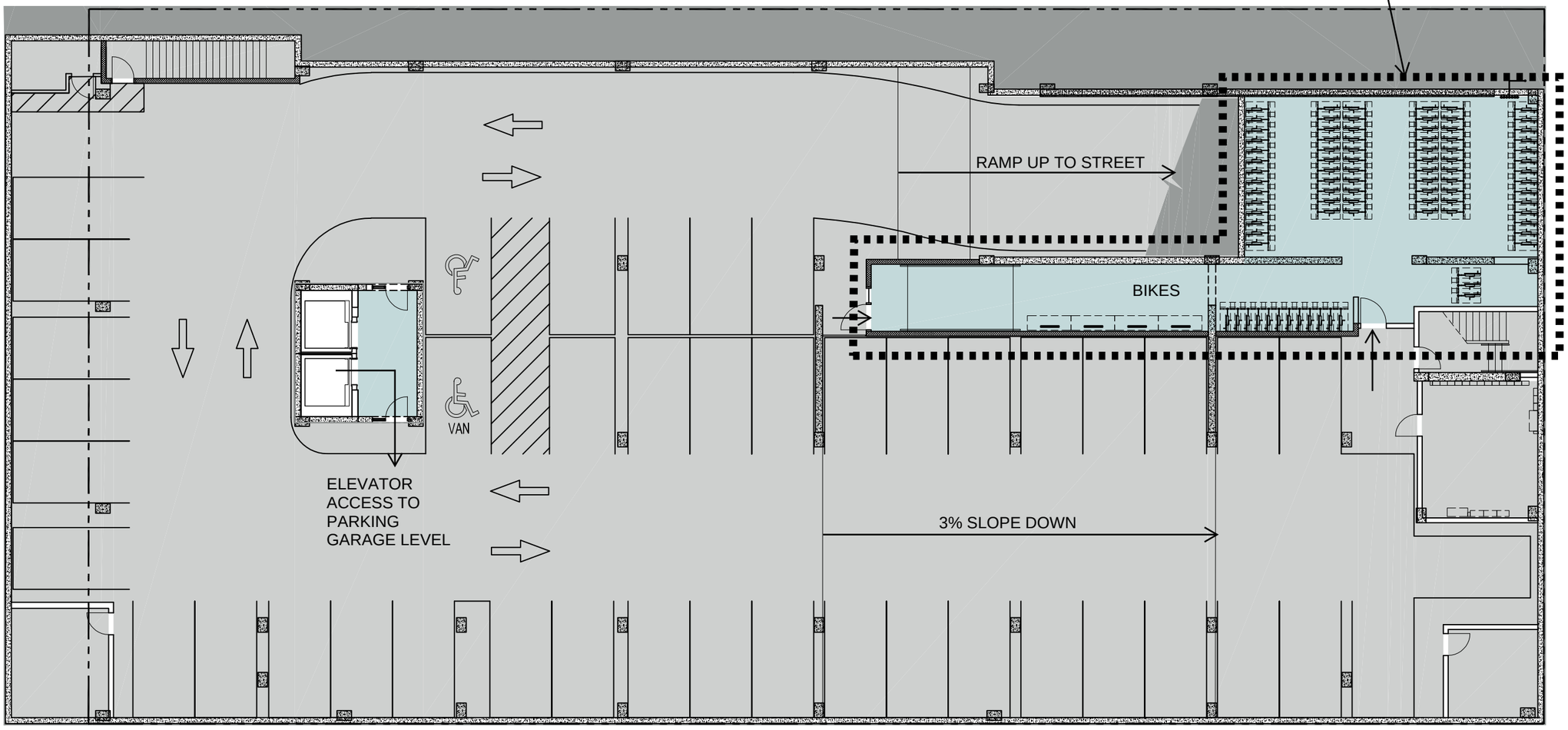
RailPro RP RAILING SOLUTIONS	V6899	2nd level Patio Elevation	DATE	Approved for Installation
			DRAWN RR	

CUTSHEETS
ALUMINUM GUARDRAIL

BICYCLE PARKING SUMMARY

82 LONG TERM RESIDENTIAL BIKE PARKING
0 SHORT TERM RESIDENTIAL BIKE PARKING

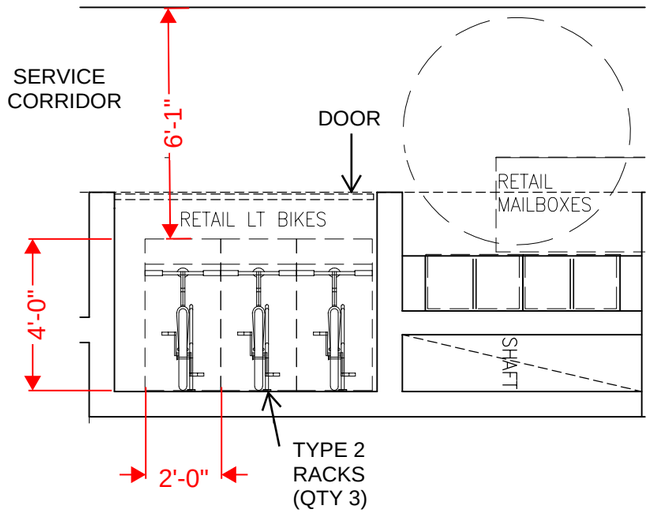
2 LONG TERM RETAIL BIKE PARKING
0 SHORT TERM RETAIL BIKE PARKING



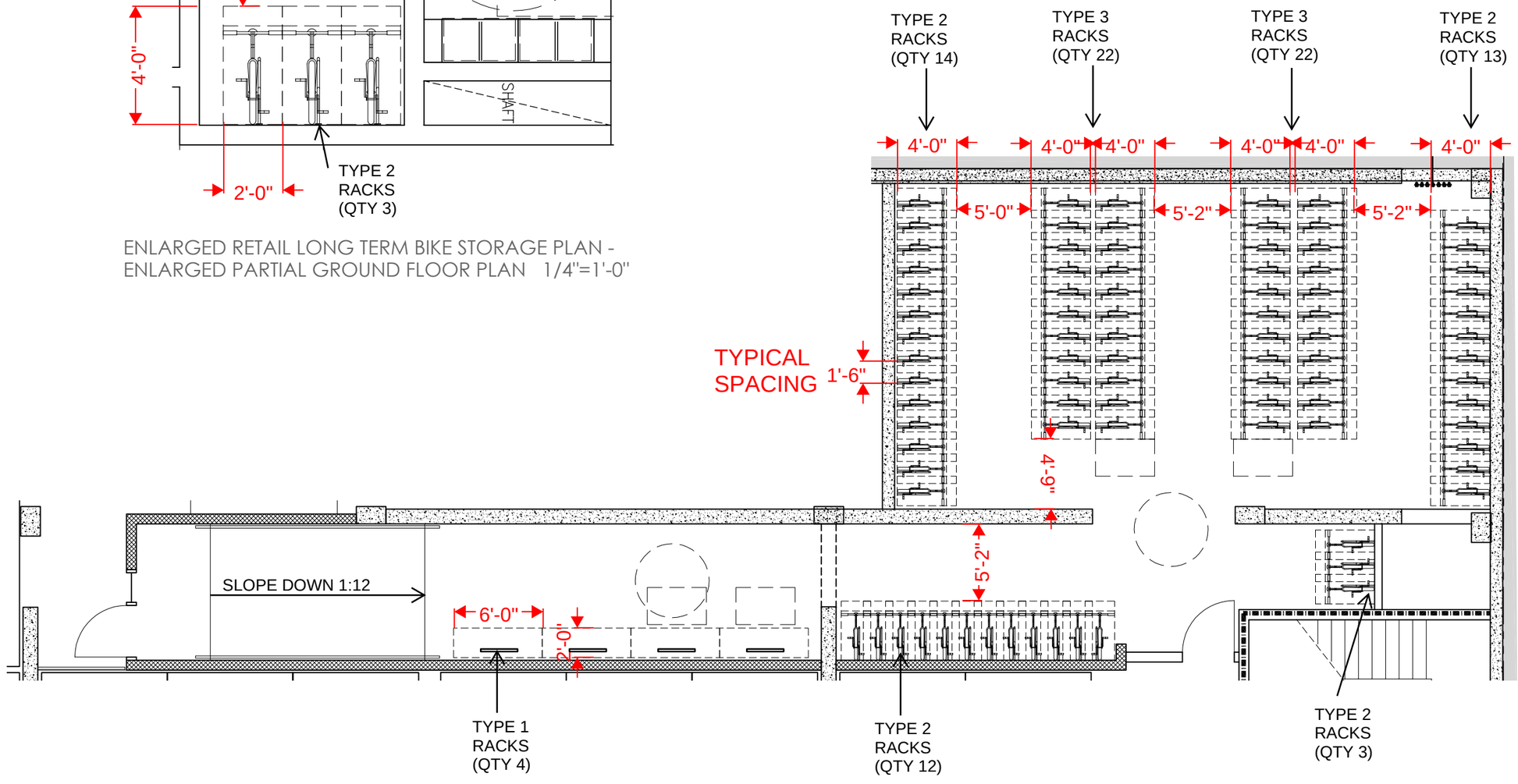
BASEMENT FLOOR PLAN - BIKES

0 4' 8' 24 ft NORTH

BIKE PARKING PLAN



ENLARGED RETAIL LONG TERM BIKE STORAGE PLAN -
ENLARGED PARTIAL GROUND FLOOR PLAN 1/4"=1'-0"



RESIDENTIAL LONG TERM BIKE PARKING
ENLARGED PARTIAL BASEMENT PLAN 1/8"=1'-0"

90 BIKES TOTAL

BICYCLE PARKING SUMMARY

82 *LONG TERM RESIDENTIAL BIKE PARKING*
0 *SHORT TERM RESIDENTIAL BIKE PARKING*

2 *LONG TERM RETAIL BIKE PARKING*
0 *SHORT TERM RETAIL BIKE PARKING*



BICYCLE PARKING TYPE 1

LOTLIMIT *BIKE RACK*

DESCRIPTION: STAPLE RACK 24"X40"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 2

DERO *ULTRA SPACE SAVER SINGLE*

DESCRIPTION: VERTICAL WALL MOUNTED RACK 18"X48"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 3

DERO *ULTRA SPACE SAVER SQUARED*

DESCRIPTION: FLOOR MOUNTED VERTICAL STAND ALONE RACK 18"X48"

COLOR: BLACK POWDER COAT

NOTE: SEE MODIFICATION FOR BIKE PARKING SIZE ADJUSTMENTS

0 4' 8' 24 ft NORTH

BIKE PARKING ENLARGED PLANS

APPENDIX

NW 23rd and Marshall Apartments

September 29, 2020

□ □□M□□□ED□SSM□□
R□M□□□□□□□
□□*□□□(□□)□E□□□□□□□
□□*□□□□□(E)□E□□□□□□

□ □□M□□□D□SSM□□
R□M□□□□□□□
□□*□□□(□E)□E□□□□□□□ □
□□*□□□□(SE)□E□□□□□□□ □
□□*□□□(S□)□E□□□□□□
□□*□□□□□(E)□E□□□□□□

□ S□RM□□□□
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□ S□RM□□□□
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□D□R□□□□□□□
□□□□□□□□□M□RS□□□□S□
ZONING R1

□D□R□□□□□□□
□□□□□□□□□□□R□□R□□□S□
ZONING R1

□R□□E□□E□□S□□□G□□□□□RE□E
RE□□□□□□G□□ □□□

E□□S□□□G□□S□□□□□□□R□□G
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□R□□□SED
S□□ □□□□□□E

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□E□REM□□ED

E□□S□□□G□□ □□□□□□□E□REM□□ED

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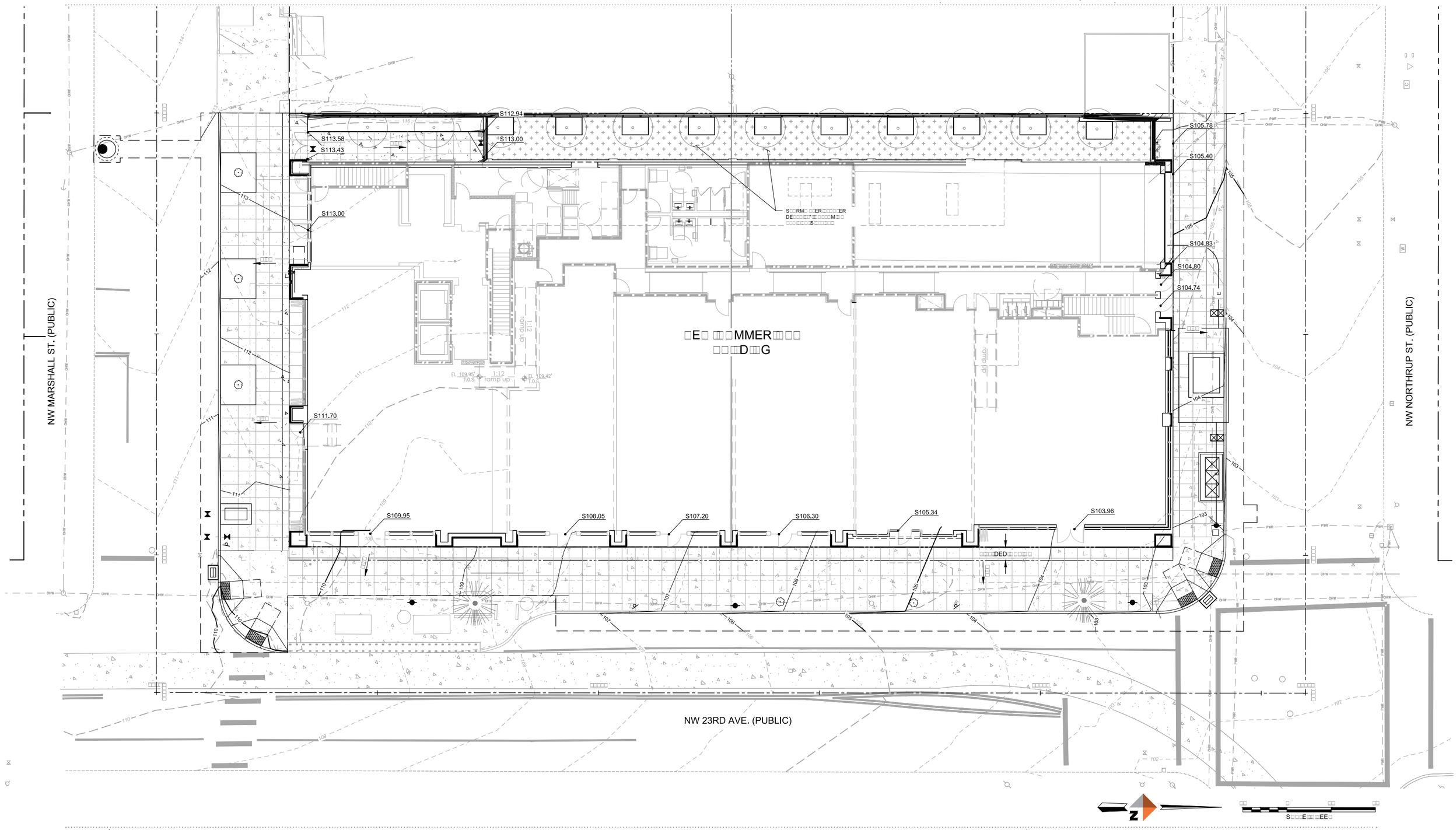
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□□□□E

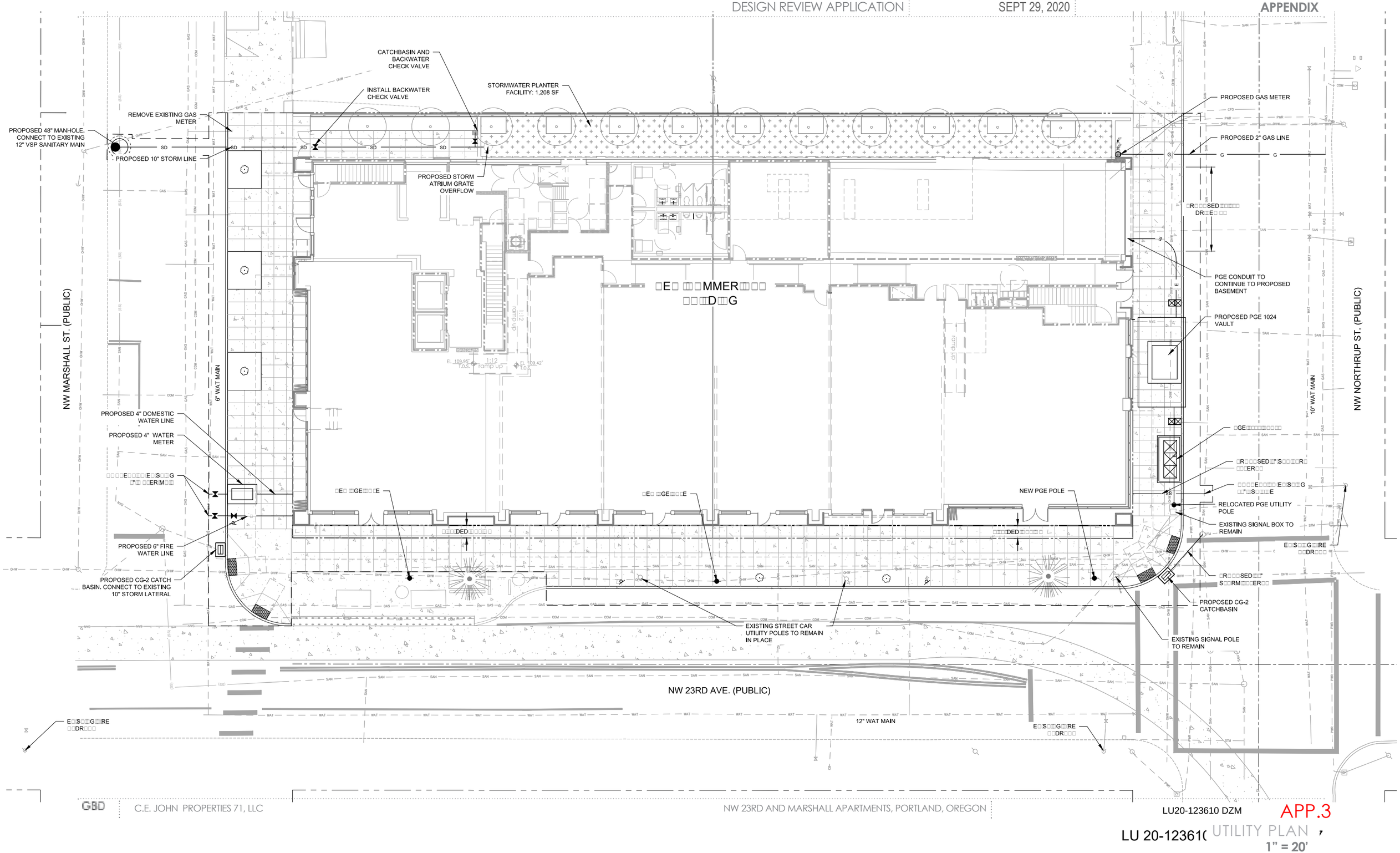
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□E□REM□□ED

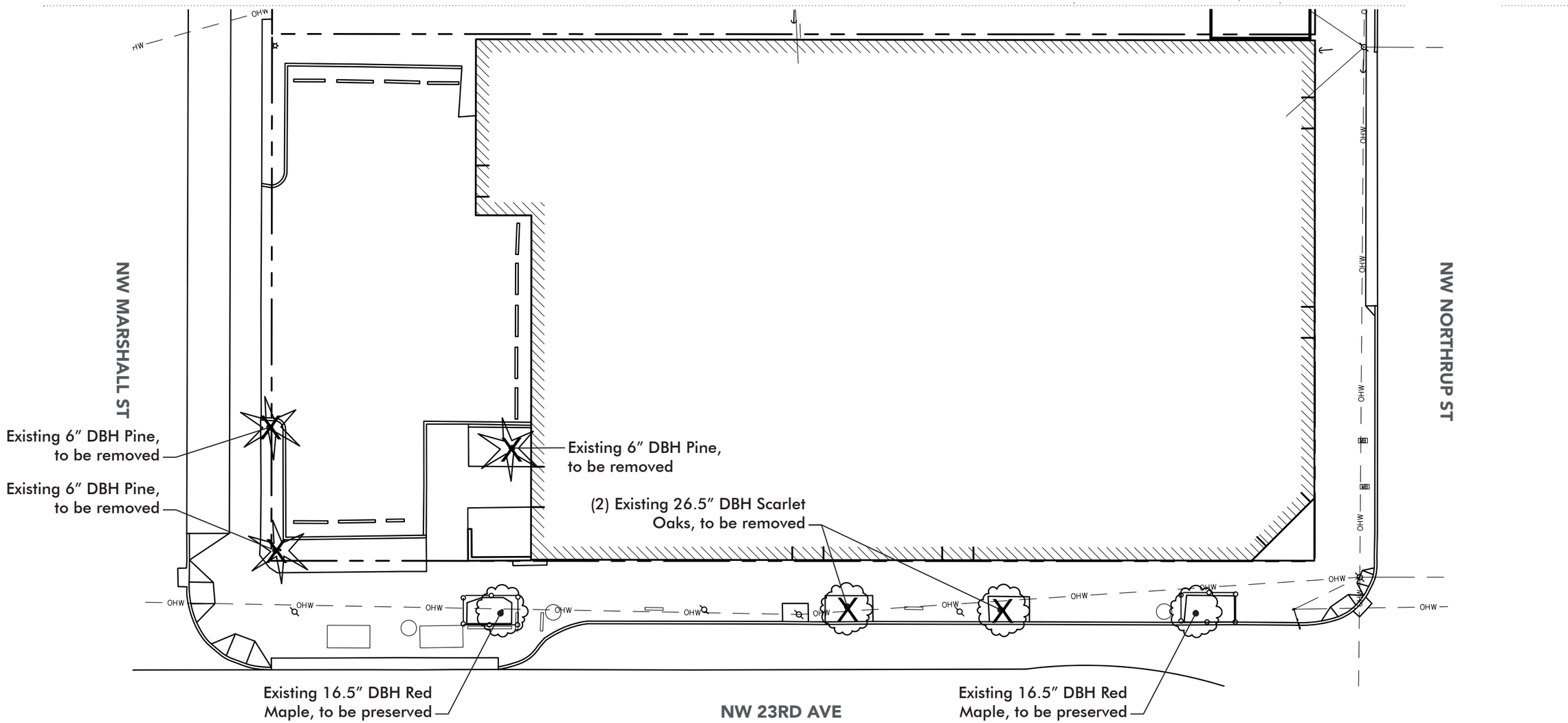
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S□REE□□□R□S□E□□ER□□□REM□□□ *
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NW MARSHALL ST. (PUBLIC)
NW NORTHRUP ST. (PUBLIC)
NW 23RD AVE. (PUBLIC)
S112.94
S113.58
S113.43
S113.00
S113.00
S111.70
S109.95
S108.05
S107.20
S106.30
S105.34
S103.96
S105.78
S105.40
S104.83
S104.80
S104.74
1:12 ramp up
1:12 ramp up
EL 109.95' T.O.S.
EL 109.42' T.O.S.
ramp up
DED
N
S□□E□□□EE□


CATCHBASIN AND BACKWATER CHECK VALVE
INSTALL BACKWATER CHECK VALVE
STORMWATER PLANTER FACILITY: 1,208 SF
REMOVE EXISTING GAS METER
PROPOSED 48" MANHOLE. CONNECT TO EXISTING 12" VSP SANITARY MAIN
PROPOSED 10" STORM LINE
PROPOSED STORM ATRIUM GRATE OVERFLOW
PROPOSED GAS METER
PROPOSED 2" GAS LINE
PROPOSED RELOCATED DRIVE
PGE CONDUIT TO CONTINUE TO PROPOSED BASEMENT
PROPOSED PGE 1024 VAULT
NW MARSHALL ST. (PUBLIC)
6" WAT MAIN
NW NORTHRUP ST. (PUBLIC)
10" WAT MAIN
PROPOSED 4" DOMESTIC WATER LINE
PROPOSED 4" WATER METER
PROPOSED 6" FIRE WATER LINE
PROPOSED CG-2 CATCH BASIN. CONNECT TO EXISTING 10" STORM LATERAL
NEW PGE POLE
RELOCATED PGE UTILITY POLE
EXISTING SIGNAL BOX TO REMAIN
PROPOSED CG-2 CATCHBASIN
EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE
EXISTING SIGNAL POLE TO REMAIN
NW 23RD AVE. (PUBLIC)
12" WAT MAIN
EL. 109.95' T.O.S.
1:12 ramp up
EL. 109.42' T.O.S.
ramp up
ramp up



Tree Protection and Removal Notes:

- (3) Existing 6" DBH Pines to be removed for on-site development, no mitigation required (11.50.040).
- (2) Existing 26.5" DBH Scarlet Oaks to be removed for on-site development, (4) Mitigation Trees Required, per 10/10/19 Urban Forestry Pre-App Notes.
- (2) Existing 16.5" DBH Red Maples to be preserved per 10/10/19 Urban Forestry Pre-App Notes.
- Root Protection Zone (RPZ) is a minimum of 1-foot radius per inch of tree diameter. No construction activity shall occur within RPZ without supervision by Urban Forester or Project Arborist.
- Protect all trees indicated to remain, including bark and root zones. 6' tall chain link tree protection fencing, including signage shall be installed as shown prior to the start of any construction activities, and shall remain in place until final certificate of occupancy is issued.

Tree Planting Information (see planting plan for more information):

- L3 screening at West Property Line: (8) 3" cal Chinese Fringe Trees and (5) 3" cal Persian Ironwoods provided.
- NW 23rd Ave: (2) existing Red Maples to be preserved and (2) 3" cal Frontier Elms provided.
- NW Marshall St: (3) 3" cal Columnar European Hornbeams provided.
- NW Northrup St: No street tree planting due to vehicular entry and utility conflicts.

TREE PLAN
1" = 20'

LU 20-123610 DZM, Exhibit A17

FACADE AREA ABOVE 9 ft = 10,636 gsf
10,636 x 0.15 = 1,595 sf

WINDOW AREA = 3,788 sf > 1,595 sf
COMPLIES



EAST ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

FACADE AREA = 4690 gsf
FACADE AREA ABOVE 9 ft = 3,901 gsf
3901 x 0.15 = 585 sf

WINDOW AREA = 1,356 sf > 585 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
FACADE AREA ABOVE 9ft = 4,513 gsf
4,513 x 0.15 = 677 sf

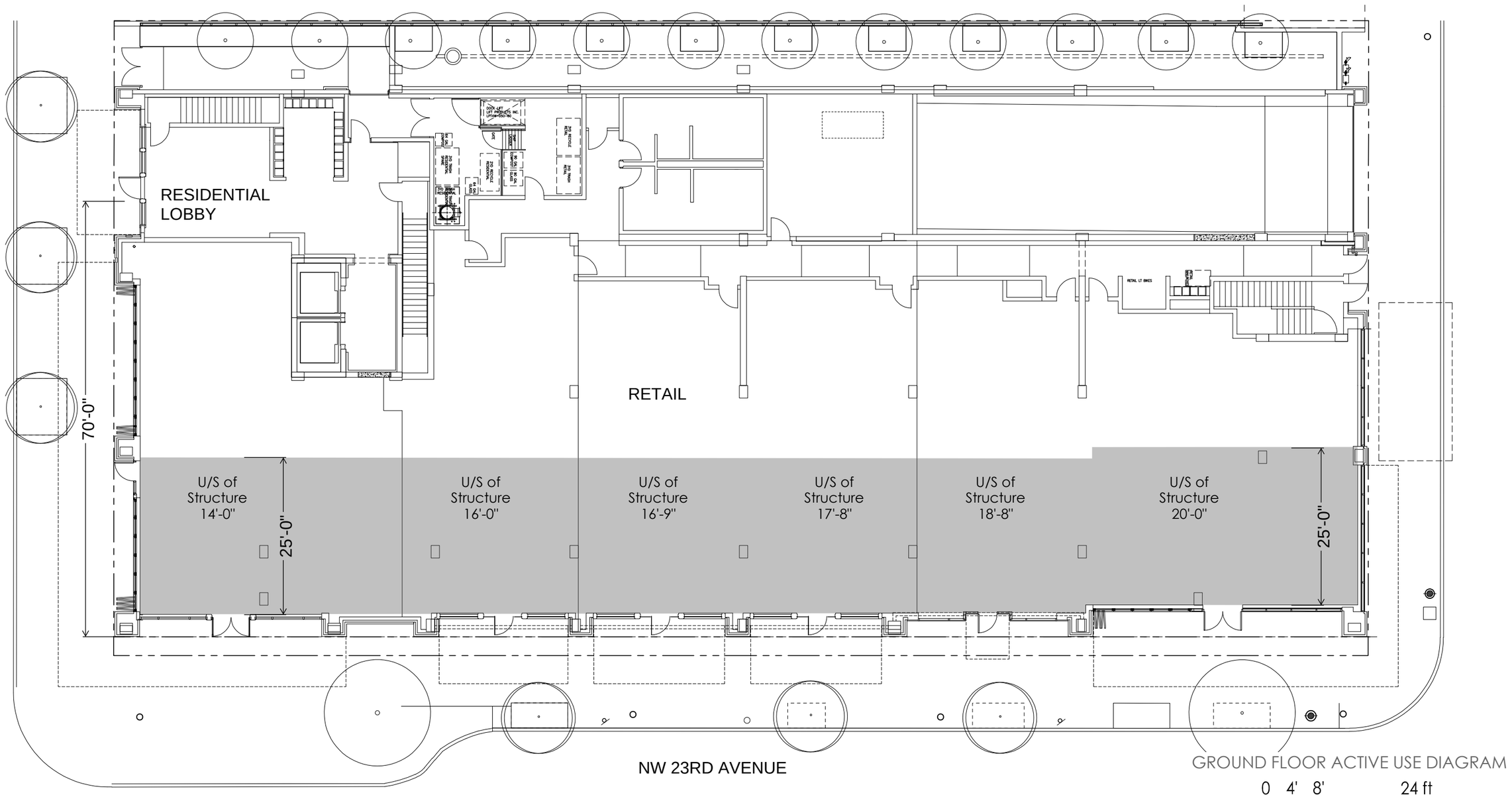
Window Area = 1,516 sf > 677 sf
COMPLIES



NORTH ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft



GROUND FLOOR ACTIVE USE DIAGRAM

0 4' 8' 24 ft

FACADE AREA 2'-10' = 1596 gsf
1596 x 0.40 = 639 sf

WINDOW AREA = 1021 sf > 639 sf
COMPLIES



EAST ELEVATION

GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A17

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

WINDOW AREA = 415 sf > 175 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

Window Area = 322 sf > 175 sf
COMPLIES

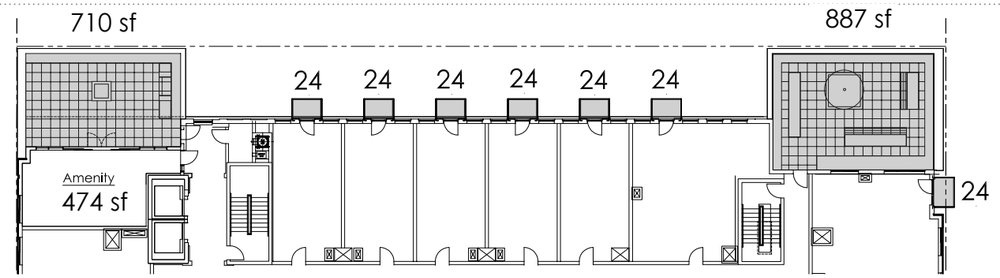


NORTH ELEVATION

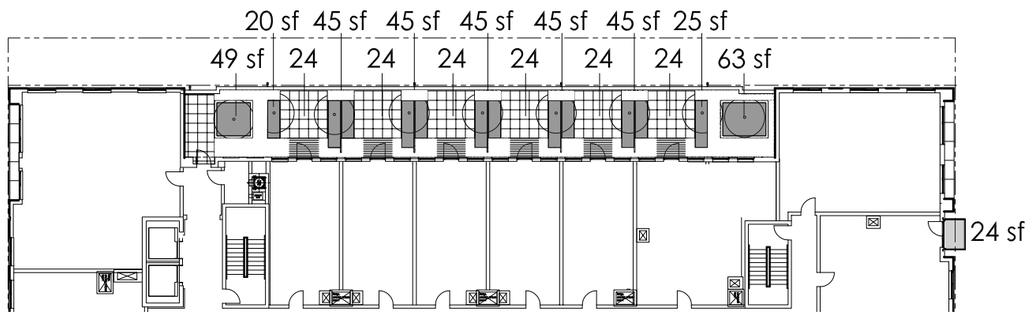
GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

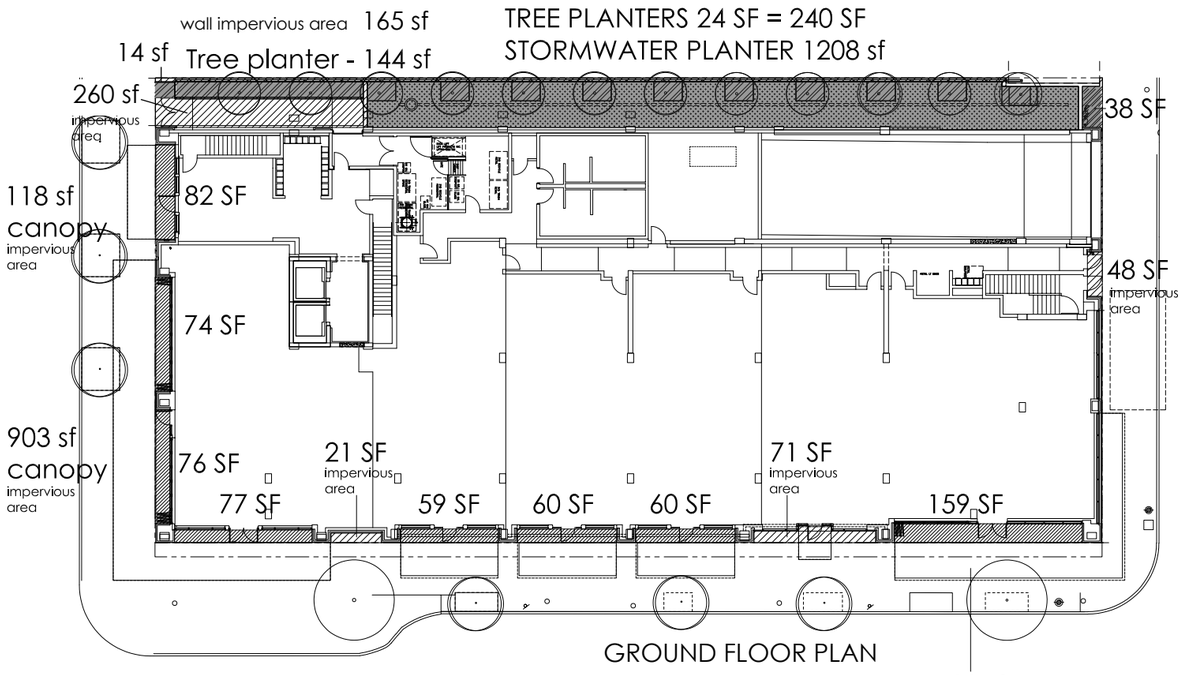
LU 20-123610 DZM, Exh



FIFTH FLOOR PARTIAL PLAN



SECOND FLOOR PARTIAL PLAN



GROUND FLOOR PLAN

FIFTH FLOOR

Landscape Area = 0 sf

Outdoor Area
- a. Common Terraces (710+887) = 1597 sf
- b. Indoor Amenity Room = 474 sf
- c. Balconies (24sf x7) = 168 sf

2239 sf

THIRD and FOURTH FLOOR

Landscape Area = 0 sf

Outdoor Area
- a. Balconies (24sf x 7) x 2 flrs = 336 sf (locations same as 5th flr)

SECOND FLOOR

Landscape Area
- a. Planters (49+20+45+45 +45+45+45+25+63 = 382 sf

Outdoor Area
- a. Private Patios (24sf x 6) = 144 sf
- b. Balconies (24sf x1) = 24 sf

168 sf

GROUND FLOOR

Landscape Area
- a. Tree wells (24 sf x 11) = 240 sf
- b. Stormwater Planter = 1208 sf
- c. Setback Landscape (14+38+144) =196 sf
- d. Paved Landscape Area (260+165)= 425 sf
- e. Paved "plaza" areas (82+74+76+77+21+59+60 +60+71+159+48)= 787 = 494 sf (using only amount needed)

2,563 sf

Outdoor Area (ground floor) = 0 sf

REQUIRED LANDSCAPING 15% OF SITE AREA
(19,630 SF after 3 ft sidewalk dedication) = 2945 sf

(Total allowable hardscape = 33% of Landscape area)
(2945 x 0.33 = 971 sf allowable)

Actual hardscape = 4 5 + 494 = 919 sf)

Landscape area = 382 + 2563 = 2945 sf

COMPLIES

REQUIRED OUTDOOR SPACE 36 sf per Unit
74 units x 36 = 2664 sf

2239+336+168 = 2743 sf > 2664 sf

COMPLIES

REQ'D LANDSCAPING AND OUTDOOR AREA

0 4' 8' 24 ft NORTH

FACADE AREA = 12,433 gsf
12,433 x 0.25 = 3,108 sf

OFFSET AREA = 4,318 sf > 3,108 sf
COMPLIES



EAST ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exh

FACADE AREA = 4,690 gsf
4690 x 0.25 = 1,173 sf

OFFSET AREA = 1,911 sf > 1,173 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
5,302 x 0.25 = 1,326 sf

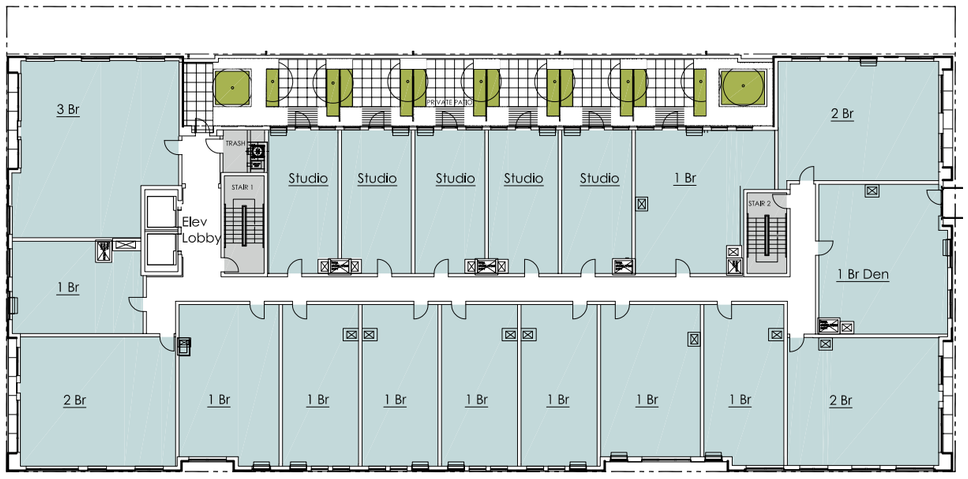
OFFSET AREA = 2,239 sf > 1,326 sf
COMPLIES



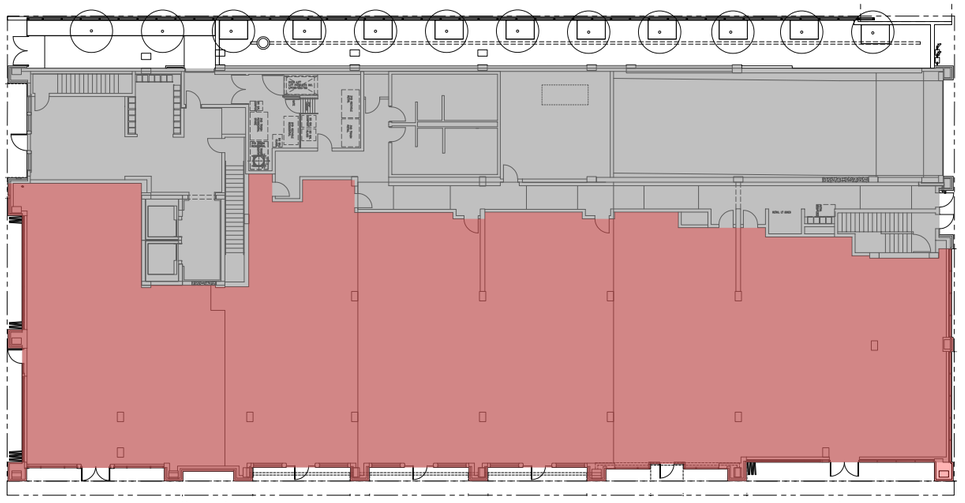
NORTH ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft



SECOND FLOOR 15,382 gsf



GROUND FLOOR 17,592 gsf (Retail 10,057 nsf)

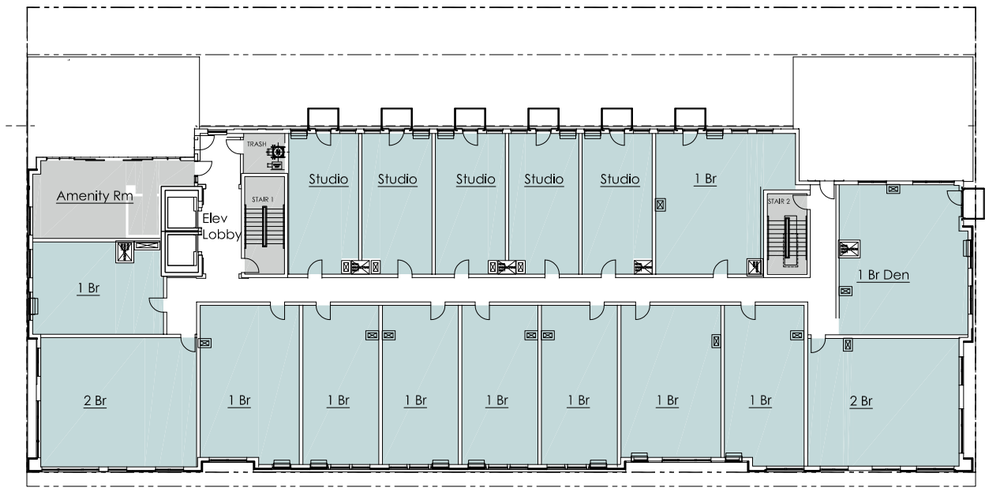
Site Area 19,630 sf

Allowable FAR 4:1
Proposed FAR 3.94:1

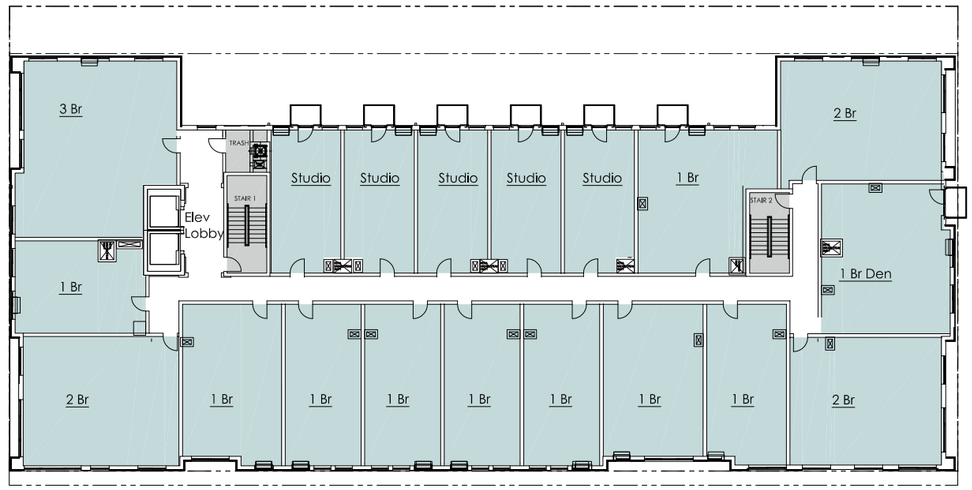
Allowable Area
19,630 x 4 = 78,520 sf

Proposed Area

5	13,604 gsf
4	15,382 gsf
3	15,382 gsf
2	15,382 gsf
1	17,592 gsf
	77,342 gsf



FIFTH FLOOR 13,604 gsf



THIRD and FOURTH FLOORS 15,382 gsf

0 4' 8' 24 ft NORTH

FLOOR AREA RATIO DIAGRAMS

NEIGHBORHOOD ASSOCIATION MEETING

Project:	NW 23rd & Marshall Mixed-Use Development Proposed for 1111-1137 NW 23rd Avenue.	**Meeting Date:**	January 30, 2020
Facilitator:	NWDA Planning Committee	**Place/Room:**	Coho Theatre, 2257 NW Raleigh Street

Name	Mailing Address	E-Mail
Michael Cohen		escheran@yahoo.com
Chris Smith		chris@chrissmith.tv
Micah Ellis		Micah@Carbongrp.com
Sue Perkel		soperkel@comcast.net
Bob Weinstein		bobalaska@gmail.NET.com
NOEL JOHNSON		
DENNIS HALL		dchall0218@aol.
SANDRA JOHNSON		lounlopp@aol.
Chuck Duffy		cpd190@comcast.net
Roger Vrilakas		rovrilakas@comcast.net
Greg Theisen		greg.theisen@gmail.com
J. Zell Johnson		Jozell.johnson@gmail.com
[illegible]		
Vicki Skryha		vskryha@aol.com
Mike Stonebreaker		

Richard Dobrot

From: Richard Dobrot
Sent: Wednesday, January 15, 2020 5:34 PM
To: Greg Theisen; coalition@nwnw.org; contact@northwestdistrictassociation.org
Cc: nobhillportland@gmail.com; pubinfo@pps.net
Subject: Notice of Informational Meeting for Proposed Development at 1111-1137 NW 23rd Avenue
Attachments: site plan.pdf

This is a notification for a public meeting to review a proposed building development at 1111-1137 NW 23rd Avenue, Portland, Oregon as required by the City of Portland, Bureau of Development Services, Neighborhood Contact. There will be a public informational meeting on January 30th, at 8:30am, at the CoHo Theatre located at 2257 NW Raleigh Street, Portland. (Street parking only).

Summary of the proposed development:

a. Applicant - Seth GaRey (CE John Company), 360-696-0837, sgarey@cejohn.com
b. Site Address is 1111-1137 NW 23rd Avenue, Portland, Oregon
c. The proposed project is a 5 story mixed use building, with approximately 74 apartments on 4 levels, over ground floor retail and parking for 44 cars located below grade.
d. Proposed Site plan is attached.

You are cordially invited to attend.

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

NEIGHBORHOOD CONTACT
EMAIL NOTIFICATION
MEETING ATTENDANCE LOG



SIGN ON NW MARSHALL



SIGN ON NW NORTHRUP



SIGN ON NW 23RD AVENUE

NEIGHBORHOOD CONTACT
SITE POSTING PHOTOS

LU 20-123610 DZM, Exh

Drainage Report

NW 23rd & Marshall Mixed Use

2322.14547.01

Prepared for

CE John Company, Inc.

1701 SE Columbia River Dr.

Vancouver, WA 98661

September 30, 2020

Prepared for	CE John Company, Inc.
Project Name	Drainage Report
Job Number	2322.14547.01
Date	September 30, 2020

DOWL
720 SW Washington Street, Suite 750
Portland, Oregon
97205

Telephone: 971-280-8659
Facsimile: 800-865-9847
kderrick@dowl.com

Name	Title	Date	Revision	Reviewer
Korey Derrick	Project Manager	02/21/2020	0	Jeff Shoemaker
Korey Derrick	Project Manager	08/17/2020	1	Jeff Shoemaker
Mike Gillette	Civil Engineer	09/30/2020	2	Korey Derrick

LU 20-123610 DZM, Exhibit A18

Executive Summary

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1). The project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to describe the pollution reduction and stormwater discharge being proposed as part of the development and to show that the design follows the standards and regulations developed by the City of Portland. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised August 2016.

The City of Portland has developed a stormwater discharge hierarchy that includes four stormwater disposal categories. The highest technically feasible category must be used prior to moving to a lower category.

Hierarchies 1 and 2 are infeasible due to the recommendations of GeoDesign that drywells or infiltration would have a negative impact on foundations.

Hierarchy 3 is infeasible since there is no available storm only pipe to connect too.

The project is designed under Hierarchy 4 and will provide pollution reduction and on-site detention in a vegetated facility before discharging to the combined sewer system. A vegetated planter facility has been designed for the proposed building roof area using the BES PAC to meet pollution reduction and flow control requirements per the City of Portland Stormwater Management Manual.

I hereby certify that this Stormwater Management Report for the NW 23rd Retail development has been prepared by me or under my supervision and meets minimum standards of the City of Portland and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities designed by me.

Mike Gillette, PE

Civil Engineer

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1.3 Stormwater Hierarchy 5
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1 Project Overview

1.1 Project Overview

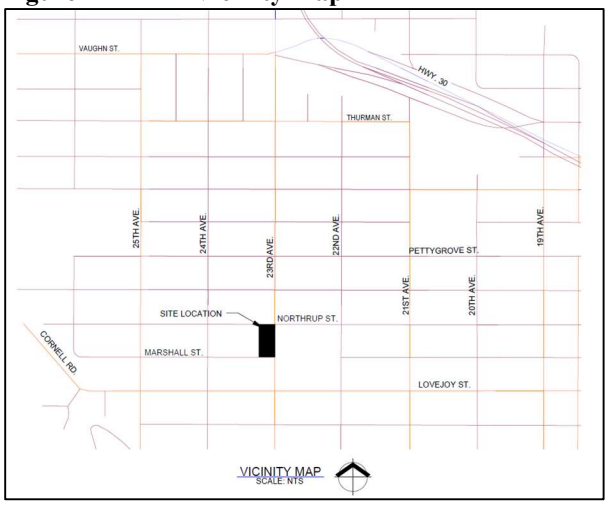
The proposed project will demolish the existing building and construct a new mixed use commercial/residential building with underground parking, utilities, a stormwater planter facility, and frontage improvements.

The purpose of this report is to show the stormwater design complies with City of Portland standards and regulations. These regulations are identified in the City of Portland's *Stormwater Management Manual*, Bureau of Environmental Services, revised in August 2016.

1.2 Location

The proposed NW 23rd & Marshall Mixed Use development is located on the east portion of the block between NW Northrup, NW Marshall, NW 23rd, and NW 24th, in Portland, Oregon (See Figure 1-1).

Figure 1-1 Vicinity Map



1.3 Stormwater Hierarchy

The disposal hierarchy found on page 1-22 in the City of Portland's *Stormwater Management Manual* was used to evaluate flow control options at the site.

Per City of Portland's Manual, Section 1.3.1 – Infiltration and Discharge:

> *"Stormwater must be infiltrated onsite to the maximum extent feasible, before any flows are discharged offsite… The appropriate use of infiltration depends on a number of factors, including soil type, soil conditions or contamination, slopes, and depth to groundwater."*

Category 1: Requires total onsite infiltration with vegetated infiltration facilities.

Category 2: Requires total onsite infiltration with vegetated facilities that overflow to a subsurface infiltration facility.

GeoDesign completed infiltration tests and borings and deemed no infiltration near the surface. Additionally, infiltration at depths of 30' occurred in a layer with variable silt proportions (See Technical Appendix: Geotechnical Report Section 10.3). Due to these reasons and the proximity of potential infiltration systems near the foundations, GeoDesign does not recommend drywells be located on the site. Therefore, Hierarchies 1 and 2 are infeasible.

Category 3: Requires onsite detention with vegetated facilities that overflow to a drainageway, river, or storm-only pipe.

Since the site does not have the option of discharging to a storm only pipe or natural drainage way, Hierarchy 3 is infeasible.

Category 4: Requires onsite detention with vegetated facilities that overflow to the combined sewer system.

The project will be designed under Hierarchy 4 and will provide on-site detention in a lined vegetated facility and discharge to the combined sewer system.

1.4 Portland Presumptive Approach Calculator (PAC)

The City of Portland Bureau of Environmental Services (BES) has a design tool that, per BES documentation, "provides a standard sizing methodology for vegetated stormwater facilities designed under the presumptive design approach to meet the stormwater hierarchy requirements of the Stormwater Management Manual." This tool was used to design the proposed stormwater planter facility.

2 Existing Conditions

2.1 Topography

The site contains an existing building and parking lot that generally slopes to the north. The maximum elevation is 113.66 and the minimum elevation is 102.60.

2.2 Climate

The site is located in Portland, Oregon approximately 50 miles inland from the Pacific Ocean. There is a gradual change in seasons with defined seasonal characteristics. Average daily temperatures range from 44°F to 82°F. Record temperatures recorded for this region of the state are -18°F and 108°F. Average annual rainfall recorded in this area is 41 inches. Average annual snowfall is approximately 3 inches between December and February.

2.3 Site Geology

The underlying soil type on the existing site as classified by the United States Department of Agriculture Soil Survey of Multnomah County, Oregon is Urban Land, with 3 to 15 percent slopes (See Appendix A: USGS Soils Map - Multnomah County).

A hydrologic soil group C was assigned to the soil type found in the project's general site area.

2.4 Coefficients

The major factors for determining the CN values are hydrologic soil group, cover type, treatment, hydrologic condition and antecedent runoff condition. The curve number represents runoff potential from the soil.

A curve number of 72 was used for the pre-developed condition.

2.5 Time of Concentration

The time of concentration (TC) as described in NEH-4 Chapter 15 is defined in two ways; the time for runoff to travel from the furthermost point of the watershed to the point in question, and the time from the end of excess rainfall to the point of inflection on the trailing limb of the unit hydrograph. Time of concentration can be estimated from several formulas.

The minimum time of concentration is 5 minutes in highly developed urban areas (i.e. parking lots, roof tops) and the maximum is 100 minutes in rural areas. The time of concentration value of 5 minutes was used for existing conditions.

2.6 Hydrology

Runoff from the existing site flows to an onsite catch basin which discharges to the public combined sanitary sewer line. All roof runover is also conveyed directly to the combined sanitary sewer line. Pollution reduction and flow control does not currently exist.

2.7 Basin Areas

Table 2-1 lists the basin areas in existing conditions. The predeveloped basin is 0% impervious. The existing basin is 96.5% impervious (See Technical Appendix: Figure 1 – Existing Conditions).

Table 2-1 Existing Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Pre Developed	0	23,230	23,230
Existing	19,530	700	20,230

3 Proposed Conditions

3.1 Coefficients

Since the project does not infiltrate on-site and instead directly discharges to the combined sewer system, the pre-development curve number and post-development curve number are dictated by the Portland PAC calculator.

The Pre-Development curve number provided is 72. The Post-Development curve number is 98.

3.2 Time of Concentration

The time of concentration value used for proposed conditions is 5 minutes.

3.3 Hydrology

Runoff from the proposed building roof will flow to a vegetated planter facility along the west side of the property (See Technical Appendix: Figure 2 – Proposed Conditions). The stormwater planter will be designed to meet City of Portland pollution reduction and flow control standards. Treated and detained runoff will exit the planter and outlet to the combined sewer system in NW Marshall St.

There is a small pedestrian access area basin on the southwest corner of the property. Due to existing topography and sidewalk connection elevations, this area is too low to be routed to the planter and will drain to the ROW. The planter facility was sized such that the flow control requirement is met despite a small portion of impervious area leaving the site undetained.

3.4 Basin Areas

Table 3-1 lists the basin areas in proposed conditions. Note the 3’ dedication on NW 23rd has been removed from the total area calculation (600 SF total).

The developed basin is 91.5% impervious (See Technical Appendix: Figure 2 – Proposed Conditions).

Table 3-1 Proposed Basin Areas

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Roof Area	17,688	0	17,688
Stormwater Planter	0	1,208	1,208
Tree wells	0	276	276
Pedestrian Access Area	283	175	458
Total	17,971	1,659	19,630

4 Water Quality

4.1 Design Guidelines

The site is located within the jurisdiction of the City of Portland. The analysis and design criteria used for stormwater management described in this section will follow the City of Portland's *Sewer and Drainage Facilities Design Manual*, revised in June 2007.

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires use of the PAC to provide a design to meet pollution reduction requirements.

4.2 Pollution Reduction Facility

All stormwater from the proposed building roof will be treated by a vegetated planter facility. Planters are landscaped depressions used to collect and hold stormwater runoff, allowing pollutants to settle and filter out as water passes through the soil media. Planter design incorporates the following criteria:

Flat Planter:

- Storage Depth: 16 inches
- Growing Medium Depth: 18 inches
- Side slope: Walled
- In-line slope: 0.0%
- PAC planter configuration is D: Lined with rock storage and underdrain
- Designed per BES detail SW-230

The BES PAC was used to size the facility for pollution reduction and flow control. Note the impervious area listed in the PAC report includes the roof area as well as the planter facility footprint (17,688 SF + 1,208 SF = 18,896 SF). This ensures the PAC accounts for the total amount of area managed by the facility.

Table 4-1 Filtration Planter Summary

Basin	Impervious Area (sf)	Planter Area (sf)	Combined Storm Sewer Connection Location
Roof	17,688	1,208	NW Marshall St

4.3 Summary of Results

The proposed stormwater planter facility has been sized appropriately using the BES PAC to meet the City of Portland pollution reduction requirements (See Technical Appendix: PAC Report).

5 Flow Control - Detention

5.1 Design Guidelines

The BES PAC provides sizing criteria to meet the stormwater hierarchy requirements. This project does not infiltrate on site and discharges to a combined sewer; therefore, it is in Hierarchy 4. This category requires the design to limit the 25-year post developed peak runoff rate to match the 10-year predeveloped peak runoff rate.

5.2 Flow Control Facility

The proposed stormwater planter facility described in Section 4 above was sized using the BES PAC to meet the flow control requirement (See Technical Appendix: PAC Report).

5.3 Pedestrian Access Area

There is a small amount of area at the southwest corner of the site that is too low to be captured by the planter facility. This area was modeled using the SBUH method within the XPSWMM 18.1 software to determine the post developed 25-yr flow. Details of the model inputs can be found in the Technical Appendix.

The undetained 25-yr flow from the pedestrian access area was added to the planter facility post detention 25-yr flow, and the result shows the site is still meeting the flow control requirement.

- Pedestrian Access Area (undetained): 0.007 cfs

  +

- Planter Facility (detained): 0.073 cfs

  =

- Total 25-yr post developed outflow: 0.080 cfs < 0.090 cfs (Total 10-yr predeveloped inflow)

Overall, the 25-yr post developed flow is less than the 10-yr predeveloped flow; therefore, the flow control requirement is met.

6 Conveyance Analysis

6.1 Design Guidelines

The analysis and design criteria used for stormwater management described in this section follows the City of Portland's Sewer and Drainage Facilities Design Manual, revised in June 2007. The manual requires storm drainage facilities be designed to pass the 10-year storm event without surcharging and a means to pass the 25-year storm event without damage to property. A full conveyance design will be included in the final drainage report.

7 Operation & Maintenance

An Operation and Maintenance (O&M) Plan will be submitted with the final stormwater report.

8 Summary

Stormwater pollution reduction and flow control for the proposed building roof area will be provided using a stormwater planter designed using the Portland PAC. The project is designed under Hierarchy 4 which requires on site detention in a vegetated facility and discharge to a combined sewer.

The proposed stormwater management system meets the pollution reduction and flow control requirements of the City of Portland Stormwater Management Manual.

Technical Appendix

Technical Appendix

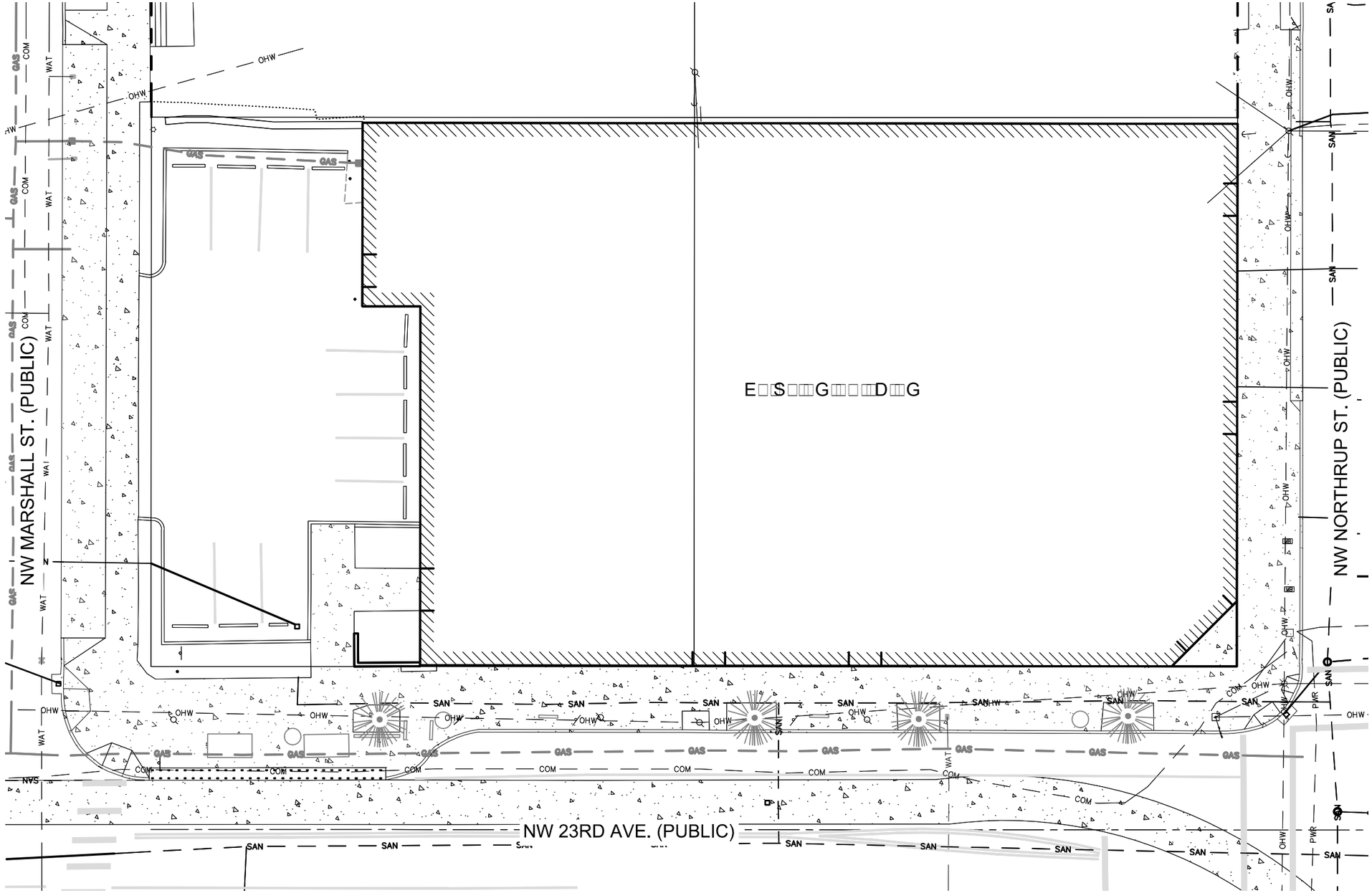
- Figure 1 – Existing Conditions
- Figure 2 – Proposed Conditions

- USGS Soil Map – Multnomah County

- PAC Report
- Pedestrian Access Area XPSWMM Results
- Geotechnical Report

References

1. *USDA Soil Survey of Multnomah County, Oregon Area*
2. City of Portland *Stormwater Management Manual*
   January 2, 2014
3. City of Portland Sewer and *Drainage Facilities Design Manual*
   Revised June 2007



EXISTING CONDITIONS

EXISTING BUILDING
- NUMBER OF STORIES: 1
- HEIGHT: 20'-0"
- USE: RETAIL

EXISTING SITE
- NUMBER OF STORIES: 1
- HEIGHT: 20'-0"
- USE: RETAIL

SCALE: 1" = 20'-0"

DOWL
WWW.DOWL.COM

EXISTING CONDITIONS
EXISTING SITE & BUILDING
PARKING REGULATIONS

PROJECT
DATE

EXISTING CONDITIONS

LU 20-123610 DZM, Exhibit A18

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NW MARSHALL ST. (PUBLIC)

NW NORTHRUP ST. (PUBLIC)

NW 23RD AVE. (PUBLIC)

Basin	Impervious Area (sf)	Pervious Area (sf)	Total Area (sf)
Roof Area	17,688	0	17,688
Stormwater Planter	0	1,208	1,208
Tree wells	0	276	276
Pedestrian Access Area	283	175	458
Total	17,971	1,659	19,630

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LU 20-123610 DZM, Exhibit A18

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United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Multnomah County Area, Oregon

NW 23rd Retail



Custom Soil Resource Report
Soil Map



Map Scale: 1:457 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 20 40 80 120

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

LU 20-123610 DZM, Exhibit A18

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Multnomah County Area, Oregon
Survey Area Data: Version 16, Sep 17, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 25, 2014—Jul 29, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
50C	Urban land, 3 to 15 percent slopes	0.8	100.0%
Totals for Area of Interest		**0.8**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Multnomah County Area, Oregon

50C—Urban land, 3 to 15 percent slopes

Map Unit Setting

National map unit symbol: 22bw
Elevation: 50 to 100 feet
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

PAC Report

Project Name 23rd Retail	Permit No. 2019-128410-000-00-EA	Created 12/12/19 6:02 PM
Project Address 1111 NW 23rd Ave Portland, OR 97210	Designer KDD	Last Modified 9/30/20 1:02 PM
	Company DOWL	Report Generated 9/30/20 1:02 PM

Project Summary

Demolition of existing building and new mixed use building going in.

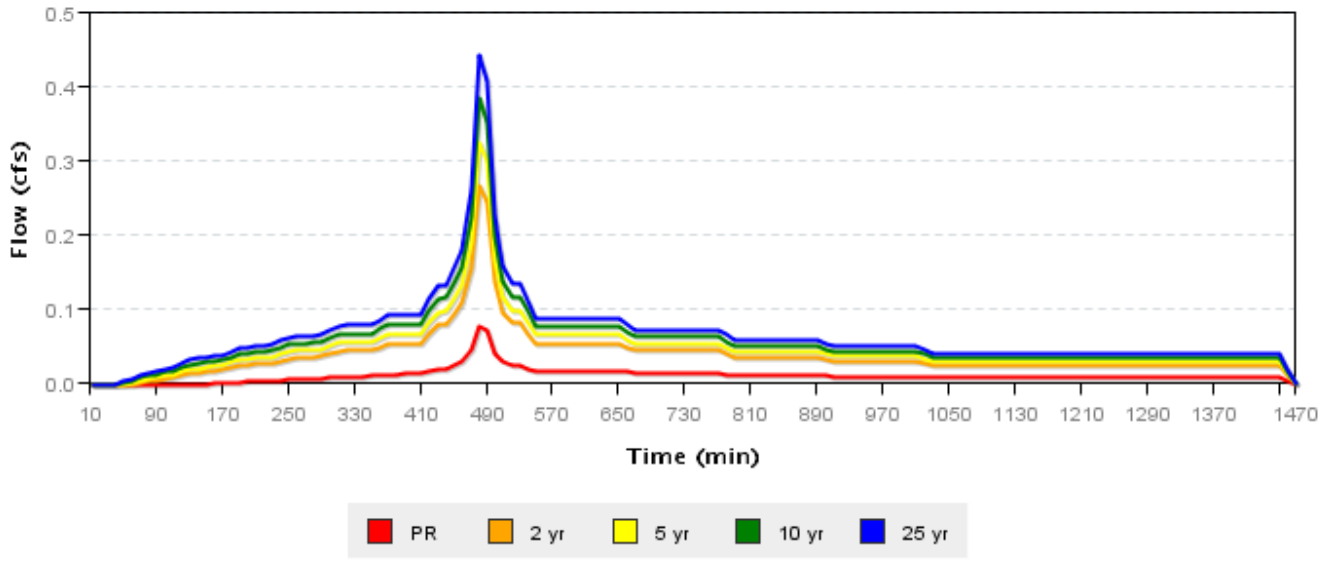
Catchment Name	Impervious Area (sq ft)	Native Soil Design Infiltration Rate	Hierarchy Category	Facility Type	Facility Config	Facility Size (sq ft)	Facility Sizing Ratio	PR Results	Flow Control Results
Roof and Planter Areas	18896	0.00	4	Planter (Flat)	D	1208	6.4%	Pass	Pass

Catchment Roof and Planter Areas

Site Soils & Infiltration Testing Data	Infiltration Testing Procedure	**Open Pit Falling Head**
	Native Soil Infiltration Rate (I_{test})	**0.00** ⚠
Correction Factor	CF_{test}	**2**
Design Infiltration Rates	Native Soil (I_{dsgn})	**0.00 in/hr** ⚠
	Imported Growing Medium	**2.00 in/hr**
Catchment Information	Hierarchy Category	**4**
	Hierarchy Description	**Off-site flow to a combined sewer**
	Pollution Reduction Requirement	**Pass**
	10-year Storm Requirement	**N/A**
	Flow Control Requirement	**25-yr post-dev peak runoff rate ≤ 10-yr pre-dev peak rate**
	Impervious Area	**18896 sq ft** **0.434 acre**
	Time of Concentration (Tc)	**5**
	Pre-Development Curve Number (CN_{pre})	**72**
	Post-Development Curve Number (CN_{post})	**98**

⚠ Indicates value is outside of recommended range

SBUH Results



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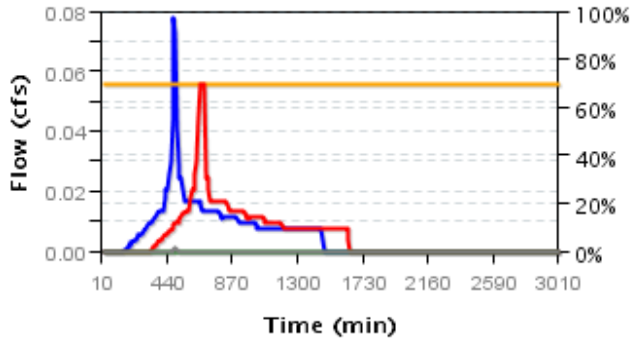
	Pre-Development Rate and Volume		Post-Development Rate and Volume	
	Peak Rate (cfs)	Volume (cf)	Peak Rate (cfs)	Volume (cf)
PR	0	1.09	0.078	987.369
2 yr	0.024	751.917	0.267	3419.153
5 yr	0.054	1179.82	0.326	4202.31
10 yr	0.09	1662.924	0.385	4986.64
25 yr	0.129	2189.422	0.443	5771.708

Facility Roof and Planter Areas

Facility Details	Facility Type	**Planter (Flat)**
	Facility Configuration	**D: Lined Facility with RS and Ud**
	Facility Shape	**Planter**
	Above Grade Storage Data	
	Bottom Area	**1208 sq ft**
	Bottom Width	**6.00 ft**
	Storage Depth 1	**16.0 in**
	Growing Medium Depth	**18 in**
	Surface Capacity at Depth 1	**1610.7 cu ft**
	Design Infiltration Rate for Native Soil	**0.000 in/hr**
	Infiltration Capacity	**0.056 cfs**
Facility Facts	Total Facility Area Including Freeboard	**1208.00 sq ft**
	Sizing Ratio	**6.4%**
Pollution Reduction Results	Pollution Reduction Score	**Pass**
	Overflow Volume	**988.078 cf**
	Surface Capacity Used	**1%**
Flow Control Results	Flow Control Score	**Pass**
	Overflow Volume	**4984.536 cf**
	Surface Capacity Used	**77%**

25 year post-development outflow (cfs)		10 year pre-development inflow (cfs)	
0.073	≤	0.09	**Pass**

Pollution Reduction Event Surface Facility Modeling

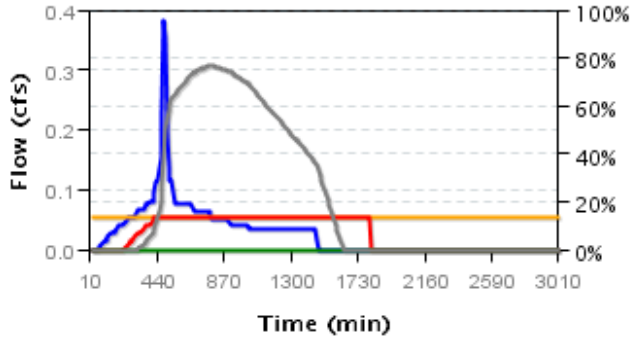


Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

Pollution Reduction Event Below Grade Modeling



10 Year Event Surface Facility Modeling

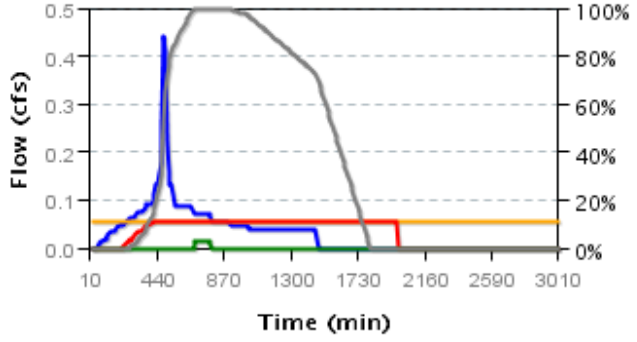


Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

10 Year Event Below Grade Modeling



25 Year Event Surface Facility Modeling

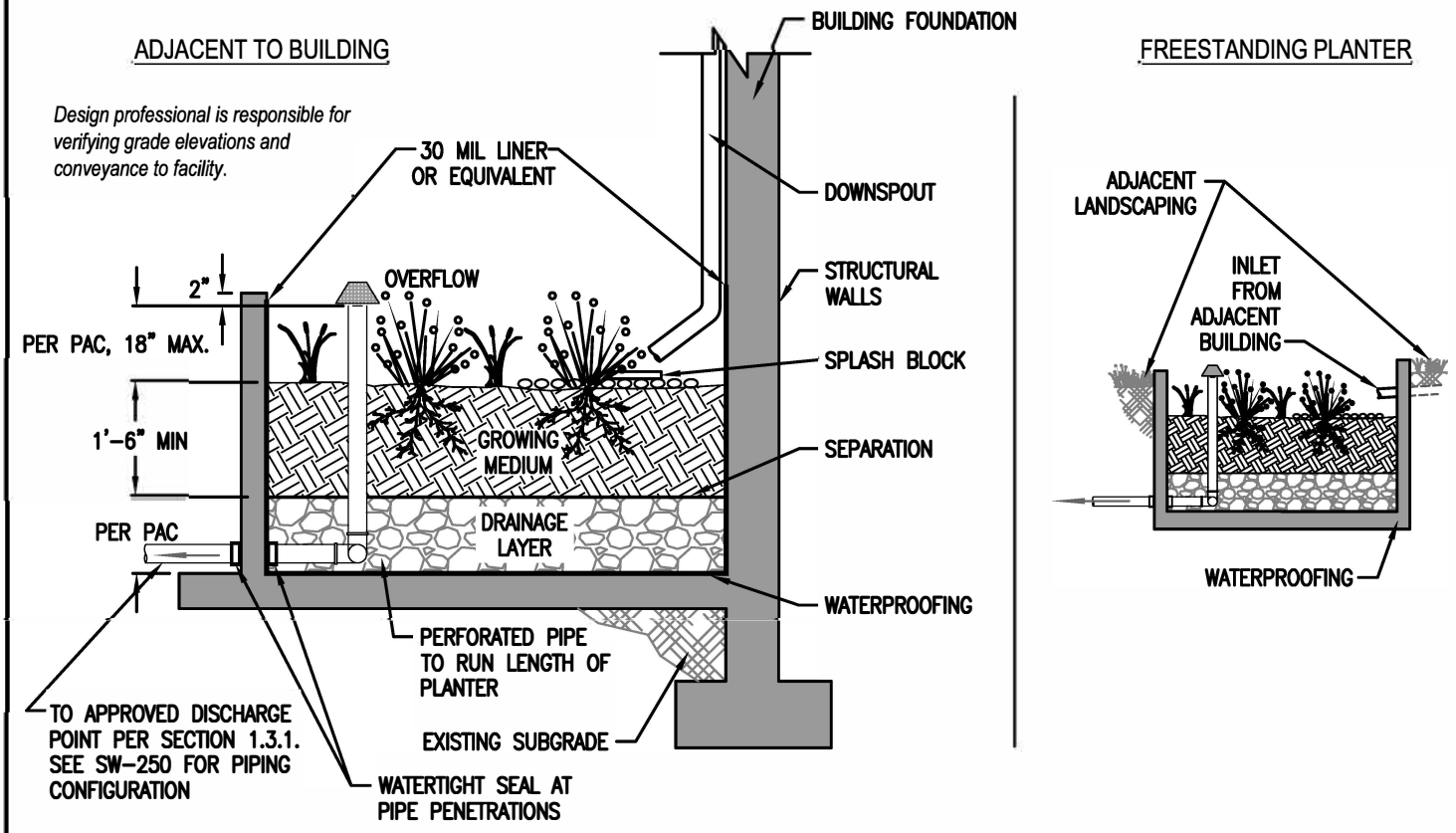


Inflow from rain
Infiltration capacity
Total flow to below grade storage
Flow bypassing growing medium
Percent surface capacity

25 Year Event Below Grade Modeling



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1. Detail intended as an example. Detail must match PAC assumptions and/or design report.
2. Dimensions:
   Width of planter: 24" minimum.
   Depth of planter (from top of growing medium to overflow elevation): per PAC calculations.
   Longitudinal slope of planter: 0.5% or less.
3. Setbacks:
   Planters must be less than 30" in height above finish grade if within 5-feet of property line.
4. Planter Walls:
   Material must be monolithically poured concrete, unless otherwise approved. Walls must be included on foundation plans.
5. Waterproofing:
   If planter is monolithically poured no additional liner/waterproofing is required. Check state structural requirements for foundations.
6. Piping must be ABS Sch.40, cast iron, or PVS Sch.40. 3" pipe required for facilities draining up to 1500 s.f., otherwise 4" min. pipe. Piping must have 1% grade and follow the Uniform Plumbing Code.
7. Drain Layer:
   Determined by designer. Options include, but are not limited to drain mat, 3/4" washed round rock, or other approved system.
   Separation between drain and growing medium:
   Use appropriate filter fabric or a gravel lens (3/4 - 1/4 inch washed, crushed rock 2 to 3 inches deep), or as per approved design.
8. Overflow:
   Inlet elevation must allow for 2" of freeboard, minimum.
   Protect from debris and sediment with strainer or grate.
9. Growing Medium:
   18" minimum depth. Use sand/loam/compost 3-way mix, or approved mix that will support healthy plants.
   24" minimum depth is required if the lined facility is also meeting BDS landscape requirements.
10. Vegetation: Refer to plant list in SWMM, Section 2.4.1. Minimum container size is #1 container. # of plantings per 100sf of facility area:
    80 herbaceous plants OR;
    72 herbaceous plants and 4 small shrubs.
11. Splash Block: Install 4-6" washed river rock or splash pad for erosion control at inlets and downspout.
12. Inspections: Call BDS IVR Inspection Line, (503) 823-7000, request 487. 3 inspections required.

- DRAWING NOT TO SCALE -

STORMWATER MANAGEMENT TYPICAL DETAILS

- Presumptive and Performance Design Approach -

Planter - lined

Bureau of Environmental Services

NUMBER

SW-230

7-1-16

Pedestrian Access Area XPSWMM Results

Methodology:

The City of Portland *Stormwater Management Manual* (SWMM) – August 2016 was used to determine the design inputs for the uncaptured area analysis. Per Appendix A.1 of the SWMM, the Santa Barbara Urban Hydrograph (SBUH) method is an acceptable method to calculate runoff. The NRCS Type 1A storm distribution was used for this analysis. The proposed improvements assume a time of concentration of 5 minutes, and a curve number (CN) of 74, which represents open space in good conditions with C soils. The 24-hr rainfall depths listed in the Portland SWMM Table A-1 (and shown below) were used for the analysis.

	Name	Return Period	Rainfall	Override Multiplier	Multiplier
☑	10 year	10 yr	SCS Type IA	☑	3.400
☑	25 year	25 yr	SCS Type IA	☑	3.900
☑	50 year	50 yr	SCS Type IA	☑	4.200
☑	100 year	100 yr	SCS Type IA	☑	4.400

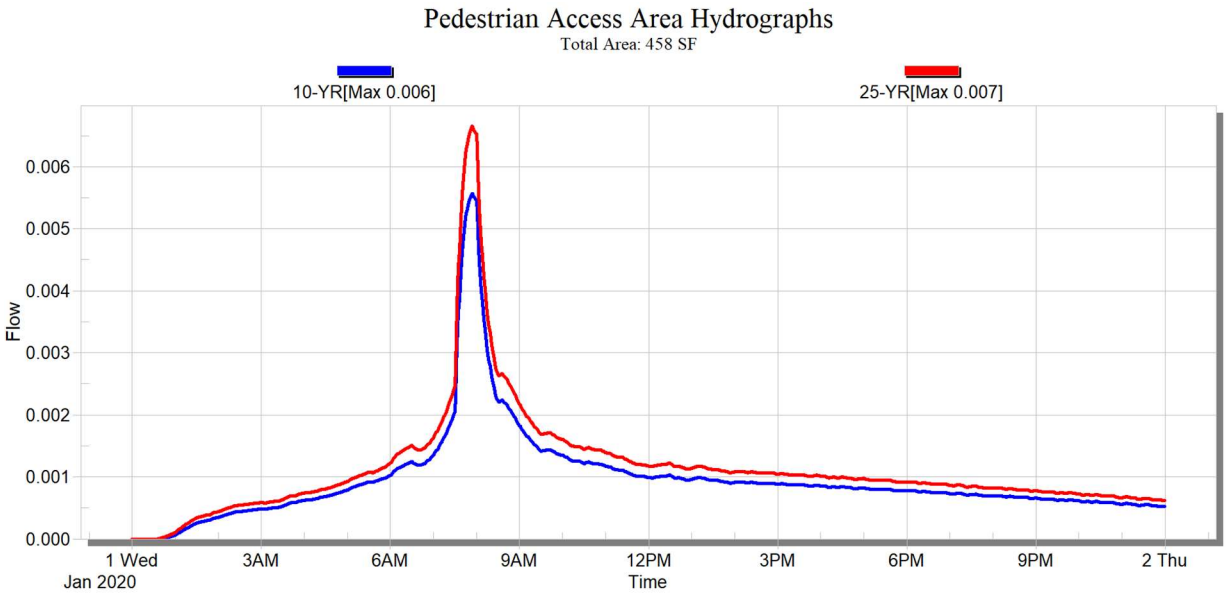
XPSWMM Version 18.1 was used for the hydrology and hydraulics analysis. XPSWMM is based on the public domain SWMM program. SWMM is an approved method of analysis by City of Portland.

Runoff Data:

XPSWMM RUNOFF DATA
23rd and Marshall - Portland, Oregon

Node Information					Runoff Information			
Node Name	Area	Impervious	Pervious SCS Curve Number	Tc	Rainfall	Infiltration	Surface Runoff	
	sf	%		min.	in	in	in	cfs
25-Year Storm Event								
Uncaptured Area	283	100	98	5	3.90	2.45	1.45	0.007
Uncaptured Area	175	0	74	5				

Hydrographs:



GeoDesign Inc
An NV5 Company

REPORT OF GEOTECHNICAL ENGINEERING SERVICES

NW 23rd and NW Marshall Development
NW 23rd Avenue and NW Marshall Street
Portland, Oregon

For
C.E. John Company, Inc.
February 25, 2020

GeoDesign Project: CEJohnCo-15-02

GeoDesign Inc
AN NV5 COMPANY

February 25, 2020

C.E. John Company, Inc.
1701 SE Columbia River Drive
Vancouver, WA 98661

Attention: Seth GaRey

Report of Geotechnical Engineering Services
NW 23rd and NW Marshall Development
NW 23rd Avenue and NW Marshall Street
Portland, Oregon
GeoDesign Project: CEJohnCo-15-02

GeoDesign, Inc. is pleased to submit this report of geotechnical engineering services for the proposed development located northwest of the intersection of NW 23rd Avenue and NW Marshall Street in Portland, Oregon. Our services were conducted in accordance with the proposal dated August 29, 2019.

We appreciate the opportunity to be of service to you. Please contact us if you have questions regarding this report.

Sincerely,

GeoDesign, Inc.

Nick Paveglio, P.E.
Senior Associate Engineer

Brett A. Shipton, P.E., G.E.
Principal Engineer

NNP:BAS:kt
Attachments
One copy submitted (via email only)
Document ID: CEJohnCo-15-02-022520-geor-rev.docx
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EXECUTIVE SUMMARY

In our opinion, the proposed development is feasible. The primary geotechnical considerations for the project are summarized as follows:

- Building column loads of up to 400 kips can be supported by conventional spread footings bearing on native soil. Foundation loads greater than 400 kips should be supported by conventional spread footings bearing on rammed aggregate piers or other type of ground improvement.

- Due to the unknown strength and composition of the fill, undocumented fill should be completely removed beneath foundations and replaced with compacted granular fill where ground improvement is not planned.

- The presence of undocumented fill can affect the performance of floor slabs. All floor slab and pavement subgrade should be evaluated prior to placing base rock. If soft, loose, or deleterious material is encountered, it should be over-excavated and replaced with crushed rock. In areas where deep pockets of deleterious material are present, we recommend that over-excavation be advanced to a maximum depth of 3 feet BGS. This assumes some risk of floor slab distress is acceptable.

- Liquefaction and lateral spreading are not design considerations for the project.

- The site soil is sensitive to moisture and is easily disturbed when at a moisture content that is above optimum. The subgrade at the site should be protected with granular material to support construction activities at the site.

- Due to the negligible to slow infiltration rates and potential negative effects of introducing stormwater within 10 to 15 feet of the base of foundations, infiltration systems are not recommended at the site.

- Groundwater is expected to be deeper than 45 feet BGS at the site. Perched groundwater could be present at shallower depths and particularly where more permeable layers are underlain by less permeable layers.

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City of Portland 15:02:022520

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4.0 SITE CONDITIONS 2
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5.0 SEISMIC HAZARDS 4
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Exploration Logs

ACRONYMS AND ABBREVIATIONS

AC	asphalt concrete
ASCE	American Society of Civil Engineers
ASTM	American Society for Testing and Materials
BGS	below ground surface
CMMP	Contaminated Media Management Plan
CRBG	Columbia River Basalt Group
g	gravitational acceleration (32.2 feet/second^2)
H:V	horizontal to vertical
MCE	maximum considered earthquake
OSHA	Occupational Safety and Health Administration
pcf	pounds per cubic foot
pci	pounds per cubic inch
psf	pounds per square foot
SOSSC	State of Oregon Structural Specialty Code
SPT	standard penetration test
UST	underground storage tank

1.0 INTRODUCTION

This report presents the results of GeoDesign's geotechnical engineering evaluation for the proposed development located northwest of the intersection of NW 23rd Avenue and NW Marshall Street in Portland, Oregon. The northern approximately two-thirds of the approximately 0.5-acre site are currently occupied by several one-story buildings and the southern one-third of the site is an AC-paved parking lot.

Development plans include construction of a five-story building with one level of below-grade parking. Maximum column loads for the building could be up to 700 kips and shoring will be required to construct the below-grade parking. Stormwater may be infiltrated on site via drywells.

The site location is shown relative to surrounding features on Figure 1. Acronyms and abbreviations used herein are defined above, immediately following the Table of Contents. All elevations in this report are relative to the City of Portland datum.

2.0 BACKGROUND

Based on a Phase I Environmental Site Assessment by Black Mountain Consulting LLC (2018), the site has an extensive history of site development. It was occupied by residential dwellings up to circa 1910. After 1910 the residential dwellings were demolished and replaced with retail and commercial buildings. An automotive repair shop was present in the northern portion of the site between the early 1930s and mid-1940s and a series of dry-cleaning facilities also operated on the northern portion of the site between the 1950s and 1970s. It appears the southern portion of the site has been continuously used as a parking lot since demolition of the residential dwellings circa 1910.

A UST nest was removed from the northern portion of the property and an No Further Action determination was issued in 1996. A UST associated with an historical residential property is potentially still present in the south parking lot. Figure 2 shows the locations of removed and potentially remaining USTs at the site.

3.0 PURPOSE AND SCOPE

The purpose of our services was to provide geotechnical engineering recommendations for use in design and construction of the proposed development. We completed the following specific scope of services:

- Reviewed our in-house files and geotechnical reports on file at the City of Portland.
- Coordinated and managed the field exploration, including scheduling contractors and GeoDesign staff.
- Drilled two borings to depths between 26.5 and 46.5 feet BGS using a truck-mounted drill rig and hollow-stem auger drilling methods.
- Conducted two infiltration tests in each boring in accordance with the City of Portland Stormwater Management Manual.

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- Maintained continuous logs of the explorations, collected samples at representative intervals, and observed subsurface conditions.
- Performed a laboratory testing program on soil samples collected from the explorations, including the following:
  - Eight moisture content determinations in accordance with ASTM D2216
  - Seven particle-size analyses in accordance with ASTM D1140
  - One Atterberg limits test in accordance with ASTM D4318
- Prepared this report summarizing the results of our field and laboratory testing. The report includes the following:
  - A summary of the subsurface conditions at the site
  - Recommendations for site preparation, including grading and drainage, stripping depths, fill type for imported material, compaction criteria, cut and fill slope criteria, temporary excavations, use of on-site soil, and wet and dry weather earthwork
  - A summary of the results of infiltration testing and recommendations for on-site infiltration systems
  - Recommendations for shallow foundation support, including allowable bearing pressure, passive resistance, and coefficient of friction
  - Temporary shoring recommendations
  - Geotechnical engineering recommendations for design and construction of concrete slabs on grade, including an anticipated value for subgrade reaction modulus
  - Geologic hazards, including liquefaction, lateral spreading, and fault rupture
  - Seismic coefficients in accordance with ASCE 7-16

4.0 SITE CONDITIONS

4.1 GEOLOGIC SETTING

The site is east of the Tualatin Mountains (or Portland Hills). The Portland Hills form the physiographic boundary between the Portland Basin to the east and the Tualatin Basin to the west.

Basement rock in the vicinity of the site is similar to that exposed in the adjacent Portland Hills, which primarily consists of the Miocene CRBG (approximately 17 million to 6 million years old) (Beeson et al., 1991; Madin, 1990). The CRBG consists of layered flows of basalt that have been folded and faulted by the compressional tectonics of the region. The Pliocene-Pleistocene Troutdale Formation overlies the CRBG and generally consists of dense to very dense sand and gravel deposited by ancient rivers throughout the Portland Basin.

Overlying the Troutdale Formation are fine sand, silt, and clay deposited by the glacial-outburst Missoula Floods approximately 15,500 and 12,500 years ago. The flood waters left behind thick deposits of unconsolidated sediment where they flowed through the Portland Basin.

4.2 SURFACE CONDITIONS

The 0.5-acre site is bound by NW Northrup Street to the north, NW 23rd Avenue to the east, NW Marshall Street to the south, and residential structures to the west. The northern two-thirds of the approximately 0.5-acre site are currently occupied by several one-story buildings and the

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CEJohnCE 15:02:022520

southern one-third of the site is an AC-paved parking lot. The silt is relatively flat with an average elevation of 113 feet. Vegetation at the site consists of landscape trees and brush around the perimeter of the parking lot.

4.3 SUBSURFACE CONDITIONS

Subsurface conditions were explored by drilling two borings (B-1 and B-2) to depths of 46.5 and 26.5 feet BGS, respectively. Figure 2 shows the approximate locations of the explorations. The exploration logs and results of laboratory testing are presented in the Appendix A. Borings logs were also obtained from geotechnical reports completed for sites north and west of the project. The locations of the borings are shown on Figure 2 and exploration logs are presented in Appendix B.

The following sections provide a detailed description of the subsurface conditions at the site.

4.3.1 Pavement Section

A pavement section consisting of 3 of AC underlain by 6 inches of aggregate base was encountered in both borings in the south portion of the site.

4.3.2 Fill

Fill was not observed in the explorations on the south portion of the site. Up to 2 feet of fill was observed in the borings north of the site. It is anticipated that 10 feet or more of fill is present in the locations of former or existing USTs. Outside of the footprints of USTs, fill is generally anticipated to extend less than a few feet BGS, except isolated areas resulting from demolition of historical structures.

4.3.3 Alluvial Silt and Sand

Alluvial silt and silty sand are beneath the pavement section or fill and to the maximum depth explored of 46.5 feet BGS. The silt is soft to stiff in consistency, moist, and gray to brown based on SPTs. Laboratory testing indicates the silt has low plasticity. The sand is silty, gray-brown, and loose to medium dense based on SPTs. The moisture content of the soil varied between 14 and 38 percent at the time of explorations with the silt soil having the highest moisture content.

4.3.4 Groundwater

Groundwater was not encountered to the maximum depth explored of 46.5 feet BGS. Based on experience in the area, groundwater typically ranges from 45 to 60 feet BGS. Perched water could be present in portions of the site and particularly where more permeable layers are underlain by less permeable layers. The depth to groundwater may fluctuate in response seasonal changes, changes in surface topography, water level fluctuation in nearby bodies of water, and other factors not observed in this study.

4.4 INFILTRATION TESTING

Infiltration testing was conducted in borings B-1 and B-2 in general accordance with the City of Portland Stormwater Management Manual. Table 1 summarizes the infiltration testing results.

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Table 1. Infiltration Testing Results

Exploration	Depth (feet BGS)	Soil Description	Observed Infiltration Rate (inches per hour)
B-1	5	Silt	negligible
	30	Silty Sand	4.3
B-2	5	Silt	negligible
	25	Silty Sand	5.5

A discussion of the feasibility of infiltration systems is presented in the "Drainage Considerations" section.

5.0 SEISMIC HAZARDS

5.1 LIQUEFACTION AND LATERAL SPREADING

Liquefaction is caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles to near zero. Granular soil, which relies on interparticle friction for strength, is susceptible to liquefaction until the excess pore pressures can dissipate. In general, loose, saturated sand soil with low silt and clay content is the most susceptible to liquefaction. Silty soil with low plasticity is moderately susceptible to liquefaction under relatively higher levels of ground shaking.

Lateral spreading is a liquefaction-related seismic hazard and occurs on sloping or flat sites underlain by liquefiable sediment adjacent to an open face, such as a riverbank. Liquefied soil adjacent to an open face can flow toward the open face, resulting in lateral ground displacement.

Based on the subsurface conditions, liquefaction and lateral spreading are not a design consideration for the project.

5.2 SURFACE FAULT RUPTURE

The closest mapped fault to the site is the Portland Hills fault, which is located approximately 0.35 mile southwest of the site. Consequently, the probability of surface fault rupture beneath the site is low.

6.0 SITE DEVELOPMENT RECOMMENDATIONS

6.1 SITE PREPARATION

6.1.1 Demolition

Demolition includes removal of existing structures, AC, concrete curbs, and utilities. Excavations remaining from demolition should be backfilled with structural fill where below planned site grades. Excavation bases should expose firm subgrade before backfilling. The sides of the excavations should be cut into firm material and sloped a minimum of 1.5H:1V. Utility lines

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abandoned under new structural components should be completely removed and backfilled with structural fill. Soft or loose soil encountered during site preparation should be replaced with structural fill.

Material generated during demolition should be transported off site for disposal in accordance with the project CMMP or stockpiled in areas designated by the owner. If USTs are encountered, they should be removed in accordance with Oregon Department of Environmental Quality requirements.

6.1.2 Clearing

Trees and their root balls should be grubbed out to the depth of roots greater than ½ inch in diameter, which could exceed 3 feet BGS for some of the larger trees. Depending on the methods used to remove root balls, considerable disturbance and loosening of the subgrade could occur during site grubbing. We recommend that soil disturbed during grubbing operations be removed to expose firm, undisturbed subgrade. The resulting excavations should be backfilled with structural fill.

6.1.3 Subgrade Evaluation

Upon completion of demolition and clearing and prior to the placement of any structural fill or pavement, the exposed subgrade should be evaluated by proof rolling, or probing with a foundation probe when the subgrade is too wet, to identify soft, loose, or unsuitable areas. A proof roll should be completed with a fully loaded dump truck or similar heavy, rubber tire construction equipment. Qualified personnel should observe proof rolling to evaluate yielding of the ground surface.

If soft or yielding subgrade areas are identified during evaluation, we recommend the subgrade be excavated and replaced with compacted imported granular fill in conformance with the "Structural Fill" section.

6.2 CONSTRUCTION CONSIDERATIONS

The near-surface fine-grained soil at the site is easily disturbed during the wet season and when the soil is above optimum moisture. If not carefully executed, site preparation and excavation activities can create extensive soft areas. A granular working pad will be required to support construction activities. The thickness of the working pad should be selected by the contractor based on their construction approach and the amount and type of construction traffic at the base of the excavation. Twelve to 18 inches of imported granular material is typically sufficient.

6.3 TEMPORARY SLOPES

Excavation side slopes less than 10 feet high should be no steeper than 1.5H:1V, provided groundwater seepage does not occur. If slopes greater than 10 feet high are required, GeoDesign should be contacted to make additional recommendations. We recommend a minimum horizontal distance of 5 feet from the edge of the existing improvements to the top of the temporary slope. All cut slopes should be protected from erosion by covering them during wet weather. If sloughing or instability is observed, the slope should be flattened or supported by shoring. Excavations should not undermine adjacent utilities, foundations, walkways, streets, or other hardscapes unless special shoring or underpinned support is provided.

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6.4 EROSION CONTROL

The on-site soil is moderately susceptible to erosion. Slopes should be covered with an appropriate erosion control product. We recommend all slope surfaces be planted as soon as practical to minimize erosion. Surface water runoff should be collected and directed away from slopes to prevent water from running down the slope face. Erosion control measures such truck tire washers and temporary detention and settling basins should be used in accordance with local and state ordinances.

6.5 SHORING

6.5.1 General

Cantilevered shoring may be needed to support the basement excavation if it is located within the site or adjacent to rights-of-way and some settlement can be tolerated. Settlement of the ground surface of approximately 1 inch at the shoring face is typical and becomes negligible at a horizontal distance of 10 feet from the shoring. Where settlement-sensitive structures or utilities are adjacent to the excavation, anchors are required to reduce lateral movements that will cause damage to the structure.

Adjacent facilities should be surveyed and existing cracks measured prior to, during, and after construction of the shoring and completion of the parking level excavation. We also recommend the condition of adjacent structures be photographed prior to excavation. If settlement or damage is observed in adjacent structures, GeoDesign should be contacted to provide additional recommendations.

6.5.2 Cantilevered Shoring

Cantilever soldier pile shoring can be designed using the values presented on Figure 3. The equivalent fluid pressure does not include surcharge loads such as crane pads and traffic loading. The values on Figure 4 should be used to compute surcharge-induced lateral earth pressures. A surcharge load of 250 psf should be applied at the surface of the retained soil where the wall shoring retains roadways.

6.5.3 Anchored Shoring

Anchored soldier pile shoring can be designed using the values presented on Figure 3. These values do not include surcharged-induced lateral earth pressures. Figure 4 should be used to compute surcharge-induced lateral earth pressures. A bearing capacity of 3,000 psf can be assumed in the alluvial soil. We recommend a vertical live load of 250 psf be applied at the surface of the retained soil where the wall shoring retains roadways.

In addition to lateral earth pressures, the soldier piles will be subject to compressive forces as a result of the downward component of the tieback anchor loads. We recommend the tips of soldier piles be embedded at least 5 feet below the base of the excavation.

The bonded zone for tieback anchors should be maintained outside of the “unbonded zone” show on Figure 3. We anticipate that 6-inch-diameter tieback anchors can achieve allowable bond strengths of between 0.5 and 2 kips per foot in the alluvial soil, depending on the method

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of construction. A variety of methods are available for construction of tieback anchors. Therefore, we recommend the contractor be responsible for selecting the appropriate bonded length and installation methods to achieve the required anchor capacity. Tieback anchors should be locked off at 100 percent of the design load.

Prior to installing production anchors, we recommend performance testing be conducted on a minimum of two anchors. The purpose of the testing is to verify the installation procedure selected by the contractor before a large number of anchors are installed. We recommend proof testing be conducted on all production anchors. Performance and proof testing should be performed in accordance with the guidelines provided in *Recommendations for Prestressed Rock and Soil Anchors* (Post Tensioning Institute, 2014); however, we recommend that performance tests be completed to 150 percent of the design load.

We anticipate lagging will consist of pressure-treated lumber. To maintain the integrity of the excavation, prompt and careful installation of lagging, particularly in areas of seepage and loose soil, is recommended. All voids behind the lagging should be backfilled promptly.

Tiebacks will need to extend into City of Portland rights-of-way and adjacent buildings, which will require temporary easements. The City of Portland does not allow permanent tiebacks in rights-of-way and all tiebacks will need to be de-tensioned but can likely remain in place. Prior to the start of construction, tieback locations and inclinations should be checked to verify that they do not interfere with existing foundations or buried utilities.

6.6 EXCAVATION

6.6.1 General

Excavations into the upper soil at the site should generally stand vertical to a depth of approximately 4 feet, provided perched groundwater seepage does not occur in the trench walls. Excavations in undocumented fill areas could ravel at all depths. If caving occurs, the walls of the trench should be flattened or braced for stability and the area dewatered if seepage occurs. If shoring is used, we recommend that the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation.

Excavations should not undermine adjacent utilities, foundations, walkways, streets, or other hardscapes unless special shoring or underpinned support is provided. Unsupported excavations that do not extend to groundwater should not be conducted within a downward and outward projection of a 1H:1V line from 5 feet outside the edge of an adjacent structural feature.

Excavations should be made in accordance with applicable OSHA and state regulations. While we have described certain approaches to trench excavation, it is the contractor's responsibility to select the excavation and dewatering methods, monitor the trench excavations for safety, and provide any shoring required to protect personnel and adjacent improvements. All trench excavations should be in accordance with applicable OSHA and state regulations.

Excavation spoils should be disposed of in accordance with the CMMP that will be prepared by an environmental consultant.

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6.6.2 Dewatering

Significant dewatering is not anticipated for the project. If perched groundwater is present, dewatering may be required to maintain dry working conditions. Pumping from sumps located within the trench will likely be effective in removing water resulting from seepage.

If perched groundwater is present at the base of utility excavations, trench stabilization material consisting of at least 1 foot of well-graded gravel, crushed gravel, or crushed rock with a minimum particle size of 4 inches and less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve should be placed at the base of the excavation. The material should be free of organic matter and other deleterious material and should be placed in one lift and compacted until "well keyed." A 2-foot-thick layer of stabilization material may be required if soft soil conditions are encountered.

6.7 STRUCTURAL FILL

Structural fill should be free of organic matter and other deleterious material and, in general, should consist of particles no larger than 4 inches in diameter. Existing concrete debris or remnant concrete structural elements, AC pavement, and base rock can be used as structural fill, provided they are adequately processed as described below for recycled concrete or broken into particles no greater than 4 inches in greatest dimension and can be incorporated into well-graded structural fill and adequately compacted.

6.7.1 On-Site Soil

The on-site soil could be suitable for use as structural fill, provided it is free of organic matter and can be moisture conditioned. The on-site soil is sensitive to small changes in moisture content and may be difficult, if not impossible, to compact. Laboratory testing indicates that the moisture content of the native silt unit is significantly greater than the anticipated optimum moisture content required for satisfactory compaction. Therefore, this soil should not be used as structural fill. Imported granular material should be used for structural fill if imported fill is required.

6.7.2 Imported Granular Material

Imported granular material should be pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is fairly well graded between coarse and fine and has less than 5 percent by dry weight passing the U.S. Standard No. 200 sieve. The percentage of fines can be increased to 12 percent if the fill is placed during dry weather and provided the fill material is moisture conditioned, as necessary, for proper compaction. The material should be placed in lifts with a maximum uncompacted thickness of 12 inches and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557. During the wet season or when wet subgrade conditions exist, the initial lift should have a maximum thickness of 15 inches and should be compacted by rolling with a smooth-drum roller without the use of vibratory action. Special conditions apply to wall backfill as described in the "Permanent Retaining Structures" section.

6.7.3 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 12 inches above utility lines (i.e., the pipe zone) should consist of well-graded granular material with a maximum particle size of

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1½ inches and less than 10 percent by dry weight passing the U.S. Standard No. 200 sieve. The pipe zone backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department.

Within pavement areas and building pads, the upper portion of the trench backfill should consist of well-graded granular material, with a maximum particle size of 2½ inches. Trench backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department. The upper 3 feet of the trench backfill should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.4 Stabilization Material

Material used to stabilize staging areas, haul roads, and utility trench subgrade should consist of pit- or quarry-run rock, crushed rock, or crushed gravel and sand with a maximum particle size of 4 inches; should have less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve; and should have at least two mechanically fractured faces. The material should be free of organic matter and other deleterious material. The stabilization material should be placed in one lift and compacted to a well-keyed, firm condition.

6.7.5 Drain Rock

Drain rock should consist of angular, granular, open-graded material with a maximum particle size of 2 inches. The material should be free of roots, organic matter, and other unsuitable materials; should have less than 2 percent by dry weight passing the U.S. Standard No. 200 sieve (washed analysis); and should have at least two mechanically fractured faces. Drain rock should be compacted to a well-keyed, firm condition.

6.7.6 Floor Slab Base Rock

Imported granular material placed beneath building floor slabs should be clean crushed rock or crushed gravel and sand that is fairly well graded between coarse and fine. The granular material should have a maximum particle size of 1½ inches, should have less than 5 percent by dry weight passing a U.S. Standard No. 200 sieve, and should have at least two mechanically fractured faces. The imported granular material should be placed in one lift and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.7 Retaining Wall Select Backfill

Backfill material placed behind retaining walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of imported granular material. The backfill should be placed and compacted as recommended for structural fill, except for backfill placed immediately adjacent to walls. Backfill adjacent to walls should be compacted to a lesser standard to reduce the potential for generation of excessive pressure on the walls. Backfill located within a horizontal distance of 3 feet from the retaining walls should be compacted to approximately 90 percent of the maximum dry density, as determined by ASTM D1557. Backfill placed within 3 feet of the wall should be compacted in lifts less than 6 inches thick using hand-operated tamping equipment (such as a jumping jack or vibratory plate compactor). If flatwork

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(slabs, sidewalk, or pavement) will be placed adjacent to the wall, we recommend that the upper 2 feet of fill be compacted to 95 percent of the maximum dry density, as determined by ASTM D1557.

6.7.8 Recycled Concrete

Recycled concrete can be used for structural fill, provided the concrete is broken to a maximum particle size of 3 inches. This material can be used as trench backfill if it meets the requirements for imported granular material, which would require a smaller maximum particle size. The material should be placed in lifts with a maximum uncompacted thickness of 12 inches and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

6.8 PERMANENT CUT AND FILL SLOPES

While not expected, permanent cut and fill slopes in the site soil should be inclined no steeper than 2H:1V. Buildings, access roads, and pavement should be set back a minimum of 5 feet from the crest of any such slopes.

7.0 FOUNDATION SUPPORT RECOMMENDATIONS

Column and wall loads of up to 400 kips and 8 kips per foot, respectively, can be supported by conventional spread footings bearing on granular pads on undisturbed native soil. Column and wall loads more than 400 kips and 8 kips per foot, respectively, should be supported by spread footings underlain rammed aggregate piers.

7.1 CONVENTIONAL SPREAD FOOTINGS

7.1.1 General

Spread footings are feasible for column loads and wall loads up to 400 kips and 8 kips per foot, respectively. Conventional spread footings should be supported on native soil or granular pads that extend to native soil. Footings should not be supported on undocumented fill. Table 2 provides minimum granular pad thicknesses for new foundations with respect to loading.

Table 2. Recommended Granular Pad Thicknesses for Spread Footings

	Maximum Load					
	Columns (kips)			Continuous Footings (kips per foot)		
	0 to 200	200 to 300	300 to 400	0 to 4	4 to 8	8 to 10
Recommend Granular Pad Thickness (inches)	0	12	24	0	12	24

Granular pads should extend 6 inches beyond the margins of the footings for every foot excavated below the base grade of the footings. Granular pads should consist of imported granular material, as defined in the "Structural Fill" section. The imported granular material

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should be compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557. A member of our geotechnical staff should observe the prepared footing subgrade prior to granular pad placement.

7.1.2 Bearing Capacity and Dimensions

Footings should be sized based on an allowable bearing pressure of 2,500 psf. This is a net bearing pressure; the weight of the footings and overlying backfill can be ignored in calculating footing sizes. A one-third increase in allowable bearing pressure is also typical for such systems when resisting short-term loads such as wind and seismic forces. Continuous wall and spread footings should be at least 18 and 24 inches wide, respectively. The bottom of exterior footings should be at least 18 inches below the lowest adjacent final grade. The bottom of interior footings should be placed at least 12 inches below the base of the floor slab.

7.1.3 Settlement

Total post-construction consolidation-induced settlement of spread footings should be less than 1 inch, with differential settlement up to approximately one-half of the total settlement over a distance of 50 feet between similarly loaded footings.

7.1.4 Resistance to Sliding

Lateral loads can be resisted by passive earth pressure on sides of the footings and by friction on the base of the footings. We recommend a friction coefficient of 0.35 for computing the friction capacity of building foundations that bear on native soil. The friction coefficient can be increased to 0.45 for foundations on granular pads.

An equivalent fluid unit weight of 300 pcf is recommended to compute passive earth pressure acting on footings constructed in direct contact with compacted structural fill or native soil. This value is based on the assumptions that the adjacent confining structural fill or native soil is level and that groundwater remains below the base of the footing. The top 1 foot of soil should be neglected when calculating lateral earth pressures, unless the foundation area is covered with pavement or is inside a building.

7.1.5 Subgrade Observation and Preparation

All footing subgrades should be evaluated by a representative of GeoDesign to confirm suitable bearing conditions. Observations should also confirm that loose or soft material, organic matter, unsuitable fill, prior topsoil zones, and softened subgrade (if present) have been removed. Localized deepening of footing excavations may be required to penetrate deleterious material.

7.2 SPREAD FOOTINGS ON RAMMED AGGREGATE PIERS

Column and wall loads greater than 400 kips and 8 kips per foot, respectively, should be supported by conventional spread footings on rammed aggregate piers. Rammed aggregate piers consist of compacted aggregate columns that reinforce and improve the soil. These systems are proprietary and are designed and constructed by a specialty contractor. Conventional spread foundations are placed over the completed rammed aggregate piers.

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An allowable bearing pressure between 4,000 and 6,000 psf is typically provided by the designers of rammed aggregate piers. A one-third increase in allowable bearing pressure is also typical for such systems when resisting short-term loads such as wind and seismic forces.

Shallow foundations bearing on rammed aggregate piers can be designed to limit post-construction settlement of less than 1 inch. Differential settlement of up to one-half of the total settlement magnitude can be expected between adjacent footings with similar loads. We expect settlement will occur during construction as loads are applied.

Lateral loads for spread footings on rammed aggregate piers can be designed as described in the "Conventional Spread Footings" section.

8.0 SLABS ON GRADE

Maximum floor loads are assumed to be less than 150 psf. The presence of undocumented fill can affect the performance of floor slabs. All floor slab and pavement subgrades should be evaluated prior to placing base rock. If soft, loose, or deleterious material is encountered, it should be over-excavated and replaced with crushed rock. In areas where deep pockets of deleterious material are present, we recommend that over-excavation be advanced to a maximum depth of 3 feet BGS.

A modulus of subgrade reaction of 120 pci can be used for design of floor slabs on subgrade prepared as described in this report. This assumes that all undocumented fill is removed from the subgrade to expose undisturbed native soil.

The floor slab should be supported on at least 6 inches of imported granular material to aid as a capillary break and to provide uniform support. The imported granular material should be placed and compacted as previously recommended for aggregate base.

Vapor barriers beneath floor slabs are typically required by flooring manufactures to maintain the warranty on their products. In our experience, adequate performance of floor adhesives can be achieved by using a clean base rock (less than 5 percent fines) beneath the floor slab with no vapor barrier. In fact, vapor barriers can frequently cause moisture problems by trapping water beneath the floor slab that is introduced during construction. If a vapor barrier is used, water should not be applied to the base rock prior to pouring the slab and the work should be completed during extended dry weather so that rainfall is not trapped on top of the vapor barrier.

Selection and design of an appropriate vapor barrier, if needed, should be based on discussions among members of the design team. We can provide additional information to assist you with your decision.

9.0 PERMANENT RETAINING STRUCTURES

Retaining structures and basement walls can be designed using the values presented on Figure 3. These values are based on the following assumptions: (1) the retained soil is level,

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(2) the retained soil is drained, and (3) the wall is less than 20 feet in height. Lateral pressures induced by surcharge loads can be computed using the methods presented on Figure 4.

For embedded building walls, a superimposed seismic lateral force should be calculated based on a dynamic force of $7H^2$ pounds per lineal foot of wall, where H is the average height of the soil supported by the wall in feet, and applied at 0.6H from the base of the wall. A traffic surcharge load of 250 psf should be included where traffic will be within a horizontal distance equal to the wall height. If other surcharges (e.g., slopes steeper than 2H:1V, foundations, vehicles, etc.) are located within a horizontal distance from the back of a wall equal to twice the height of the wall, additional pressures may need to be accounted for in the wall design. Our office should be contacted for appropriate wall surcharges based on the actual magnitude and configuration of the applied loads.

The wall footings should be designed in accordance with the "Foundation Support Recommendations" section.

10.0 DRAINAGE CONSIDERATIONS

10.1 GENERAL

Roof drains should be connected to a tightline leading to storm drain facilities. Pavement surfaces and open space areas should be sloped such that surface water runoff is collected and routed to suitable discharge points. We also recommend ground surfaces adjacent to the building be sloped to facilitate positive drainage away from the building.

10.2 DESIGN GROUNDWATER

Based on our experience, groundwater at the site will be more than 45 feet BGS and perimeter footing drains will not be required.

10.3 INFILTRATION SYSTEMS

Unfactored infiltration rates are provided in the "Infiltration Testing" section. Subsurface soil consists of approximately 20 feet of silt underlain by sandy silt with interbedded silty sand layers to a depth approximately 33 feet BGS. Below the sandy silt is stiff silt to the maximum depth explored of 46.5 feet BGS.

Based on testing and experience, infiltration will be negligible in the silt between 0 and 20 feet BGS and below 33 feet BGS. Infiltration rates in the predominately sandy silt layer between 20 and 33 feet BGS were slow and will be inconsistent due to variable silt proportions.

The proposed development will encompass the entire site and feasible locations for infiltration systems will be within approximately 10 to 15 feet of the base of the foundations (and possibly within the zone of rammed aggregate piers, if installed). Introduction of stormwater below the base of foundation systems in previously unsaturated soil could negatively affect the performance of foundations.

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Based on negligible to slow and inconsistent infiltration rates and potential negative effects of introducing stormwater within 10 to 15 feet of the base of foundations, infiltration systems are not recommended at the site.

11.0 SEISMIC DESIGN CRITERIA

Seismic design criteria for this project will be based on the 2019 SOSSC and ASCE 7-16. Based on the soil conditions, a seismic Site Class D is appropriate. ASCE 7-16 Section 11.4.8 requires a ground motion hazard study in accordance with Section 21.2 for structures on Site Class D sites with S_1 greater than or equal to 0.2 (S_1 at the site is 0.399 g).

Exception 2 of ASCE 7-16 Section 11.4.8 indicates a ground motion hazard study is not required for structures on Site Class D sites with S_1 greater to or equal 0.2 provided the value of the seismic response coefficient C_S is determined by Eq. (12.8-2) for values of $T \leq T_s$ and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for $T_L \geq T > 1.5T_s$ or Eq. (12.8-4) for $T > T_L$.

At the time this report was prepared it was unknown if the exception is applicable to the project. The seismic design criteria in accordance with Exception 2 of ASCE 7-16 Section 11.4.8 are summarized in Table 3. If the exception is not applicable, we should be contacted to complete a ground motion hazard analysis for the site.

Table 3. Seismic Design Parameters (ASCE-7-16)

Parameter	Short Period (T_s = 0.2 second)	1 Second Period (T_1 = 1.0 second)
MCE Spectral Acceleration, S	S_s = 0.887 g	S_1 = 0.399 g
Site Class	D	
Site Coefficient, F	F_a = 1.145	F_v = 1.901
Adjusted Spectral Acceleration, S_M	S_{MS} = 1.015 g	S_{M1} = 0.758 g
Design Spectral Response Acceleration Parameters, S_D	S_{DS} = 0.677 g	S_{D1} = 0.506 g

12.0 OBSERVATION OF CONSTRUCTION

Satisfactory earthwork and foundation performance depends to a large degree on the quality of construction. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions often requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated. In addition, sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications.

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13.0 LIMITATIONS

We have prepared this report for use by C.E. John Company and members of the design and construction team for the proposed development. The data and report can be used for estimating purposes, but our report, conclusions, and interpretations should not be construed as a warranty of the subsurface conditions and are not applicable to other sites.

Soil explorations indicate soil conditions only at specific locations and only to the depths penetrated. They do not necessarily reflect soil strata or water level variations that may exist between exploration locations. If subsurface conditions differing from those described are noted during the course of excavation and construction, re-evaluation will be necessary.
The site development plans and design details were not finalized at the time this report was prepared. When the design has been finalized and if there are changes in the site grades or location, configuration, design loads, or type of construction, the conclusions and recommendations presented may not be applicable. If design changes are made, we should be retained to review our conclusions and recommendations and to provide a written evaluation or modification.

The scope of our services does not include services related to construction safety precautions, and our recommendations are not intended to direct the contractor's methods, techniques, sequences, or procedures, except as specifically described in this report for consideration in design.

Within the limitations of scope, schedule, and budget, our services have been executed in accordance with the generally accepted practices in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood.

♦ ♦ ♦

We appreciate the opportunity to be of continued service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,

GeoDesign, Inc.



Nick Paveglio P.E.
Senior Associate Engineer



Brett A. Shipton, P.E., G.E.
Principal Engineer



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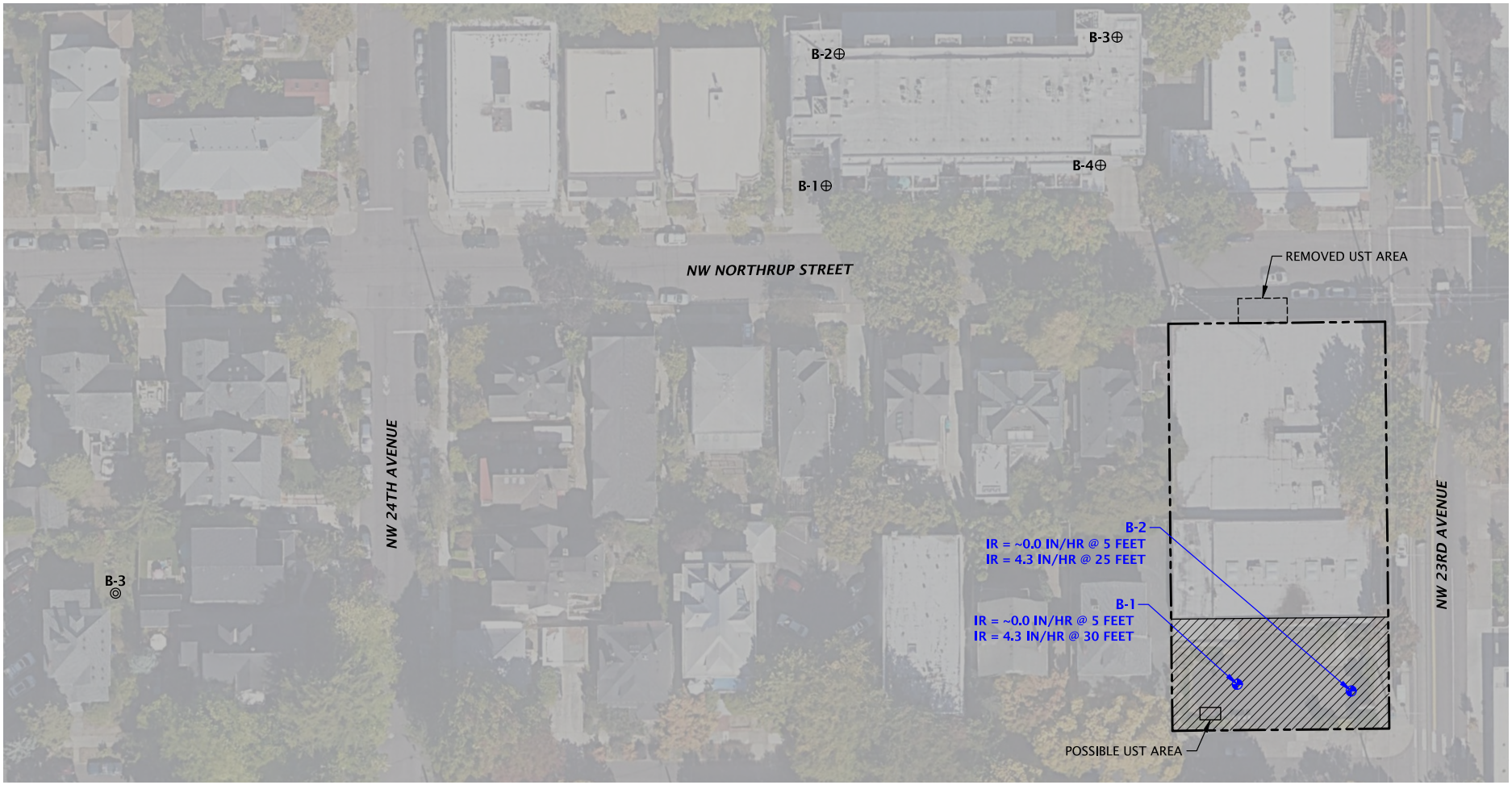
FIGURES



VICINITY MAP BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®

GeoDesign Inc, an NV5 company	CEJOHNCO-15-02	**VICINITY MAP**	
	FEBRUARY 2020	NW 23RD AND NW MARSHALL DEVELOPMENT PORTLAND, OR	**FIGURE 1**

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File Name: J:\A-D\CEJohnCo\CEJohnCo-15\CEJohnCo-15-02\Figures\CAD\CEJohnCo-15-02-VM01.dwg | Layout: FIGURE 1



LEGEND:

- SITE BOUNDARY
- B-1 BORING (GEODESIGN 2019)
- IR = ~0.0 IN/HR AT 5 FEET — UNFACTORED INFILTRATION RATE
- B-1 PRIOR BORING (BRAUN INTERTEC 1997)
- B-3 PRIOR BORING (DAVID J. NEWTON 1996)
- PROPOSED BUILDING LOCATION

N

0 50 100

(SCALE IN FEET)

SITE PLAN BASED ON AERIAL PHOTOGRAPH OBTAINED FROM GOOGLE EARTH PRO®, NOVEMBER 6, 2019

SITE PLAN

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

CEJOHNCO-15-02

FEBRUARY 2020

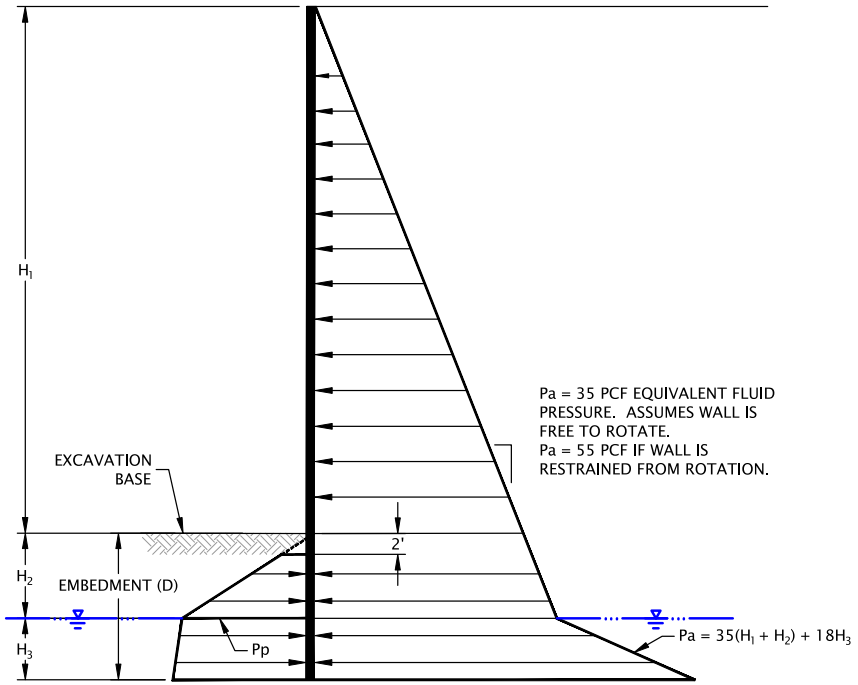
FIGURE 2

GeoDesign NW5 AN NW5 COMPANY

Printed By: gmarshall | Date: 2/4/2020 7:28:37 AM | File Name: C:\Users\gmarshall\Desktop\CEJOHNCO-15-02 NW 23rd and NW Marshall\CAD\CEJOHNCO-15-02 SP02.dwg | Layout: FIGURE 2

LU 20-123610 DZM Exhibit A.8

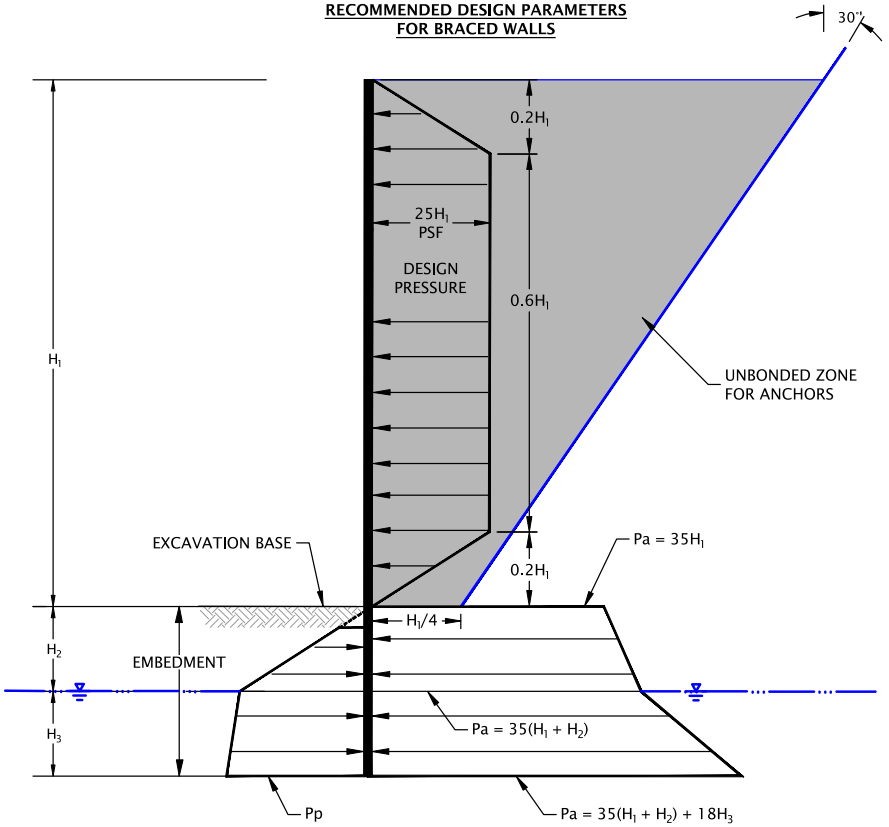
RECOMMENDED DESIGN PARAMETERS FOR CANTILEVERED WALL



EXPLANATION:
Pp = 300 H_2 ABOVE GROUNDWATER
Pp = 225 H_2 BELOW GROUNDWATER
H_1 = HEIGHT OF EXPOSED SOLDIER PILE IN FEET
PASSIVE PRESSURE ACTS OVER 2X THE PILE WIDTH
ACTIVE PRESSURE ACTS OVER 1X THE PILE WIDTH BELOW EXCAVATION BASE

NOTES:
1. FIGURE DOES NOT INCLUDE SURCHARGE OR SEISMIC LOADS.
2. LATERAL EARTH PRESSURE ASSUMES WATER WILL BE MAINTAINED BELOW THE BASE OF THE EXCAVATION.
3. THE LATERAL EARTH PRESSURES ARE UNFACTORED.
4. PASSIVE PRESSURE RESISTANCE SHOULD BE NEGLECTED 2 FEET BELOW THE BOTTOM OF THE EXCAVATION.
5. REFER TO THE GEOTECHNICAL REPORT FOR APPROPRIATE GROUNDWATER ELEVATION.

RECOMMENDED DESIGN PARAMETERS FOR BRACED WALLS



EXPLANATION:
PP = 300 H_2 ABOVE GROUNDWATER
PP = 225 H_2 BELOW GROUNDWATER
H_1 = HEIGHT OF EXPOSED SOLDIER PILE IN FEET
PASSIVE PRESSURE ACTS OVER 2X THE PILE WIDTH
ACTIVE PRESSURE ACTS OVER 1X THE PILE WIDTH BELOW EXCAVATION BASE

NOTES:
1. DOES NOT INCLUDE SURCHARGE OR SEISMIC LOADS.
2. TIEBACKS SHOULD BE LOCKED OFF AT 100 PERCENT OF THE DESIGN LOAD.
3. THE LATERAL EARTH PRESSURES ARE UNFACTORED.
4. PASSIVE PRESSURE RESISTANCE SHOULD BE NEGLECTED 2 FEET BELOW THE BOTTOM OF THE EXCAVATION.
5. REFER TO THE GEOTECHNICAL REPORT FOR APPROPRIATE GROUNDWATER ELEVATION.

CANTILEVERED AND BRACED WALLS DESIGN CRITERIA

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE 3

CEJOHNCO-15-02

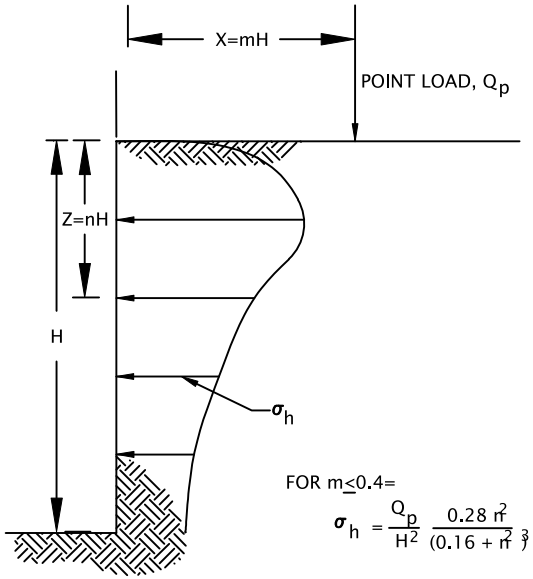
FEBRUARY 2020

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File Name: C:\Projects\CEJOHNCO-15-02\CAD\CEJOHNCO-15-02-DET01.dwg | Layout: FIGURE 3

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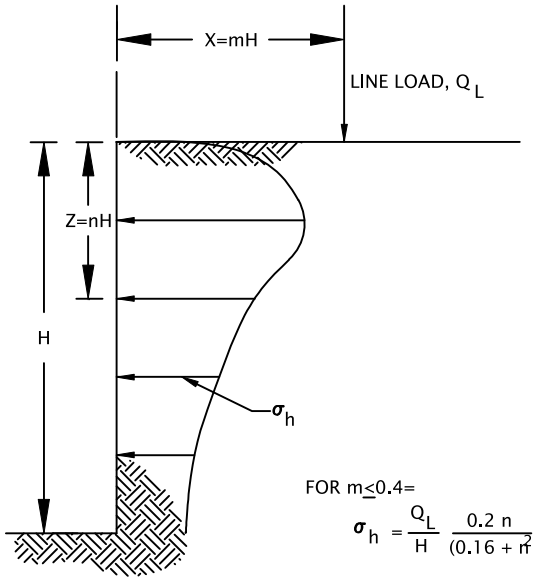


FOR $m \leq 0.4$=

$$\sigma_h = \frac{Q_p}{H^2} \frac{0.28\, n^2}{(0.16 + n^2)^3}$$

FOR $m > 0.4$=

$$\sigma_h = \frac{Q_p}{H^2} \frac{1.77 m^2 n^2}{(m^2 + n^2)^3}$$



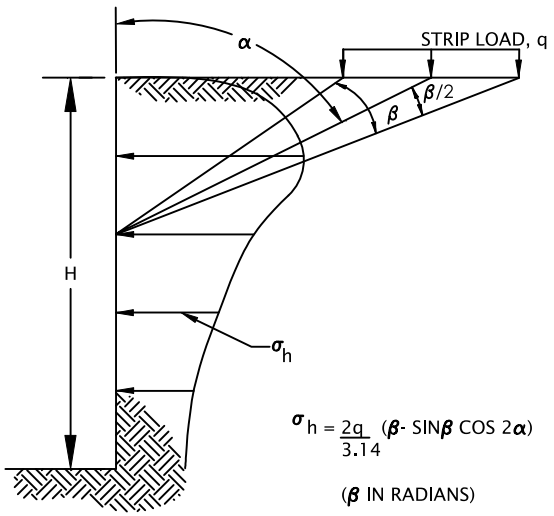
FOR $m \leq 0.4$=

$$\sigma_h = \frac{Q_L}{H} \frac{0.2\, n}{(0.16 + n^2)^2}$$

FOR $m > 0.4$=

$$\sigma_h = \frac{Q_L}{H} \frac{1.28 m^2 n}{(m^2 + n^2)^2}$$

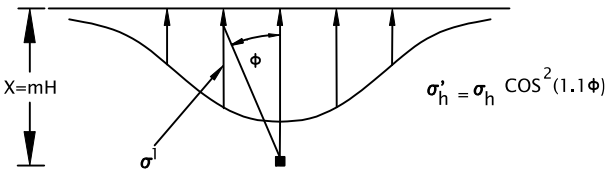
LINE LOAD PARALLEL TO WALL



$$\sigma_h = \frac{2q}{3.14} (\beta - \sin\beta \cos 2\alpha)$$

(β IN RADIANS)

STRIP LOAD PARALLEL TO WALL



DISTRIBUTION OF HORIZONTAL PRESSURES

VERTICAL POINT LOAD

NOTES:

1. THESE GUIDELINES APPLY TO RIGID WALLS WITH POISSON'S RATIO ASSUMED TO BE 0.5 FOR BACKFILL MATERIALS.
2. LATERAL PRESSURES FROM ANY COMBINATION OF ABOVE LOADS MAY BE DETERMINED BY THE PRINCIPLE OF SUPERPOSITION.
3. VALUES IN THIS FIGURE ARE UNFACTORED.

GEODESIGN INC AN NV5 COMPANY	CEJOHNCO-15-02	**SURCHARGE-INDUCED LATERAL EARTH PRESSURES**
	FEBRUARY 2020	NW 23RD AND NW MARSHALL DEVELOPMENT PORTLAND, OR — **FIGURE 4**

LU 20-123610 DZM, Exhibit A18

APPENDIX A

APPENDIX A

FIELD EXPLORATIONS

GENERAL

Two borings (B-1 and B-2) were drilled at the site to explore subsurface conditions and conduct infiltration testing. The borings were drilled to depths between 26.5 and 46.5 feet BGS. Drilling services were provided by Western States Soil Conservation, Inc. of Hubbard, Oregon. The explorations were conducted with a truck-mounted drill rig using hollow-stem auger methods on April 2, 2019. The exploration logs are presented in this appendix.

The exploration locations were determined in the field pacing from survey existing site features. This information should be considered accurate only to the degree implied by the methods used.

A member of our geology staff observed the exploration. Representative samples of the various soils encountered were collected from the explorations for geotechnical laboratory testing.

SOIL SAMPLING

We collected representative samples of the various soils encountered during drilling for geotechnical laboratory testing. Samples were collected from the borings using 1½-inch-inside diameter split-spoon SPT sampler in general accordance with ASTM D1586. The samplers were driven into the soil with a 140-pound automatic trip hammer free-falling 30 inches. The sampler was driven a total distance of 18 inches. The number of blows required to drive the sampler the final 12 inches is recorded on the exploration logs, unless otherwise noted. Sampling methods and intervals are shown on the exploration logs.

The average efficiency of the automatic SPT hammer used by Western States Soil Conservation, Inc. was 86 percent. The calibration testing results are presented at the end of this appendix.

SOIL CLASSIFICATION

The soil samples were classified in accordance with the "Exploration Key" (Table A-1) and "Soil Classification System" (Table A-2), which are presented in this appendix. The exploration logs indicate the depths at which the soil or its characteristics change, although the change could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications are shown on the exploration logs.

LABORATORY TESTING

CLASSIFICATION

The soil samples were classified in the laboratory to confirm field classifications. The laboratory classifications are included on the exploration logs if those classifications differed from the field classifications.

LU 20-123610 DZM, Exhibit A18
CEJohnCo-15 02.022520

ATTERBERG LIMITS

The plastic limit and liquid limit (Atterberg limits) of a select soil sample were determined in accordance with ASTM D4318. The Atterberg limits and the plasticity index were determined to aid in the classification of the soil. The test results are presented in this appendix.

MOISTURE CONTENT

We determined the natural moisture content of select soil samples in general accordance with ASTM D2216. The test results are presented in this appendix.

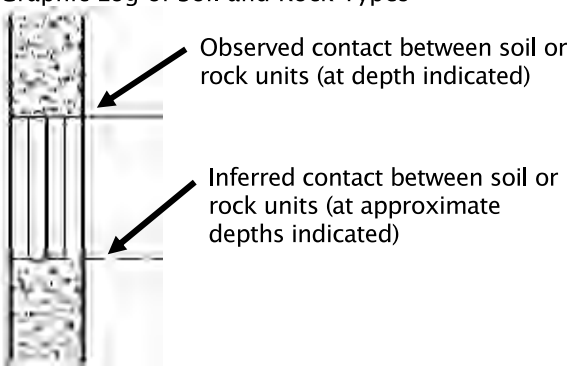
PARTICLE-SIZE ANALYSIS

Particle-size analysis was performed on select soil samples in general accordance with ASTM D1140. The test results are presented in this appendix.

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CEJohnCo-15-02.022520

SYMBOL	SAMPLING DESCRIPTION
	Location of sample collected in general accordance with ASTM D1586 using Standard Penetration Test with recovery
	Location of sample collected using thin-wall Shelby tube or Geoprobe® sampler in general accordance with ASTM D1587 with recovery
	Location of sample collected using Dames & Moore sampler and 300-pound hammer or pushed with recovery
	Location of sample collected using Dames & Moore sampler and 140-pound hammer or pushed with recovery
	Location of sample collected using 3-inch-O.D. California split-spoon sampler and 140-pound hammer with recovery
	Location of grab sample
	Rock coring interval
	Water level during drilling
	Water level taken on date shown

Graphic Log of Soil and Rock Types



GEOTECHNICAL TESTING EXPLANATIONS

ATT	Atterberg Limits	P	Pushed Sample
CBR	California Bearing Ratio	PP	Pocket Penetrometer
CON	Consolidation	P200	Percent Passing U.S. Standard No. 200 Sieve
DD	Dry Density		
DS	Direct Shear	RES	Resilient Modulus
HYD	Hydrometer Gradation	SIEV	Sieve Gradation
MC	Moisture Content	TOR	Torvane
MD	Moisture-Density Relationship	UC	Unconfined Compressive Strength
NP	Non-Plastic	VS	Vane Shear
OC	Organic Content	kPa	Kilopascal

ENVIRONMENTAL TESTING EXPLANATIONS

CA	Sample Submitted for Chemical Analysis	ND	Not Detected
P	Pushed Sample	NS	No Visible Sheen
PID	Photoionization Detector Headspace Analysis	SS	Slight Sheen
		MS	Moderate Sheen
ppm	Parts per Million	HS	Heavy Sheen

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Wilsonville OR 97070
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EXPLORATION KEY

TABLE A-1

RELATIVE DENSITY - COARSE-GRAINED SOIL

Relative Density	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)
Very Loose	0 – 4	0 – 11	0 – 4
Loose	4 – 10	11 – 26	4 – 10
Medium Dense	10 – 30	26 – 74	10 – 30
Dense	30 – 50	74 – 120	30 – 47
Very Dense	More than 50	More than 120	More than 47

CONSISTENCY - FINE-GRAINED SOIL

Consistency	Standard Penetration Resistance	Dames & Moore Sampler (140-pound hammer)	Dames & Moore Sampler (300-pound hammer)	Unconfined Compressive Strength (tsf)
Very Soft	Less than 2	Less than 3	Less than 2	Less than 0.25
Soft	2 – 4	3 – 6	2 – 5	0.25 – 0.50
Medium Stiff	4 – 8	6 – 12	5 – 9	0.50 – 1.0
Stiff	8 – 15	12 – 25	9 – 19	1.0 – 2.0
Very Stiff	15 – 30	25 – 65	19 – 31	2.0 – 4.0
Hard	More than 30	More than 65	More than 31	More than 4.0

PRIMARY SOIL DIVISIONS			GROUP SYMBOL	GROUP NAME
COARSE-GRAINED SOIL (more than 50% retained on No. 200 sieve)	GRAVEL (more than 50% of coarse fraction retained on No. 4 sieve)	CLEAN GRAVEL (< 5% fines)	GW or GP	GRAVEL
		GRAVEL WITH FINES (≥ 5% and ≤ 12% fines)	GW-GM or GP-GM	GRAVEL with silt
			GW-GC or GP-GC	GRAVEL with clay
		GRAVEL WITH FINES (> 12% fines)	GM	silty GRAVEL
			GC	clayey GRAVEL
			GC-GM	silty, clayey GRAVEL
	SAND (50% or more of coarse fraction passing No. 4 sieve)	CLEAN SAND (<5% fines)	SW or SP	SAND
		SAND WITH FINES (≥ 5% and ≤ 12% fines)	SW-SM or SP-SM	SAND with silt
			SW-SC or SP-SC	SAND with clay
		SAND WITH FINES (> 12% fines)	SM	silty SAND
			SC	clayey SAND
			SC-SM	silty, clayey SAND
FINE-GRAINED SOIL (50% or more passing No. 200 sieve)	SILT AND CLAY	Liquid limit less than 50	ML	SILT
			CL	CLAY
			CL-ML	silty CLAY
			OL	ORGANIC SILT or ORGANIC CLAY
		Liquid limit 50 or greater	MH	SILT
			CH	CLAY
			OH	ORGANIC SILT or ORGANIC CLAY
HIGHLY ORGANIC SOIL			PT	PEAT

MOISTURE CLASSIFICATION

Term	Field Test
dry	very low moisture, dry to touch
moist	damp, without visible moisture
wet	visible free water, usually saturated

ADDITIONAL CONSTITUENTS

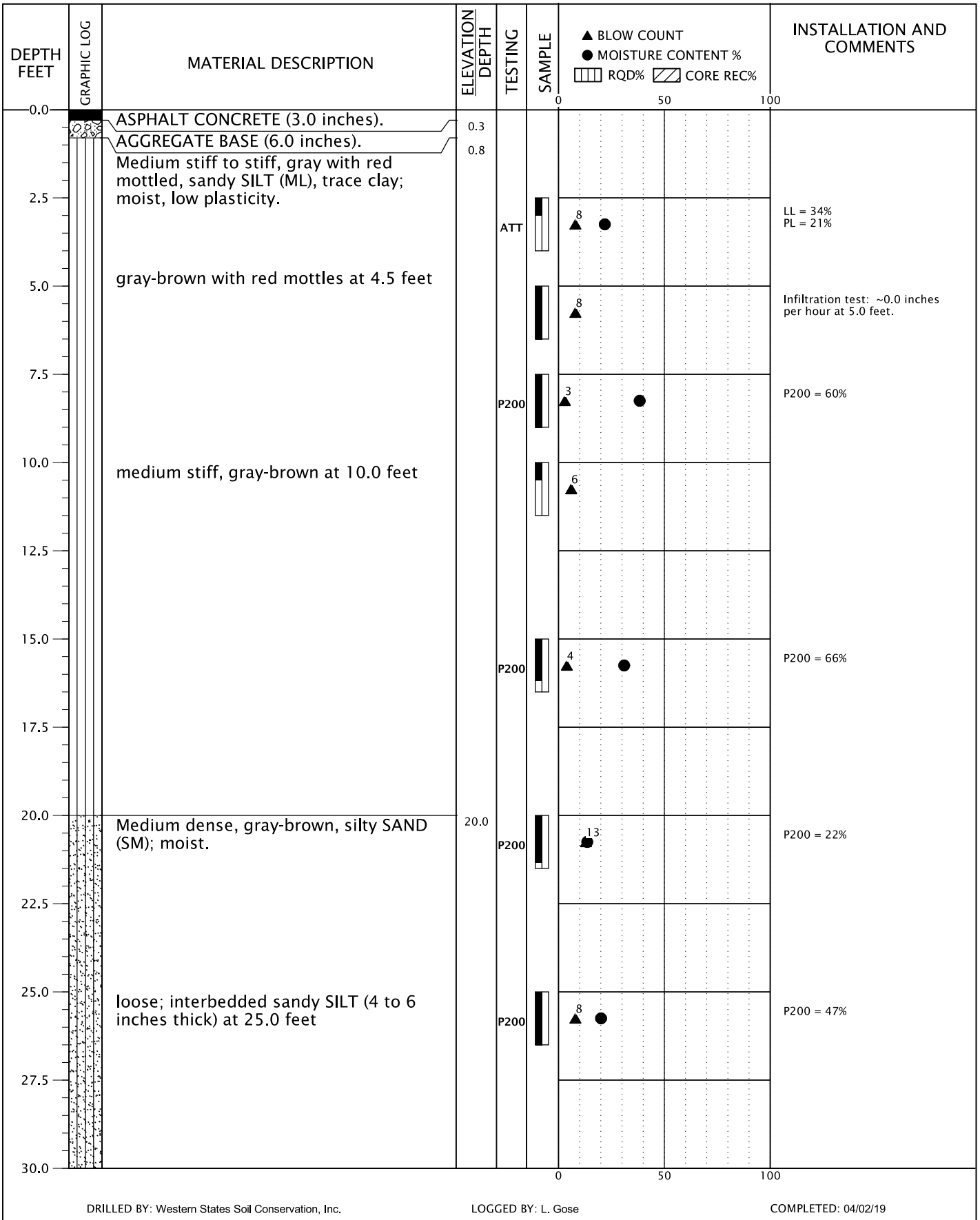
Secondary granular components or other materials such as organics, man-made debris, etc.

Percent	Silt and Clay In: Fine-Grained Soil	Silt and Clay In: Coarse-Grained Soil	Percent	Sand and Gravel In: Fine-Grained Soil	Sand and Gravel In: Coarse-Grained Soil
< 5	trace	trace	< 5	trace	trace
5 – 12	minor	with	5 – 15	minor	minor
> 12	some	silty/clayey	15 – 30	with	with
			> 30	sandy/gravelly	Indicate %

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SOIL CLASSIFICATION SYSTEM

TABLE A-2



DRILLED BY: Western States Soil Conservation, Inc. LOGGED BY: L. Gose COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text) BORING BIT DIAMETER: 6 inches

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT

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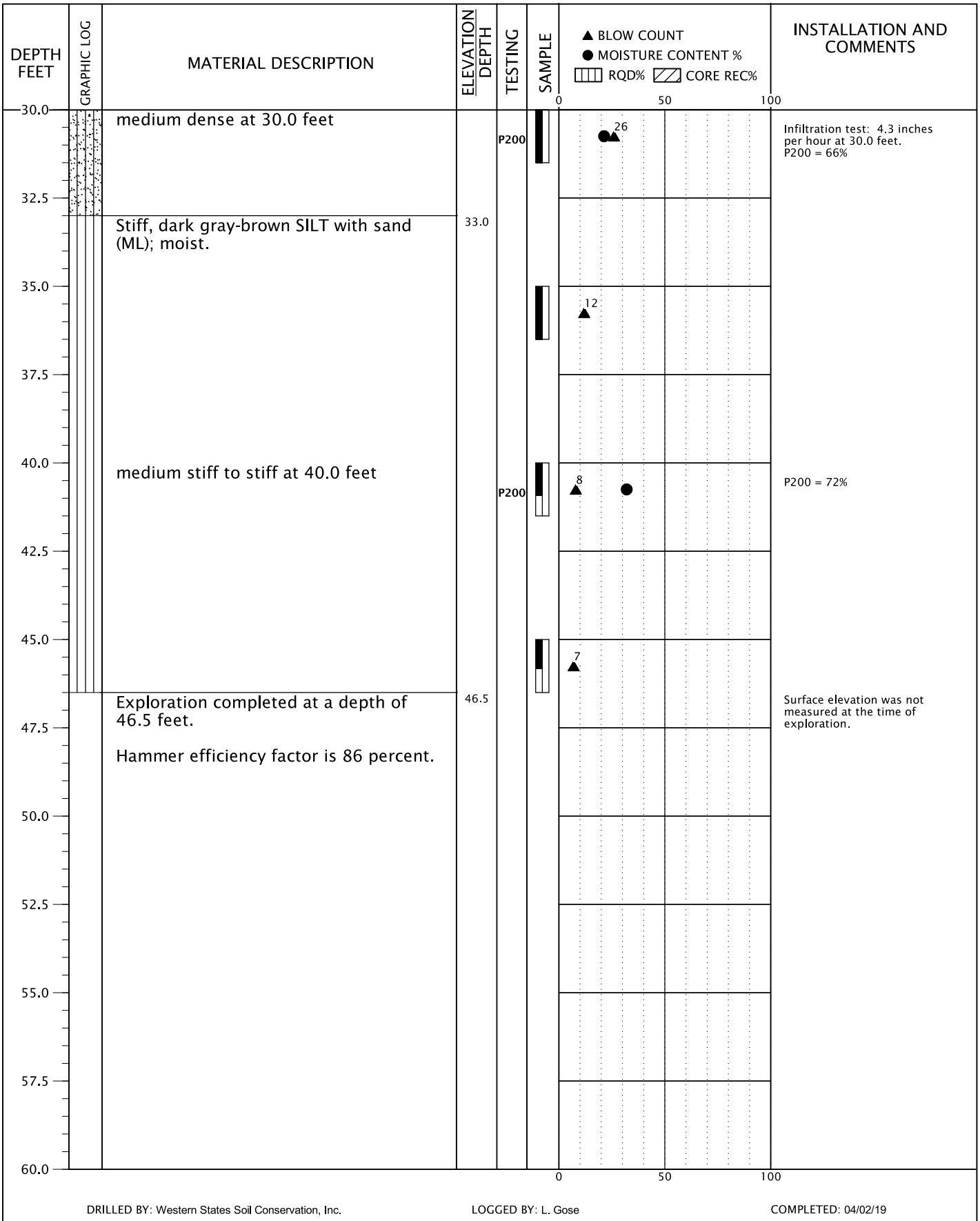
APRIL 2019

BORING B-1

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-1

LU 20-123610 DZM, Exhibit A18



DRILLED BY: Western States Soil Conservation, Inc. LOGGED BY: L. Gose COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text) BORING BIT DIAMETER: 6 inches

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CEJOHNCO-15-01

BORING B-1
(continued)

APRIL 2019

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-1

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT

LU 20-123610 DZM, Exhibit A18

DEPTH FEET	GRAPHIC LOG	MATERIAL DESCRIPTION	ELEVATION DEPTH	TESTING	SAMPLE	▲ BLOW COUNT ● MOISTURE CONTENT % RQD% CORE REC% (0 50 100)	INSTALLATION AND COMMENTS
0.0		ASPHALT CONCRETE (3.0 inches).	0.3				
		AGGREGATE BASE (6.0 inches).	0.8				
		Medium stiff to stiff, gray with red mottled, sandy SILT (ML), trace clay; moist, low plasticity.					Soil description based on drill cuttings to a depth of 25.0 feet.
2.5							
5.0							Infiltration test: ~0.0 inches per hour at 5.0 feet.
7.5							
10.0							
12.5							
15.0							
17.5							
20.0							
22.5							
25.0		Loose, gray-brown, silty SAND (SM); moist.	25.0	P200		▲ 9 ●	Infiltration test: 5.5 inches per hour at 25.0 feet. P200 = 53%
		Exploration completed at a depth of 26.5 feet.	26.5				Surface elevation was not measured at the time of exploration.
27.5		Hammer efficiency factor is 86 percent.					
30.0							

DRILLED BY: Western States Soil Conservation, Inc. LOGGED BY: L. Gose COMPLETED: 04/02/19

BORING METHOD: hollow-stem auger (see document text) BORING BIT DIAMETER: 6 inches

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BORING B-2

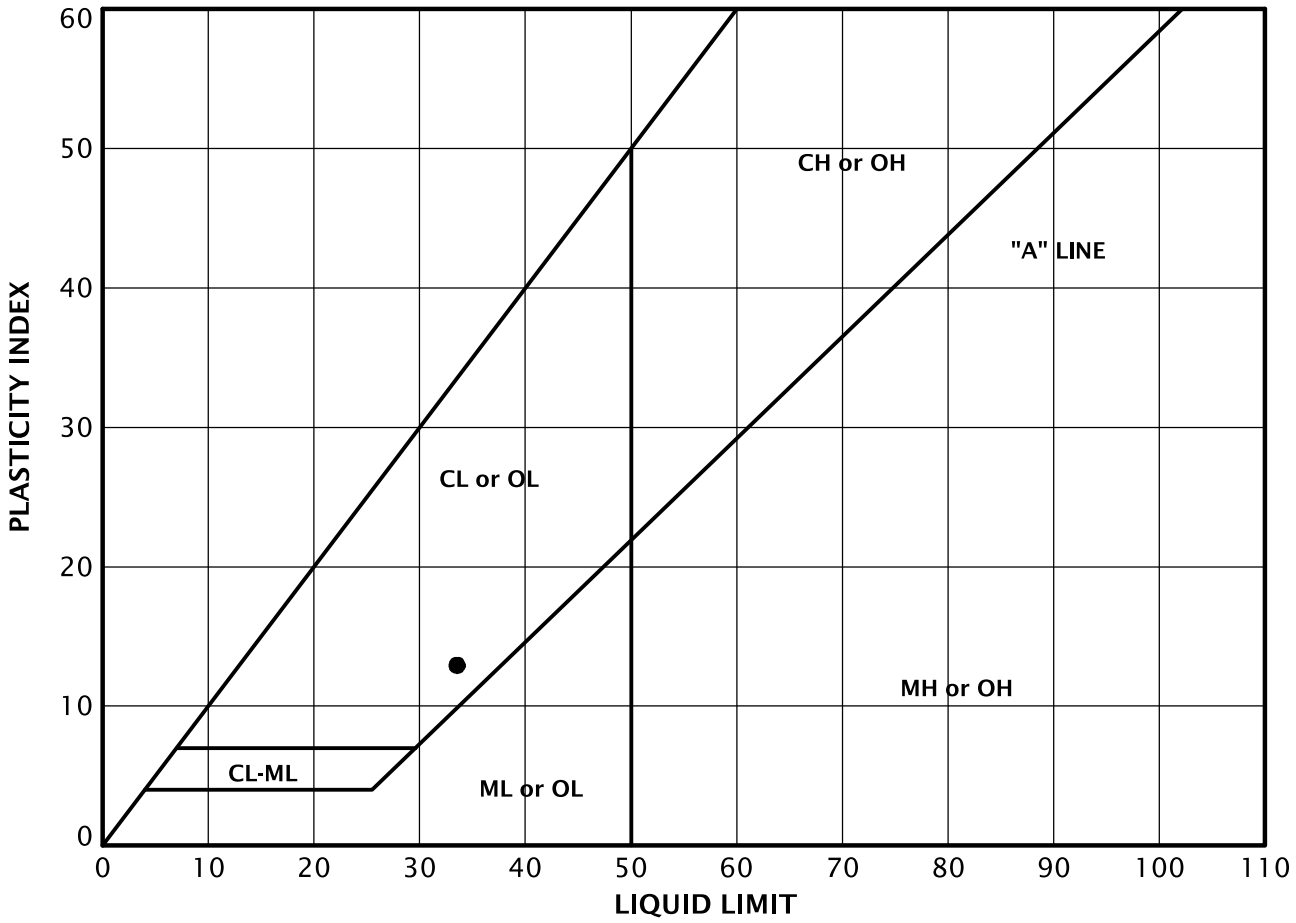
APRIL 2019

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-2

BORING LOG CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 11/30/19:KM:KT

LU 20-123610 DZM, Exhibit A18



KEY	EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	MOISTURE CONTENT (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
●	B-1	2.5	22	34	21	13

ATTERBERG_LIMITS 7 CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 4/17/19:SN

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APRIL 2019

ATTERBERG LIMITS TEST RESULTS

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-3

LU 20-123610 DZM, Exhibit A18

SAMPLE INFORMATION			MOISTURE CONTENT (PERCENT)	DRY DENSITY (PCF)	SIEVE			ATTERBERG LIMITS		
EXPLORATION NUMBER	SAMPLE DEPTH (FEET)	ELEVATION (FEET)			GRAVEL (PERCENT)	SAND (PERCENT)	P200 (PERCENT)	LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX
B-1	2.5		22					34	21	13
B-1	7.5		38				60			
B-1	15.0		31				66			
B-1	20.0		14				22			
B-1	25.0		20				47			
B-1	30.0		21				66			
B-1	40.0		32				72			
B-2	25.0		22				53			

LAB SUMMARY CEJOHNCO-15-01-B1_2.GPJ GEODESIGN.GDT PRINT DATE: 4/17/19:SN

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APRIL 2019

SUMMARY OF LABORATORY DATA

NW 23RD AND NW MARSHALL DEVELOPMENT
PORTLAND, OR

FIGURE A-4

LU 20-123610 DZM, Exhibit A18

Pile Dynamics, Inc.
SPT Analyzer Results

RIG #9
PDA-S Ver. 2017.22 - Printed: 1/4/2019

Summary of SPT Test Results

Project: WSSC-8-04, Test Date: 12/27/2018

EMX: Maximum Energy — ETR: Energy Transfer Ratio - Rated

Start Depth ft	Final Depth ft	N Value	N60 Value	Average EMX ft-lb	Average ETR %
25.00	26.50	**20**	**28**	300.86	86.0
30.00	31.50	**0**	**0**	0.00	0.0
35.00	36.50	**0**	**0**	0.00	0.0
40.00	41.50	**0**	**0**	0.00	0.0
			Overall Average Values:	300.86	86.0
			Standard Deviation:	20.24	5.8
			Overall Maximum Value:	342.80	97.9
			Overall Minimum Value:	276.33	79.0

LU 20-123610 DZM, Exhibit A18

APPENDIX B

APPENDIX B

NEARBY EXPLORATIONS

The logs of drilled borings completed near the site are presented in this appendix. The locations of the borings are shown on Figure 2.

LU 20-123610 DZM, Exhibit A18
CEJohnCo-15-02:022520

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-1** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 110'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	1 1 2		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	1 2 4		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	2 1 2						
10	SPT 4	1 2 2						
	SPT 5	1 1 3						
15	SPT 6	1 2 2						
20	SPT 7	1 4 4				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-1 was located in the southwest portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-2** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 108'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	5 6 7		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	1 2 3		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	2 2 2						
10	SPT 4	1 2 2						
	SPT 5	1 2 2						
15	SPT 6	2 2 1						
20	SPT 7	0 2 5				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-1 was located in the northwest portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-3** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 107'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	3 3 4		ML		SILT - Light brown, medium stiff to stiff, moist		
5	SPT 2	2 4 4		SM		SILTY SAND - Light brown, loose, moist		
	SPT 3	1 2 2						
10	SPT 4	1 2 3						
	SPT 5	2 2 3						
15	SPT 6	2 3 4						
20	SPT 7	2 4 5				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-3 was located in the northeast portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

BRAUN INTERTEC
PORTLAND, OREGON

BORING NUMBER **B-4** SHEET **1** OF **1**
PROJECT NAME **Northrup House LLC**
LOCATION **N.W. Northrup St./Portland, OR**
PROJECT NUMBER **EAAX-97-0520**
SURFACE ELEVATION **Appr 106'** DATUM
LOGGED BY **Keven Condron**

SAMPLE INFORMATION					STRATA	DESCRIPTION	REMARKS	ELEVATION FEET
DEPTH FEET	SAMPLE TYPE	BLOW COUNTS	RECV. %	U.S.C.S. SYMBOL				
				FILL		GRAVEL, VEGETATION & TOPSOIL		
	SPT 1	3 2 3		ML		SILTY SAND - Light brown, loose, moist		
5	SPT 2	2 2 2		SM				
	SPT 3	2 2 2						
10	SPT 4	1 2 2						
	SPT 5	2 3 3						
15	SPT 6	2 4 4						
20	SPT 7	2 3 3				Boring terminated @ 21.5 ft.	Groundwater was not encountered during drilling.	

DRILLING CONTRACTOR **Braun Intertec Corp.**
DRILLING METHOD **Hollow Stem Auger**
DRILLING EQUIPMENT **CME 75**
DRILLING STARTED **8/9/97** ENDED **8/9/97**

SITE CONDITIONS **B-4 was located in the southeast portion of the project site. Elevation assigned 110 ft - USGS Portland Quad Map**

BLN AX520 8/13/97

Boring Log No. 3

PROJECT: Bishop Morris Place
DATE: 2-28-96
LOGGED BY: J. Lawes
DRILL RIG: Trailer-mounted
HOLE DIA.: 4 in.
SAMPLER: SPT
INITIAL GW DEPTH: not encountered
FINAL GW: not encountered
HOLE ELEV.: ±130 ft. City of Portland

DESCRIPTION	USCS CLASS	GRAPHIC LOG	DEPTH	SAMPLE	SAMPLE NO.	BLOWS/FT.	REMARKS
2-inch asphalt concrete layer.			0				
GRAVEL, gray, dry to moist, medium dense. (3/4-inch minus pavement base course layer, man-made fill).	GW		1		3-1	15	
SILT, yellowish brown, moist, stiff, trace to some sand	ML		2				
			3		3-2	17	MC=15.6%
			4		3-3	17	MC=27.3%
			5				
			6		3-4	15	52% passing #200.
Silty SAND, yellowish brown, moist, medium dense.	SM		7		3-5	12	
			8				
			9		3-6	12	
Poorly-graded SAND with Silt, yellowish brown, moist, medium dense.	SP SM		10		3-7	16	
			11				
			12				
			13				
			14				
			15				
			16		3-8	16	
			17				
			18				
			19				
			20				
			21		3-9	18	
Boring terminated at a depth of 21½ feet. Groundwater not encountered during drilling.			22				
			23				
			24				
			25				

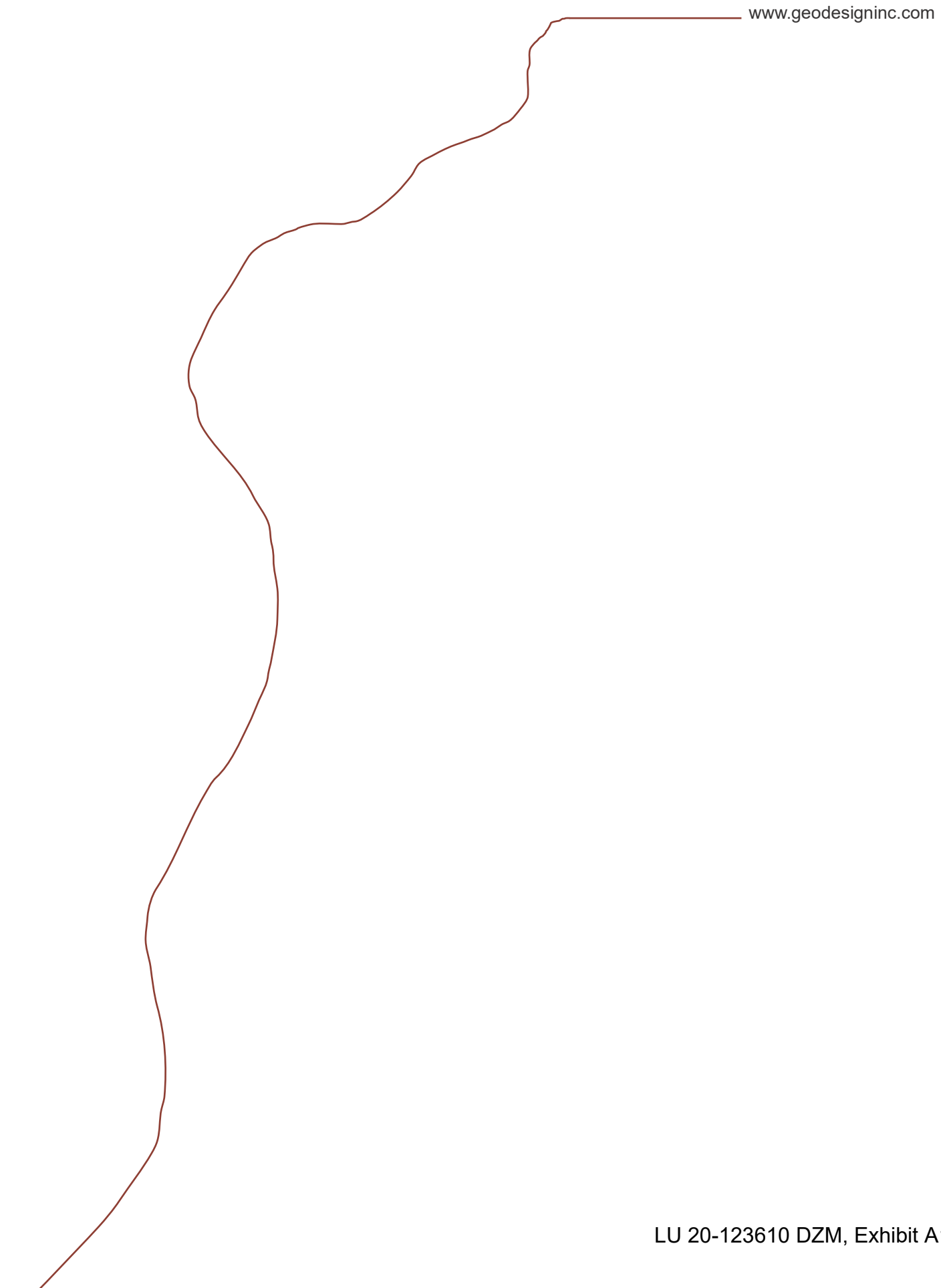
RECEIVED
MAR 28 1996
WESTWOOD CONSTRUCTION COMPANY
PORTLAND, OREGON

DAVID J. NEWTON ASSOCIATES
INCORPORATED

Notes:
THE LOGS OF SUBSURFACE CONDITIONS APPENDED APPLY ONLY AT THE SPECIFIC EXPLORATION LOCATION AND ON THE DATE INDICATED. THEY ARE NOT WARRANTED TO BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS AT OTHER LOCATIONS.

Project No. 349-191

LU 20-123610 DZM, Exhibit A18



LU 20-123610 DZM, Exhibit A18

From: Richard Dobrot
To: Jeffreys, Grace
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall
Date: Wednesday, September 30, 2020 2:18:43 PM

Grace, thanks for speaking with me today about the project status. As discussed, we would like to request that our Land Use Review hearing date be postponed to a future date, exactly when is yet to be determined. We will notify you when we are ready to reschedule the hearing.
Please clarify if we need to remove or cover the current site posting signs until which time we have the new hearing date information to re-post the site.
Thanks.

Richard
RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Monday, September 28, 2020 3:52 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,
Please find attached a response from Site Development:

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-865-6521 (Note - new number as of 9/2/2020)

Monday through Thursday: 7:30am - 5:00pm
Every other Friday: 7:30am – 4:00pm

Due to the COVID-19 pandemic and state of emergency, please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Jeffreys, Grace
Sent: Thursday, September 24, 2020 7:37 AM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,

Please find attached comments from the following Service Bureaus:

Urban Forestry. Although they note they have no objections to this approval, please be aware of their following comments:

- **NW 23rd Ave:** There are approximately 200 feet of street frontage at this location; the existing street lights and street car shelter will reduce the required number of trees by three requiring five trees to be planted or preserved.
- **NW Marshall St:** There are approximately 100 feet of street frontage at this location requiring four trees to be planted or preserved.
- **NW Northrup St:** There are approximately 100 feet of street frontage at this location; the existing street lights will reduce the required number of trees by one requiring three trees to be planted or preserved.

Life Safety. No objections

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-865-6521 (Note - new number as of 9/2/2020)

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Due to the COVID-19 pandemic and state of emergency, please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Tuesday, September 22, 2020 4:01 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

The City's email systems have identified this email as potentially suspicious. Please click responsibly and be cautious if asked to provide sensitive information.

Sorry I missed seeing that.
Here is the Site Posting confirmation.
Thank you.
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Tuesday, September 22, 2020 3:15 PM

From: Richard Dobrot
To: Jeffreys, Grace
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall
Date: Tuesday, March 9, 2021 11:16:29 AM

Hi Grace, thank you for the advance notice of our Design Review timeline. I think I have almost given up getting PBOT/BES/Water approval on the ROW set after so many months – we just re-submitted our 30% set today.

Other than that approval, we could be ready for the April 15th hearing date if it is still available. Otherwise, we are also open for the May 6th date. Please let us know which one we can schedule.

Thanks and have a great day!

Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Monday, March 1, 2021 2:21 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,

I hope you are well.
I am checking in with you about NW 23rd & Marshall. The time frame for this review is starting to close, and a decision must be made by the Commission by **6/11/21.**

I think you should consider moving forward soon (by next week if possible), even if the ROW is still under review, and you should allow for at least one return hearing.

The site must be posted 30 days prior to the first hearing, and we will need to know about a week prior to that to prepare the notice and for you to print and post the notice.

Spring Hearing dates:

- **April 15** – Post by 3/16, let me know by 3/9 latest. Time for 1-2 return hearings.
- **May 6** – Post by 4/6, let me know by 3/30 latest. Time for 1 return.
- **May 20** – Post by 4/20, let me know by 4/13 latest. There may be time for 1 return, but it's a really short turnaround and not workable unless there are very minor changes
- **June 3** – Post by 5/4, let me know by 4/27 latest. Last date possible.

Grace Jeffreys
City Planner | Design and Historic Review
(503) 865-6521 | grace.jeffreys@portlandoregon.gov
Hours: 8am – 5pm

Bureau of Development Services | Land Use Services

1900 SW 4th Ave., Suite 5000 | Portland, OR 97201
https://www.portland.gov/bds/development-services-center-0

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Monday, December 7, 2020 3:42 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: Re: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, I think we are getting close to getting approval on the PBOT 30% set. Hopefully in the next week or two. At that time I will be in touch to reschedule the hearing.
Richard

Sent from my iPhone

> On Dec 7, 2020, at 3:06 PM, Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov> wrote:
>
> Hi Richard,
> I am just checking in to see how the project is progressing. Any idea what your time frame for a hearing might be?
>
> Be well,
> Grace
>
> **Grace Jeffreys**
> City Planner | Design and Historic Review
> (503) 865-6521 | grace.jeffreys@portlandoregon.gov
> Hours: 8am – 5pm
>
> **Bureau of Development Services | Land Use Services**
> 1900 SW 4th Ave., Suite 5000 | Portland, OR 97201
> https://www.portland.gov/bds/development-services-center-0
>
> ---
>
> **From:** Richard Dobrot <Richard@gbdarchitects.com>
> **Sent:** Monday, October 5, 2020 5:11 PM
> **To:** Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
> **Subject:** Re: LU 20-123610 DZM, NW 23rd & Marshall
>
> Checked with Civil engineer - they were resubmitted on 9/25. They thought PBOT is behind with intakes and until it is assigned to a reviewer it doesn't show up in the system.
> We did originally submit the 30% set on May 15th but they were not accepted due to a issue with BES that our engineer has not run across before.
> Richard
>
> Sent from my iPhone
>
> > On Oct 5, 2020, at 3:23 PM, Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov> wrote:

Hi Richard,

PBOT just emailed me to say they do not see that you have submitted your Public Works application yet. Please note that you need 30% approval of the PW prior to DR approval, and, I believe it may take some time to get the 30%.
Please let me know where you are with the PW.

Thanks, Grace

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 865-6521 (Note - new number as of 9/2/2020)

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From: Jeffreys, Grace
Sent: Wednesday, September 30, 2020 3:36 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Thanks for the email Richard. Please remove the postings for the site, and store for reposting at a later date.

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 865-6521 (Note - new number as of 9/2/2020)

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From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Wednesday, September 30, 2020 2:18 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Grace, thanks for speaking with me today about the project status. As discussed, we would like to request that our Land Use Review hearing date be postponed to a future date, exactly when is yet to be determined. We will notify you when we are ready to reschedule the hearing.
Please clarify if we need to remove or cover the current site posting signs until which time we have the new hearing date information to re-post the site.
Thanks.

Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

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Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

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Please find attached a response from Site Development:

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-865-6521 (Note - new number as of 9/2/2020)

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Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

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Please find attached comments from the following Service Bureaus:

Urban Forestry. Although they note they have no objections to this approval, please be aware of their following comments:

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Life Safety. No objections

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland

grace.jeffreys@portlandoregon.gov | (503) 823-865-6521 (Note - new number as of 9/2/2020)

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From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Tuesday, September 22, 2020 4:01 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

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Here is the Site Posting confirmation.
Thank you.
Richard

RICHARD DOBROT, AIA
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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Tuesday, September 22, 2020 3:15 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,
It was page two of doc sent earlier.
I am back in PDX, and will look at your project tomorrow, and let you know if I have any questions.
Grace

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-865-6521 (Note - new number as of 9/2/2020)

Monday through Thursday: 7:30am - 5:00pm
Every other Friday: 7:30am – 4:00pm

Due to the COVID-19 pandemic and state of emergency, please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Tuesday, September 22, 2020 10:35 AM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, I hope you and family are well.
I wanted to send in the Site Posting verification letter but I wasn't sure if you had to send me a template or if I could find it elsewhere.
Thanks.
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Friday, September 11, 2020 2:06 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: Re: LU 20-123610 DZM, NW 23rd & Marshall

Richard,
The draft set is a chance for you to provide a response to any staff concerns with your submittal. I really apologize,but I haven't had a chance to do my usual in depth review of your submittal yet. I had a couple of large case i was completing and then I was going to review yours, but then I had to unexpectedly fly to Arizona to look after my elderly parents. I plan to do the review early next week when I get back into town. I apologize you aren't getting my comments sooner.

I will say, I have no concerns with the overall project, it's terrific. If I have any comments, it will be detail comments. I haven't looked at the materiality at the rear, but, it definitely should be treated as a 4-sided building.
Stay safe, it's quite terrifying watching the fires play out from afar.
Grace

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Friday, September 11, 2020 1:55:14 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Thank you.
Stay safe.
Richard

From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Friday, September 11, 2020 1:55 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: Re: LU 20-123610 DZM, NW 23rd & Marshall

Richard,
No, same thing.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Friday, September 11, 2020 1:47:32 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, just wanted to ask about your schedule below for draft digital set due today (9/11)– is that different than what I have already sent to you?
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Thursday, August 20, 2020 6:13 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Cc: Paglia, Tanya <Tanya.Paglia@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,
Thanks for getting this to me so I could deem it complete for you!
I think you have only paid for 3 mods, so will need to get payment for the 4th, I will get bill forwarded to you when I return 8/31.

I have scheduled your hearing for October 15, 2020. For this 10/15/20, here are the relevant dates:

9/11/20	APPLICANT - DWGS DUE - draft digital set | NOTE: Label dwg set with LU# and C1-C…
9/15/20	APPLICANT - POST SITE (30 days min before hearing)
9/25/20	APPLICANT - Final digital set (submit 20 days min before hearing)
10/1/20	APPLICANT - Return signed posting letter via email (submit 14 days min before hearing)
10/5/20	STAFF REPORT Published (10 days before hearing)
10/14/20	APPLICANT - Digital copy of presentation (for Hearings Clerk)
10/15/20	**HEARING**

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-7840

Monday through Thursday: 7:30am - 5:00pm
Every other Friday: 7:30am – 4:00pm

Due to the COVID-19 pandemic and state of emergency, I am working remotely and have limited access to BDS facilities and voicemail. Email will be the quickest way to reach me; however, I will also be checking my phone regularly.

Please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Thursday, August 20, 2020 1:22 PM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

I'm using Mimecast to share large files with you. Please see the attached instructions.

Hi Grace, please use this link to download the revised Design Review submittal.
I will send a printed copy to your attention in the mail today – unless there is a way to drop it off at the City offices?

Thank you.
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Wednesday, August 19, 2020 11:13 AM
To: Richard Dobrot <Richard@gbdarchitects.com>
Cc: Paglia, Tanya <Tanya.Paglia@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,
If you can get to me by end of day Thurs, I can do early Fri am before I head out, otherwise, my buddy is Tanya Paglia, who I copy with this email.

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-7840

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Please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Wednesday, August 19, 2020 11:09 AM

To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, I am hoping to get you the electronic copy today – but there is a fair bit left to do.
If I don't get it to you today, who should I copy with the link to the files?
Thanks.

Richard
RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
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Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Friday, August 14, 2020 1:57 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Cc: sgarey@cejohn.com
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,
Just an FYI, I am going to be away on vacation from Friday 8/21 – 8/26, returning on 8/31. If you can get it to me by end of day Wednesday, 8/19 I can move on it before I leave. Otherwise, one of my team can do this while I am away, just let me know when to expect it so I can let them know if need be.

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-7840

Monday through Thursday: 7:30am - 5:00pm
Every other Friday: 7:30am – 4:00pm

Due to the COVID-19 pandemic and state of emergency, I am working remotely and have limited access to BDS facilities and voicemail. Email will be the quickest way to reach me; however, I will also be checking my phone regularly.

Please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Jeffreys, Grace
Sent: Friday, August 14, 2020 10:08 AM
To: Richard Dobrot <Richard@gbdarchitects.com>
Cc: sgarey@cejohn.com
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Great, thanks!
Send me digital files, and one set of hard copies to my attention at the city for the case file.
21- Friday 8?26, returing on 8/

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 823-7840

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Due to the COVID-19 pandemic and state of emergency, I am working remotely and have limited access to BDS facilities and voicemail. Email will be the quickest way to reach me; however, I will also be checking my phone regularly.

Please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Friday, August 14, 2020 9:58 AM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Cc: sgarey@cejohn.com
Subject: Re: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, we are planning on sending in the revised submittal next week. I will send an electronic version to you. Let me know what we should do about the hard copies. Thank you.
Richard

Sent from my iPhone

On Aug 14, 2020, at 9:27 AM, Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov> wrote:

> Hi Richard,
>
> I hope this email finds you well during this challenging time.
>
> Please find attached a 180-day notice for this application. It notes that this application must be either deemed Complete or requested to be withdrawn before 8/24/20, so the latest to do this is Friday, 8/21/20.
>
> If we receive no response, the application will be voided on Monday August 24, 2020, with no refund.
>
> Please let me know what the direction is for this, Grace
>
> **Grace Jeffreys**, City Planner - Urban Design
> Design and Historic Resource Review, City of Portland21/20.
> grace.jeffreys@portlandoregon.gov | (503) 823-7840
>
> Monday through Thursday: 7:30am - 5:00pm
> Every other Friday: 7:30am – 4:00pm
>
> *Due to the COVID-19 pandemic and state of emergency, I am working remotely and have limited access to BDS facilities and voicemail. Email will be the quickest*

way to reach me; however, I will also be checking my phone regularly.

Please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Jeffreys, Grace
Sent: Tuesday, March 17, 2020 3:35 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Cc: sgarey@cejohn.com
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Richard,

Please find attached an Incomplete letter for this review. Generally, the project looks great.

For the next two weeks, I am working from home generally, so email is the best way to reach me. If you would like to talk via phone, let me know and we can schedule a time.

Grace

From: Jeffreys, Grace
Sent: Tuesday, March 17, 2020 2:15 PM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Richard,
Are you planning on signing the "Request for an Evidentiary Hearing and Waiver of Right to a
Decision within 120 Days"? If so, I will need it by tomorrow latest.
Copy attached.

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Thursday, March 5, 2020 10:05 AM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

No problem.
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Thursday, March 5, 2020 10:03 AM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Thanks Richard, Can you also provide digital copies of stormwater and geotech?

From: Richard Dobrot <Richard@gbdarchitects.com>
Sent: Thursday, March 5, 2020 9:50 AM
To: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: LU 20-123610 DZM, NW 23rd & Marshall

Hi Grace, here are the digital copies of the submittal. Let me know if you need anything else in the meantime.
Richard

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

---

From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Thursday, March 5, 2020 9:46 AM
To: Richard Dobrot <Richard@gbdarchitects.com>
Subject: LU 20-123610 DZM, NW 23rd & Marshall

Good morning Richard,

Your application has made it to my desk, and I am the planner assigned to your review. At first glance, it seems mostly complete, but is missing basement level plans. I am assuming those are still in flux, which is no problem. By 21 days, I will send out an Incomplete letter, and you will then have up to 180 days to deem it complete.

I have not yet had a chance to review it, but could you send me digital copies of your submittal, as well as a word doc of you narrative?

Many thanks!

Grace

Grace Jeffreys, Urban Design - Planner
City of Portland - Bureau of Development Services
Design & Historic Resource Review

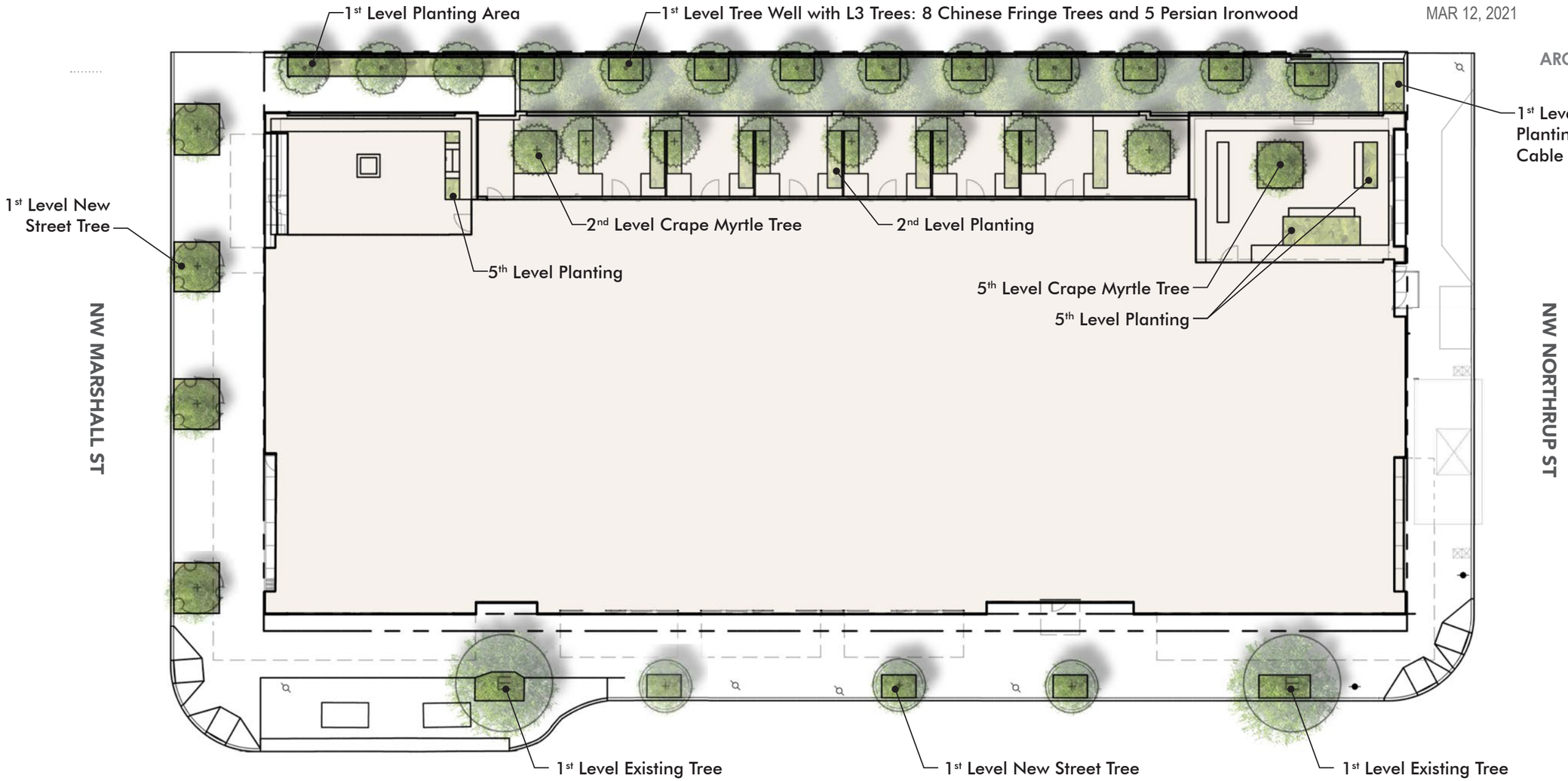
Land Use Services Division
1900 SW Fourth Avenue, Suite 5000
Portland, OR 97201

grace.jeffreys@portlandoregon.gov
503-823-7840

Work Hours:
Monday - Thursday, 8:00 am - 5:30 pm
Every other Friday, 8:00 am - 4:30 pm

<LU_20_123610_DZM_180-day Notice.pdf>

CATCHBASIN AND BACKWATER CHECK VALVE
INSTALL BACKWATER CHECK VALVE
STORMWATER PLANTER FACILITY: 1,208 SF
REMOVE EXISTING GAS METER
PROPOSED 48" MANHOLE. CONNECT TO EXISTING 12" VSP SANITARY MAIN
PROPOSED 10" STORM LINE
PROPOSED STORM ATRIUM GRATE OVERFLOW
PROPOSED GAS METER
PROPOSED 2" GAS LINE
D□□□□□□
□R□□□SED□□"S□□□□R□ □□□ER□□
□□□□E□□□□□E□□S□□G □□"□□S□□□□E
□GE□□□□□□□□□
PROPOSED PGE 1024 VAULT
NW MARSHALL ST. (PUBLIC)
NW NORTHRUP ST. (PUBLIC)
10" WAT MAIN
□E□ □□MMER□□□ □□□D□□G
EL. 109.95' T.O.S. 1:12 ramp up
EL. 109.42' T.O.S.
ramp up
ramp dn
PROPOSED 4" DOMESTIC WATER LINE
PROPOSED 4" WATER METER
□□□□E□□□□□E□□S□□G □"□□ □□ER□M□□□
PROPOSED 6" FIRE WATER LINE
PROPOSED CG-2 CATCH BASIN. CONNECT TO EXISTING 10" STORM LATERAL
□E□ □GE□□□E
□□□□DED□□□□□
□E□ □GE□□□E
□□□□DED□□□□□
NEW PGE POLE
RELOCATED PGE UTILITY POLE
EXISTING SIGNAL BOX TO REMAIN
E□S□□G□□RE □□DR□□□
□R□□□SED□□" S□□RM□□□ER□□
PROPOSED CG-2 CATCHBASIN
EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE
EXISTING SIGNAL POLE TO REMAIN
NW 23RD AVE. (PUBLIC)
12" WAT MAIN
E□S□□G□□RE □□DR□□□
E□S□□G□□RE □□DR□□□



1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

L3 TREES


Chinese Fringe Tree


Persian Ironwood

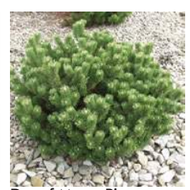

Star Jasmine Vine

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass


Flowering Crape Myrtle

NW MARSHALL AVENUE


European Hornbeam

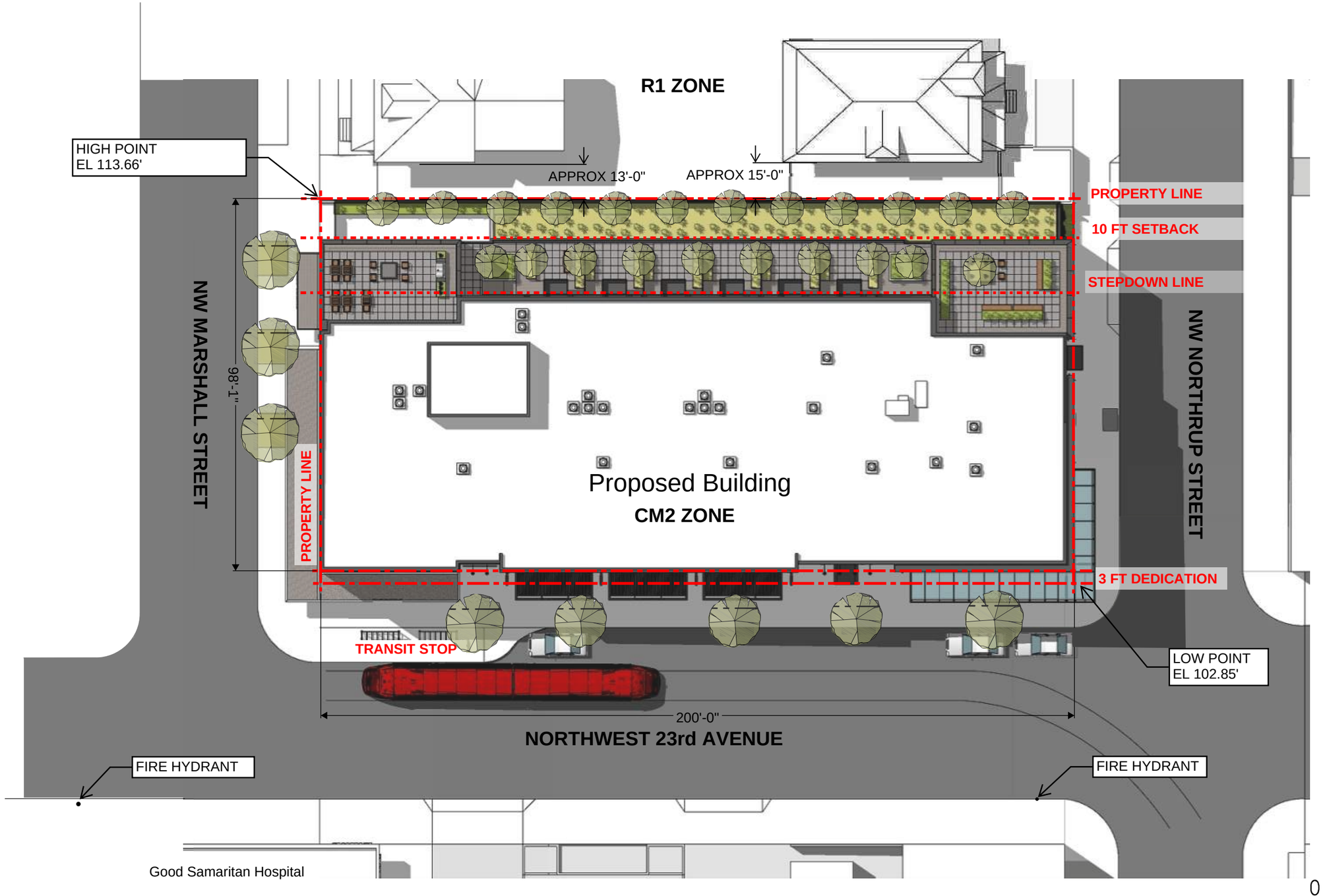
NW 23RD AVENUE


Frontier Elm

ARCHITECTURAL DRAWINGS

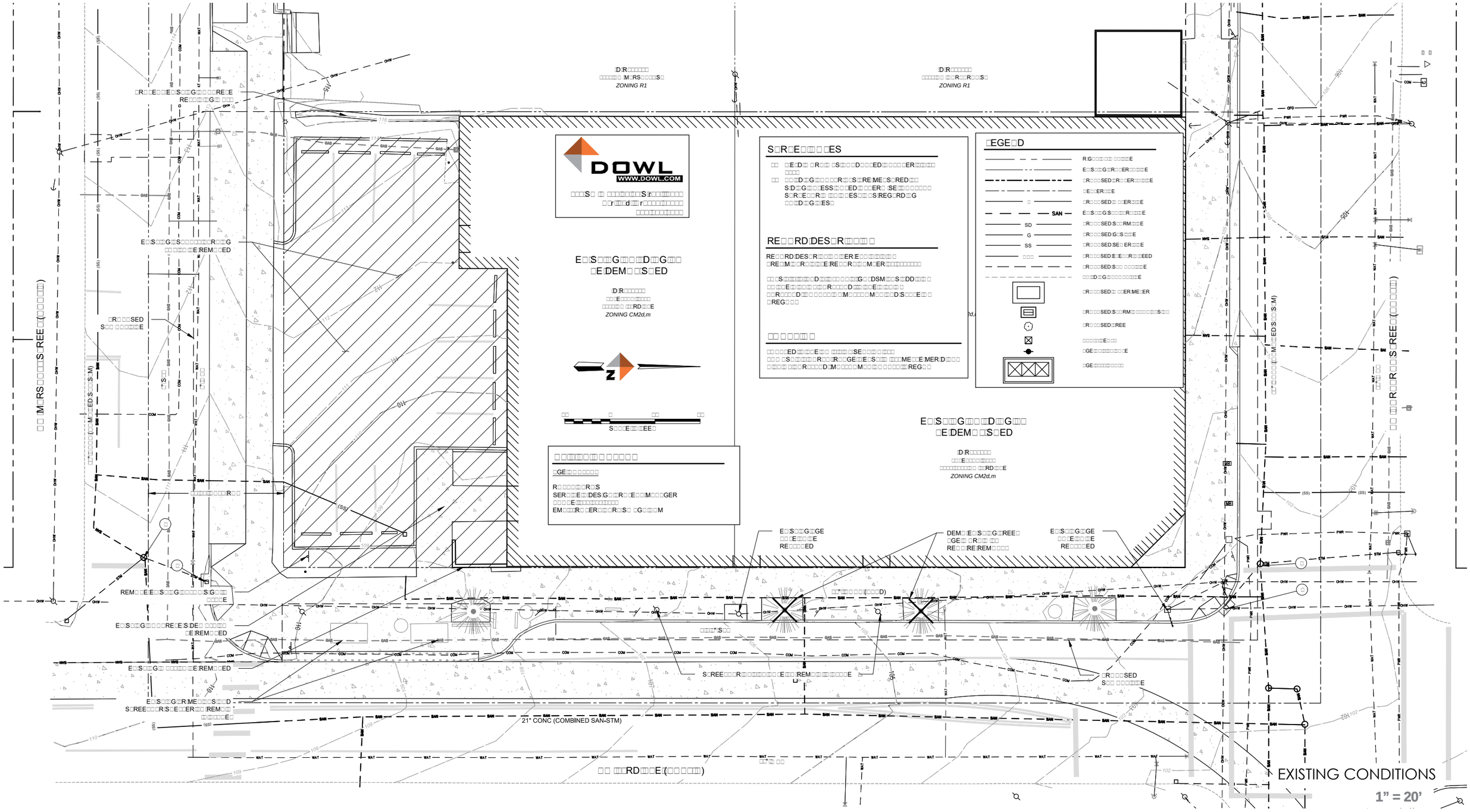
NW 23rd and Marshall Apartments

APRIL 16, 2021

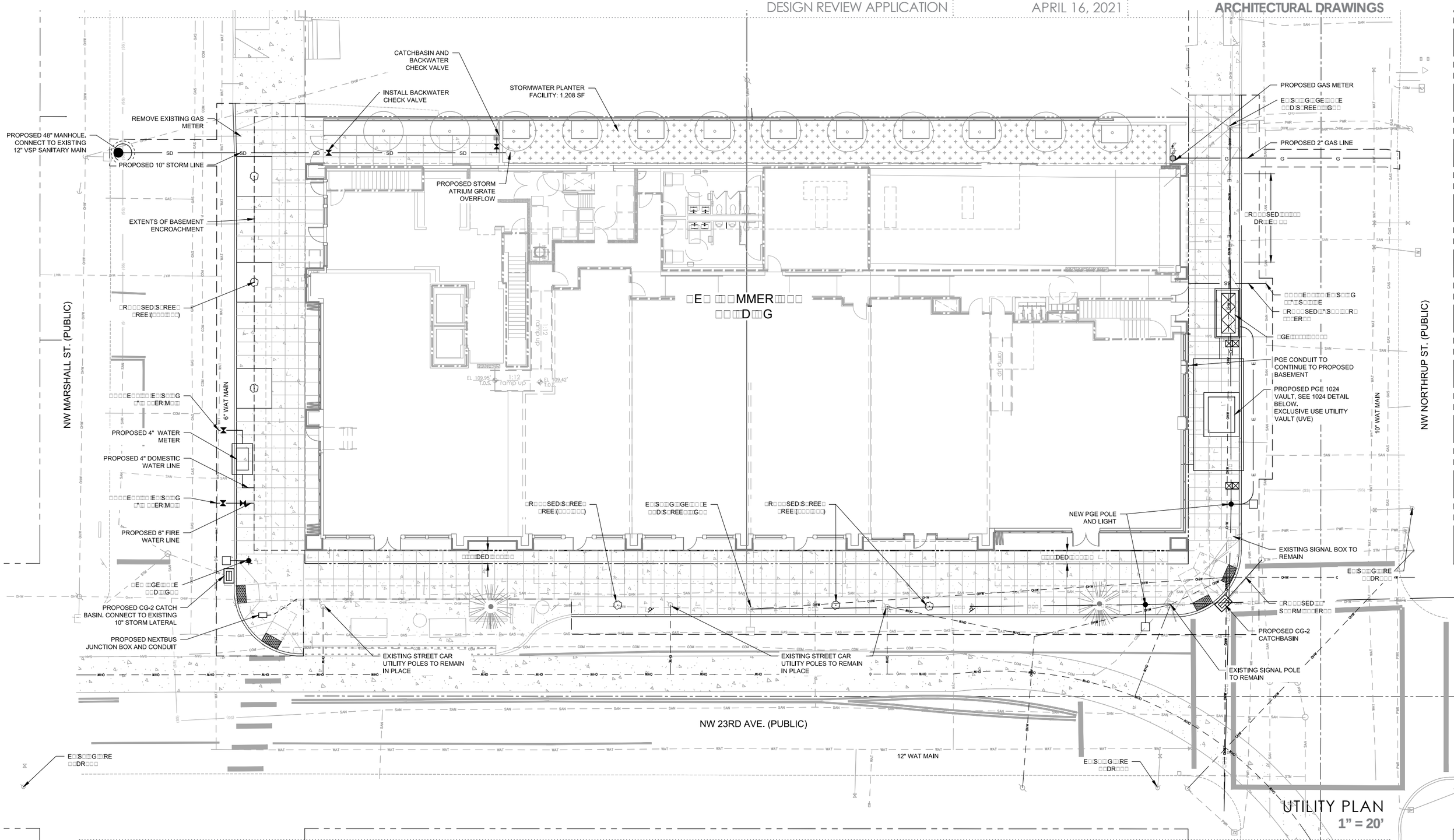


NORTH SITE PLAN

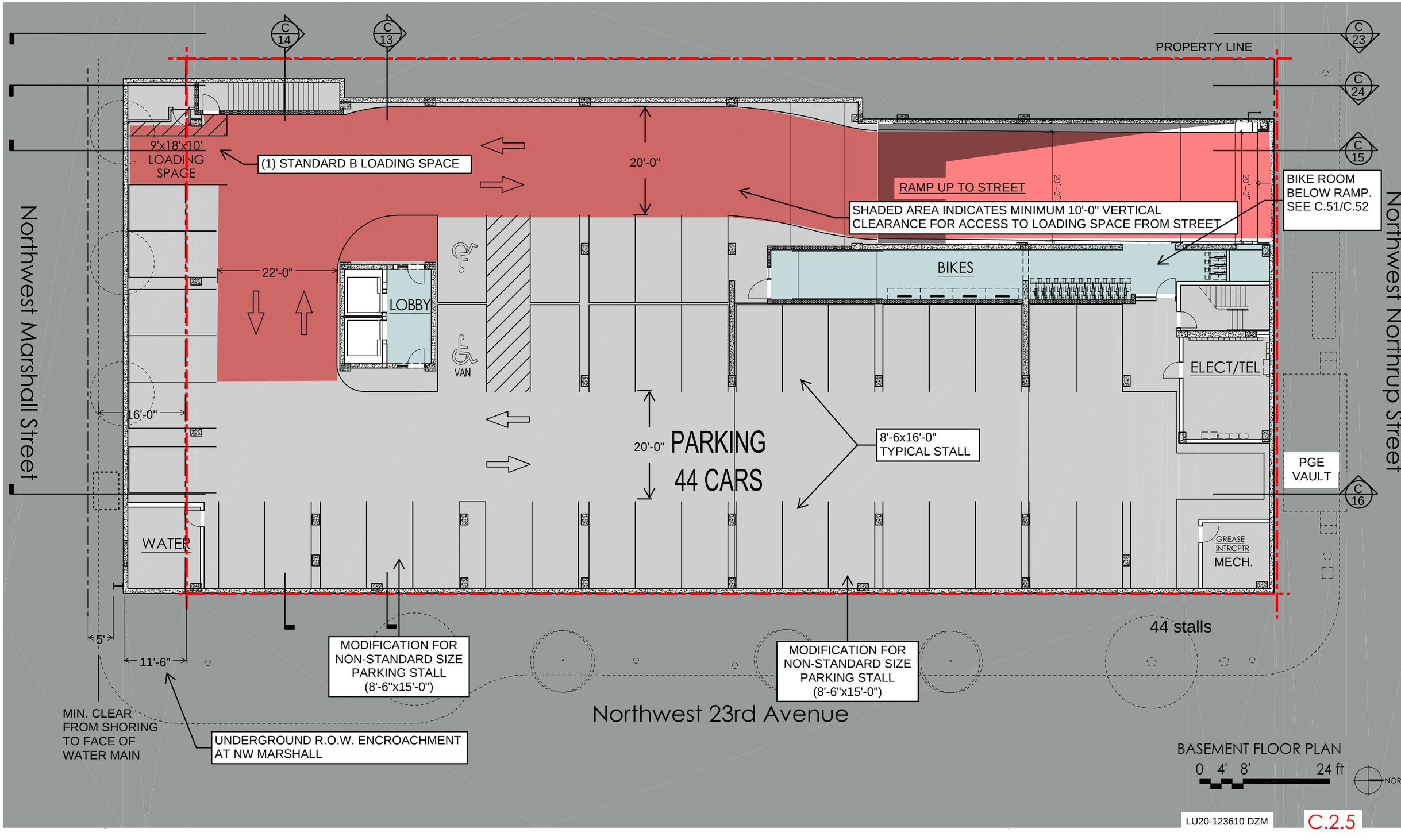
0 4' 8' 24 ft



LU 20-123610 DZM, Exhibit A11



UTILITY PLAN
1" = 20'



BASEMENT FLOOR PLAN

0 4' 8' 24 ft

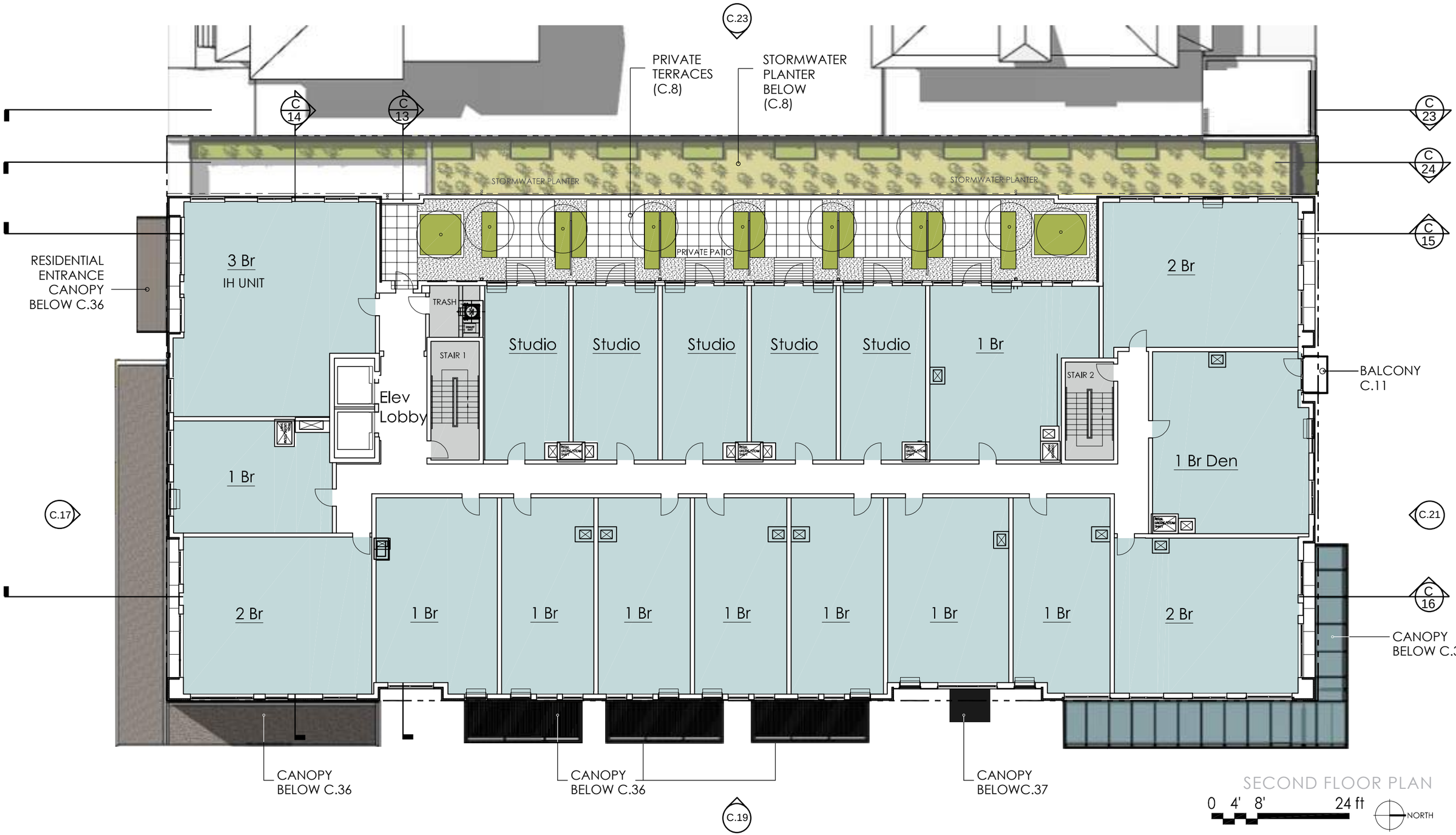
NORTH

LU20-123610 DZM

C.2.5

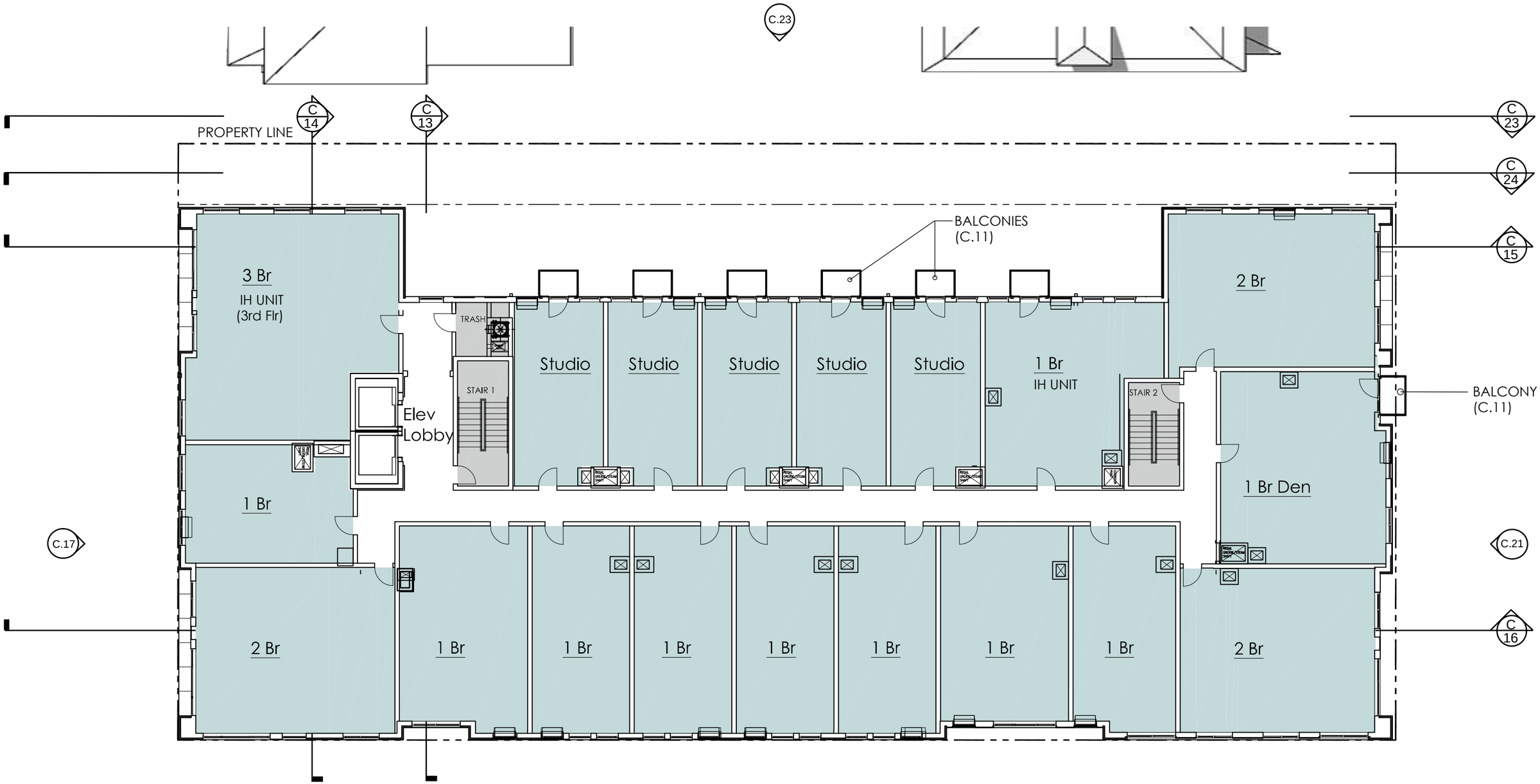
UNDERGROUND R.O.W. ENCROACHMENT
STEEL GATES
PROPERTY LINE
10'-0" SETBACK
CONCRETE PAVING
STORMWATER PLANTER C.8
STORMWATER PLANTER
ADJACENT PROPERTY SINGLE CAR GARAGE
GAS METERS
GARAGE DOOR
PROPERTY LINE
STAIR TO PARKING
DN
MAIL
LOBBY
UP
ELEV. LOBBY
TRASH
Womens-RR
Mens-RR
GENERATOR RM
RAMP DOWN
MINIMUM 10'-0" VERTICAL CLEARANCE FOR LOADING SPACE ACCESS
20'-0"
20'-3 1/2"
2'-8"
1:12 ramp up
1:12 ramp up
1:12 ramp up
slope up
RETAIL SERVICE CORRIDOR
GARAGE EXHAUST
UP
DN
RETAIL LONG TERM BIKE PARKING
RETAIL A
2498 GSF
RETAIL B
1248 GSF
RETAIL C
1428 GSF
RETAIL D
1461 GSF
RETAIL E
1381 GSF
RETAIL F
2044 GSF
STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
STEP IN SLAB
FUTURE STEP IN SLAB
EL 108.00' Structural slab
BELOW GRADE ELECT. VAULT
PROPERTY LINE
3'-0"
11'-6"
2'-7"
2'-0"
2'-9"
2'-6"
4'-0"
3 FT SIDEWALK DEDICATION
PROPERTY LINE
EXISTING TREE
EXISTING TREE
CAR SHARE SPACE
STREETCAR / BUS STOP
Northwest Marshall Street
Northwest Northrup Street
Northwest 23rd Avenue
C.23
C.17
C.19
C.21
C 13
C 14
C 15
C 16
C 23
C 24

GROUND FLOOR PLAN
0 4' 8' 24 ft
NORTH



SECOND FLOOR PLAN

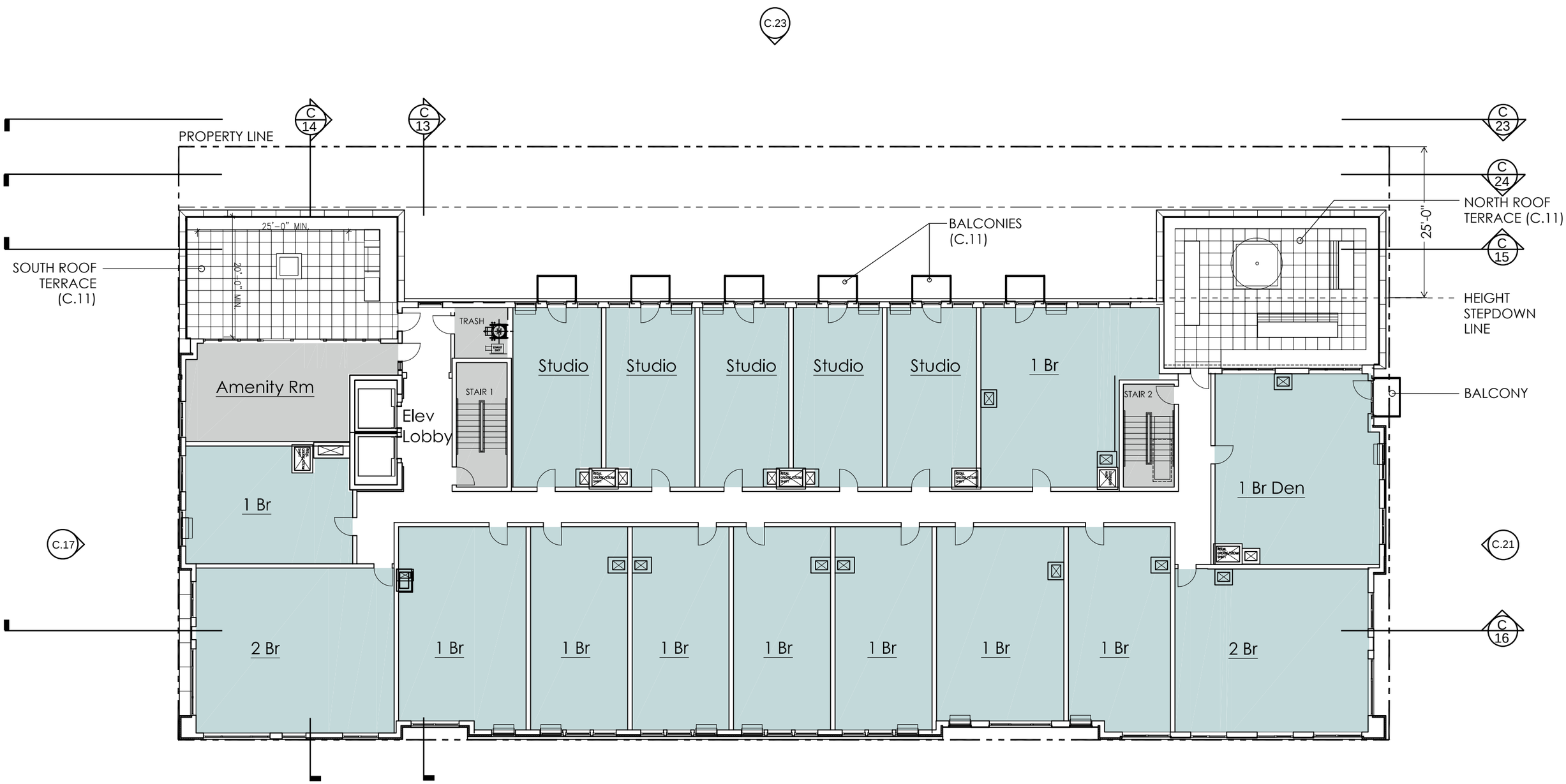
0 4' 8' 24 ft NORTH



THIRD and FOURTH FLOOR PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A11



FIFTH FLOOR PLAN

0 4' 8' 24 ft NORTH



A. RTU PACKAGED AIR HANDLER

SIZE: 74 3/8"L X 46 3/4"W X 44"H

SEE CUTSHEETS D3



B. FUTURE RETAIL SPLIT SYSTEM HEAT PUMPS

SIZE: 35"L X 35"W X 39 1/8"H

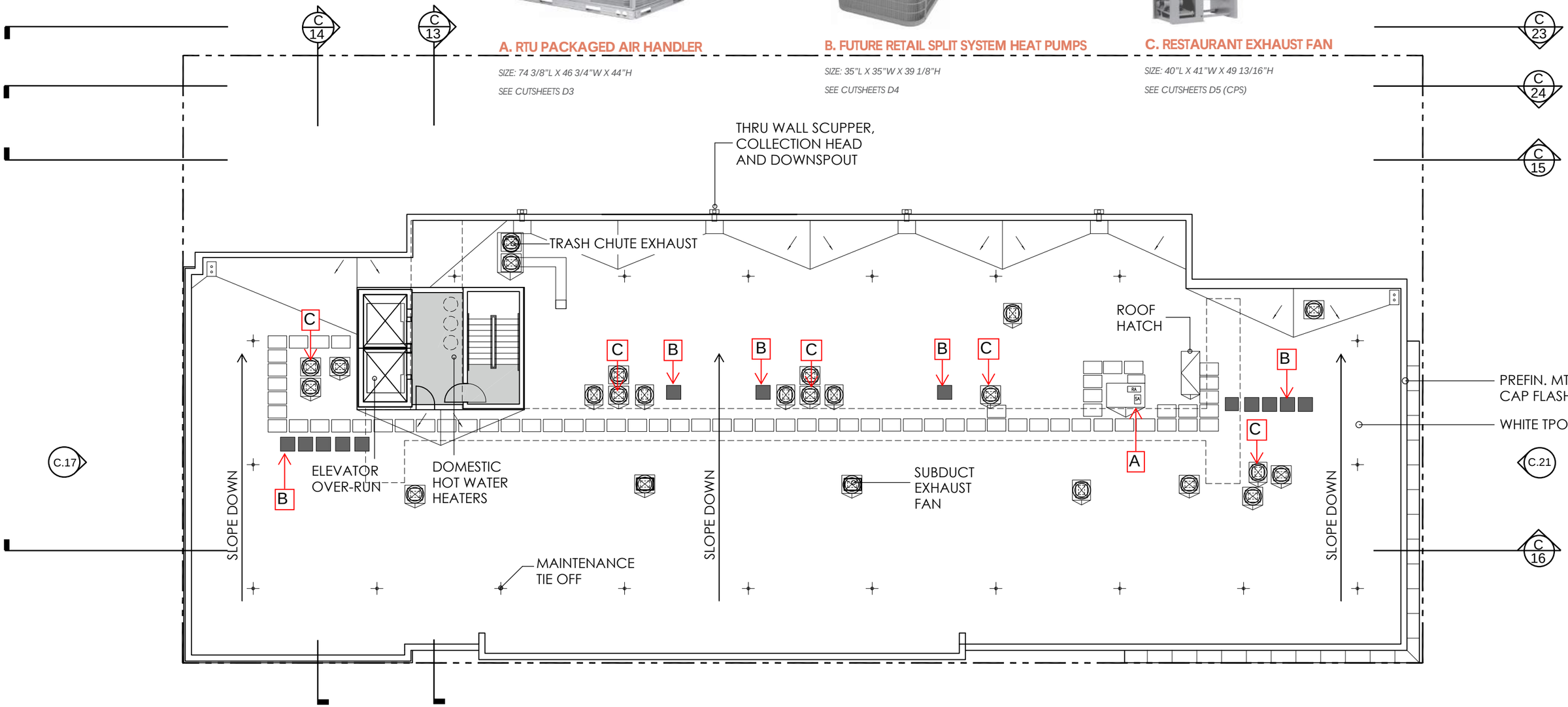
SEE CUTSHEETS D4



C. RESTAURANT EXHAUST FAN

SIZE: 40"L X 41"W X 49 13/16"H

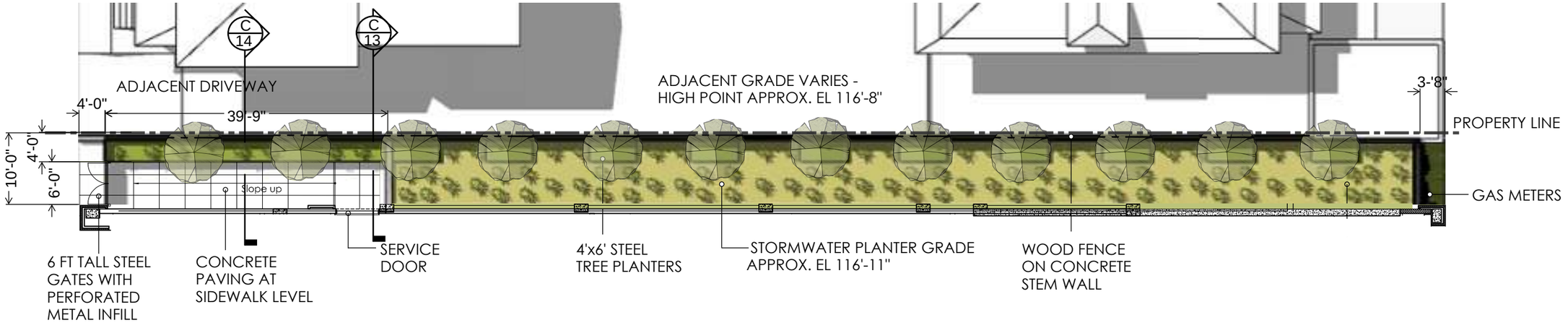
SEE CUTSHEETS D5 (CPS)



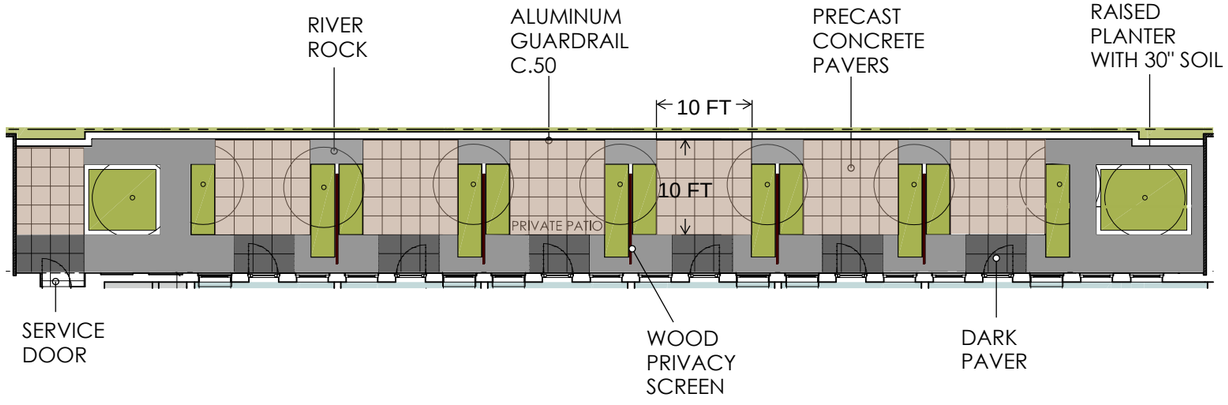
ROOF PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A11



SETBACK PLAN

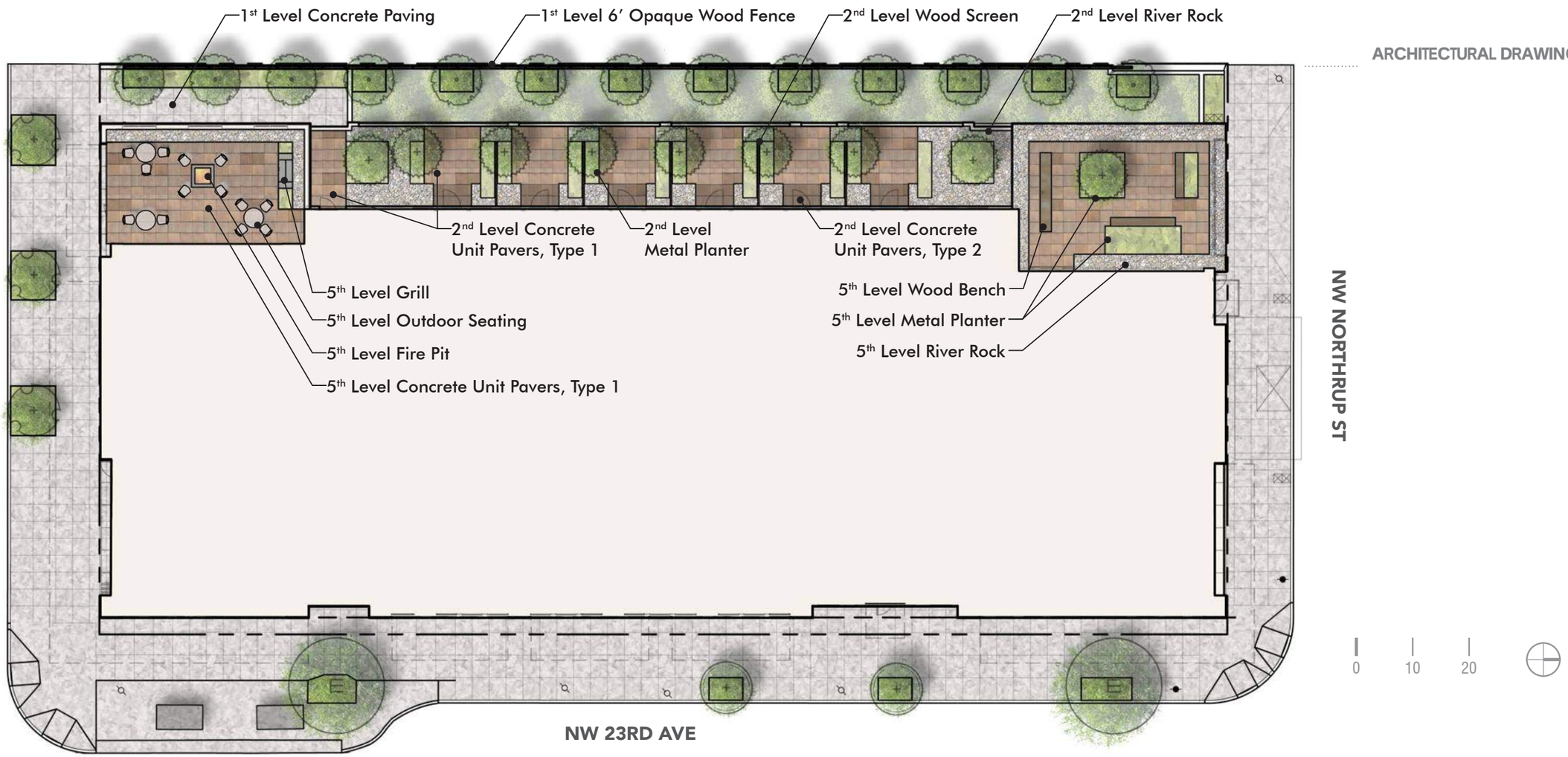


2ND FLOOR TERRACE PLAN

SETBACK DIMENSION PLAN and
2ND FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH

LU 20-123610 DZM, Exhibit A11




Concrete Unit Pavers

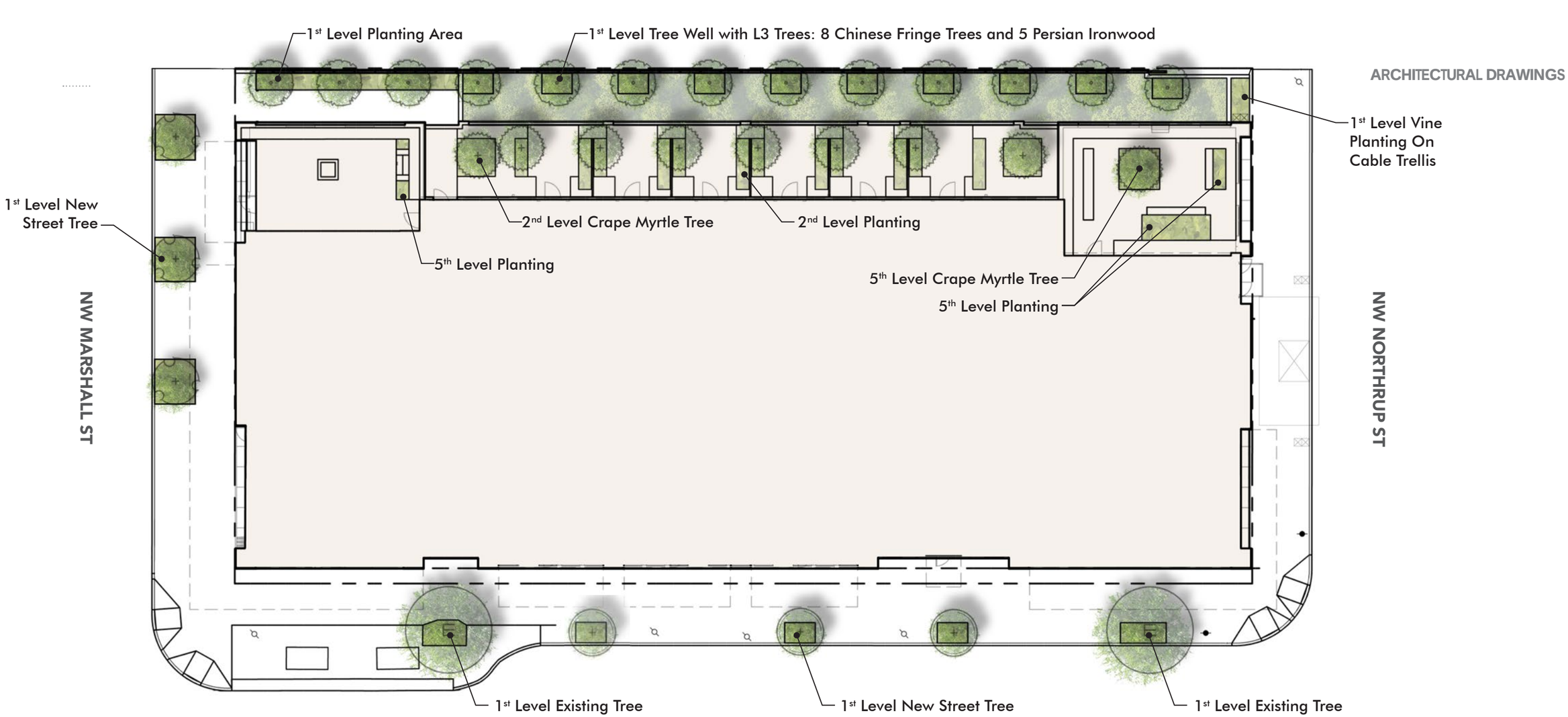

Fire Pit


Grill


Steel Planters


Wood Bench


6' Opaque Wood Fence



1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

L3 TREES


Chinese Fringe Tree


Persian Ironwood


Star Jasmine Vine

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass

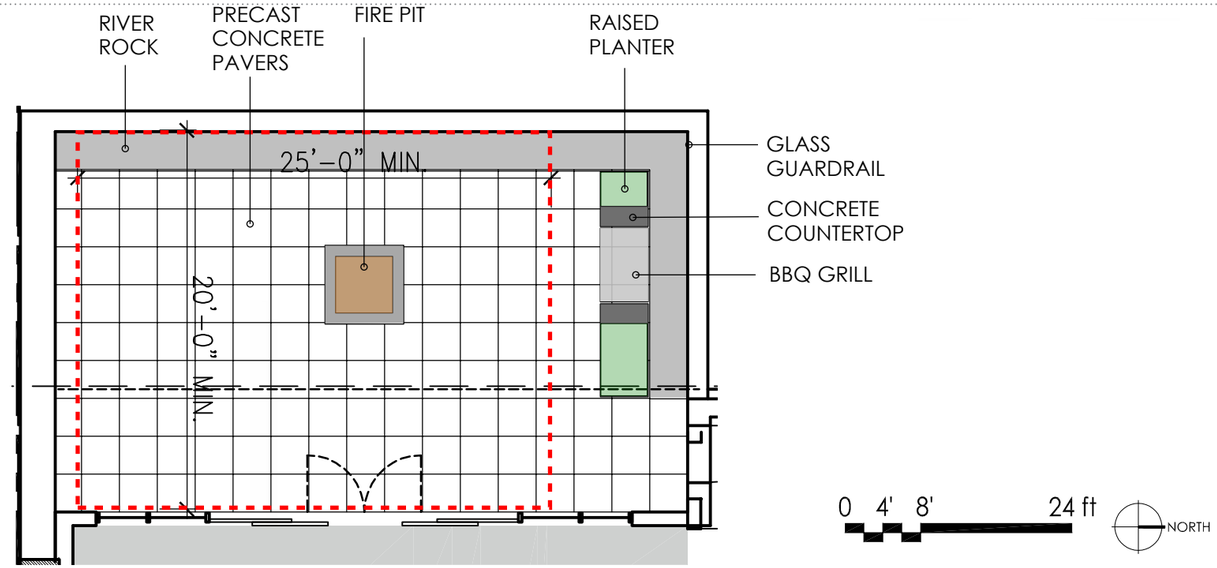

Flowering Crape Myrtle

NW MARSHALL AVENUE


European Hornbeam

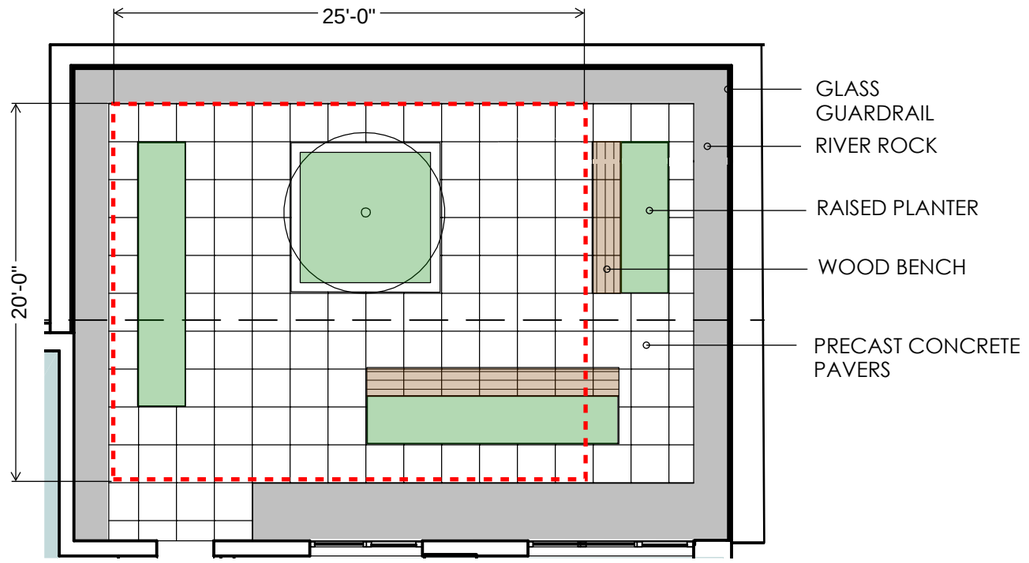
NW 23RD AVENUE


Frontier Elm

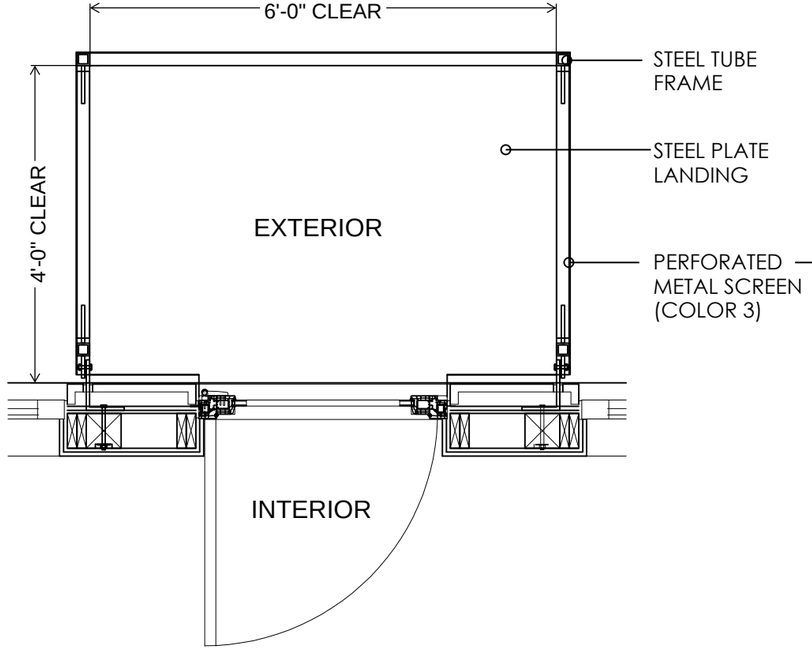


SOUTH TERRACE PLAN

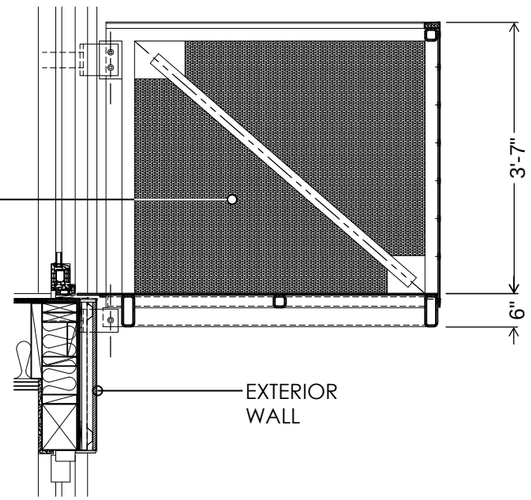
0 4' 8' 24 ft NORTH



NORTH TERRACE PLAN



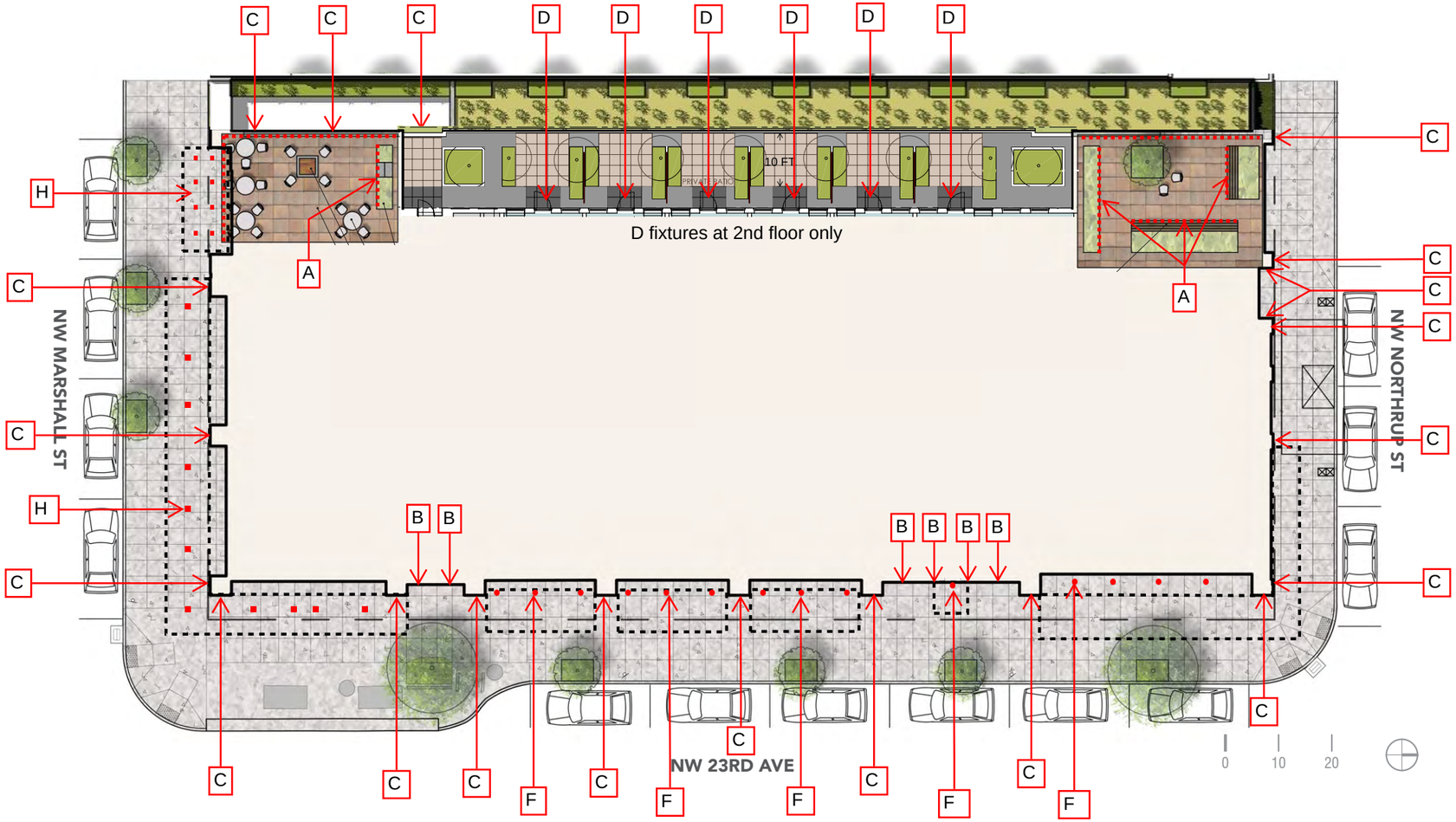
TYPICAL BALCONY PLAN 1/2" = 1'-0"



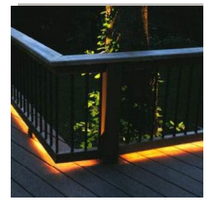
TYPICAL BALCONY SECTION 1/2" = 1'-0"

5TH FLOOR TERRACE DIMENSION PLAN & BALCONY DETAILS

LU 20-123610 DZM, Exhibit A11



LIGHTING FIXTURE LEGEND



LIGHTING FIXTURE TYPE-A

DESCRIPTION: LED ROPE LIGHT ACCENT AT TERRACES



LIGHTING FIXTURE TYPE-B

DESCRIPTION: 12"DIAx12"H ANGLED SHADE W/23"Lx10"H ARM
COLOR: BLACK



LIGHTING FIXTURE TYPE-C

DESCRIPTION: 4" DIA LED WALL SCONCE DOWNLIGHT
COLOR: BLACK



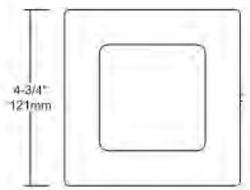
LIGHTING FIXTURE TYPE-D

DESCRIPTION: 4" DIA LED DOWNLIGHT
COLOR: BLACK



LIGHTING FIXTURE TYPE-F

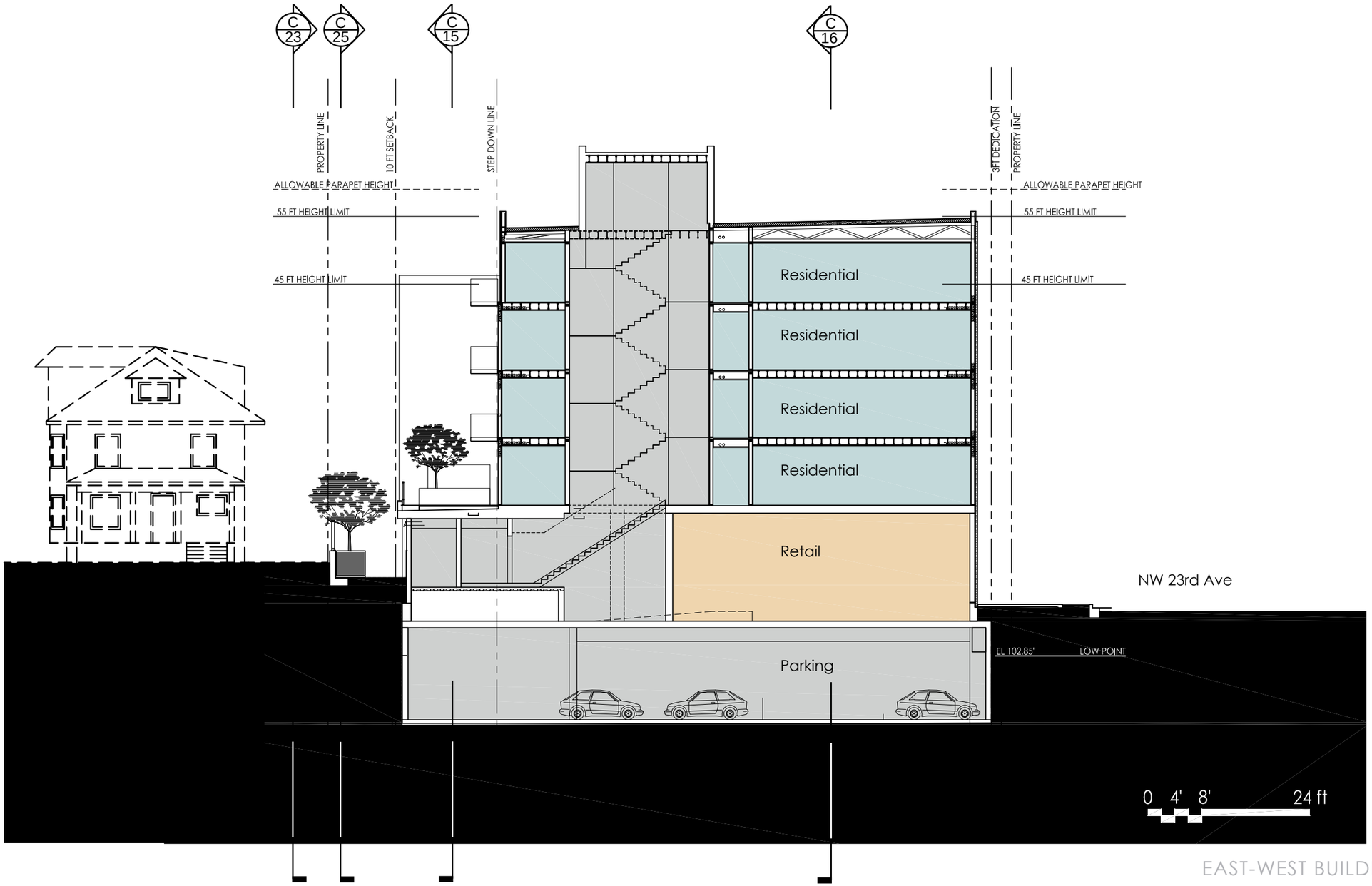
DESCRIPTION: 2.25"x4" CANOPY MOUNTED DOWNLIGHT AT RETAIL
COLOR: BLACK



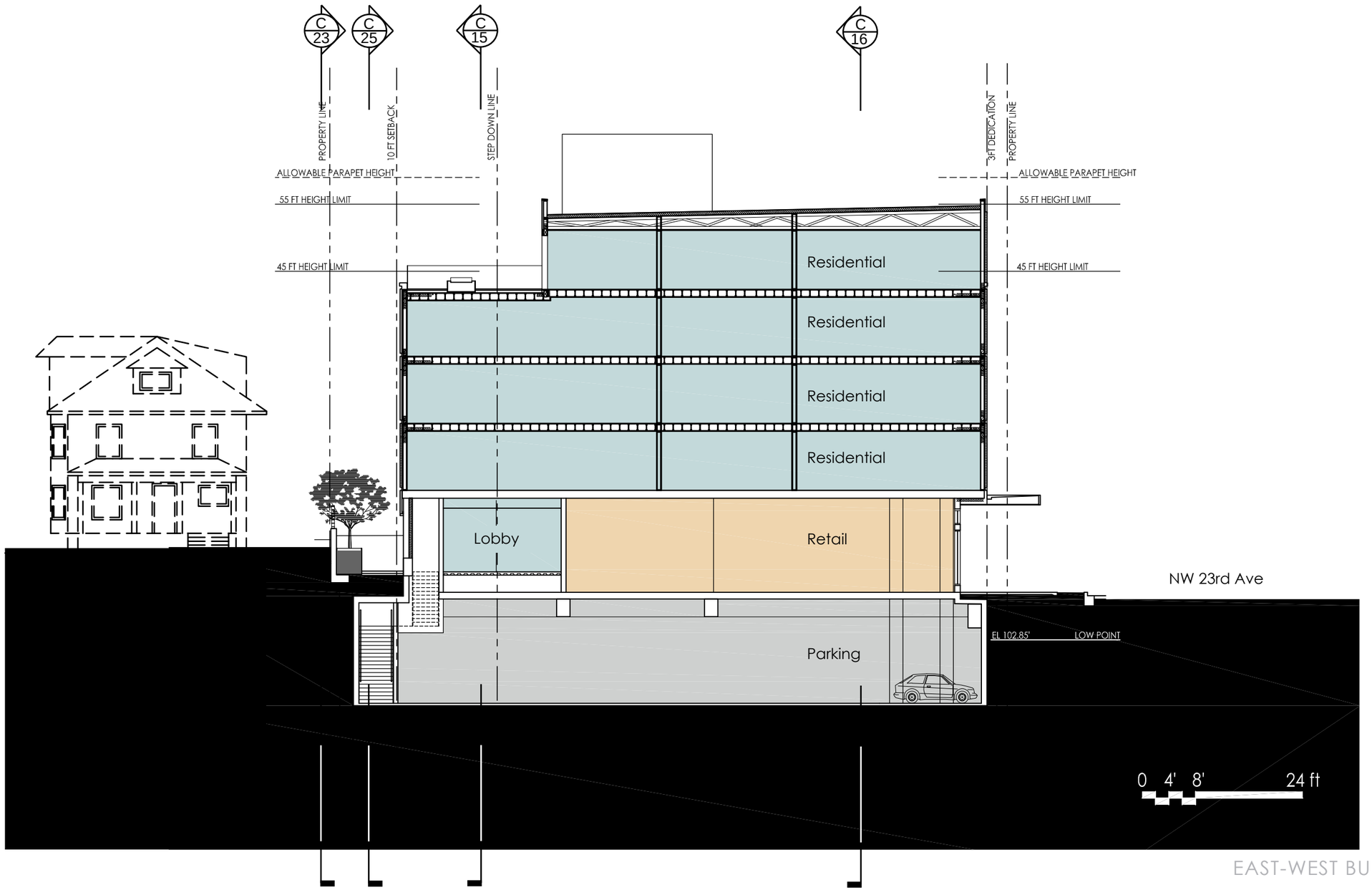
LIGHTING FIXTURE TYPE-H

DESCRIPTION: RECESSED DOWNLIGHT AT RETAIL ENTRANCE
COLOR: BLACK

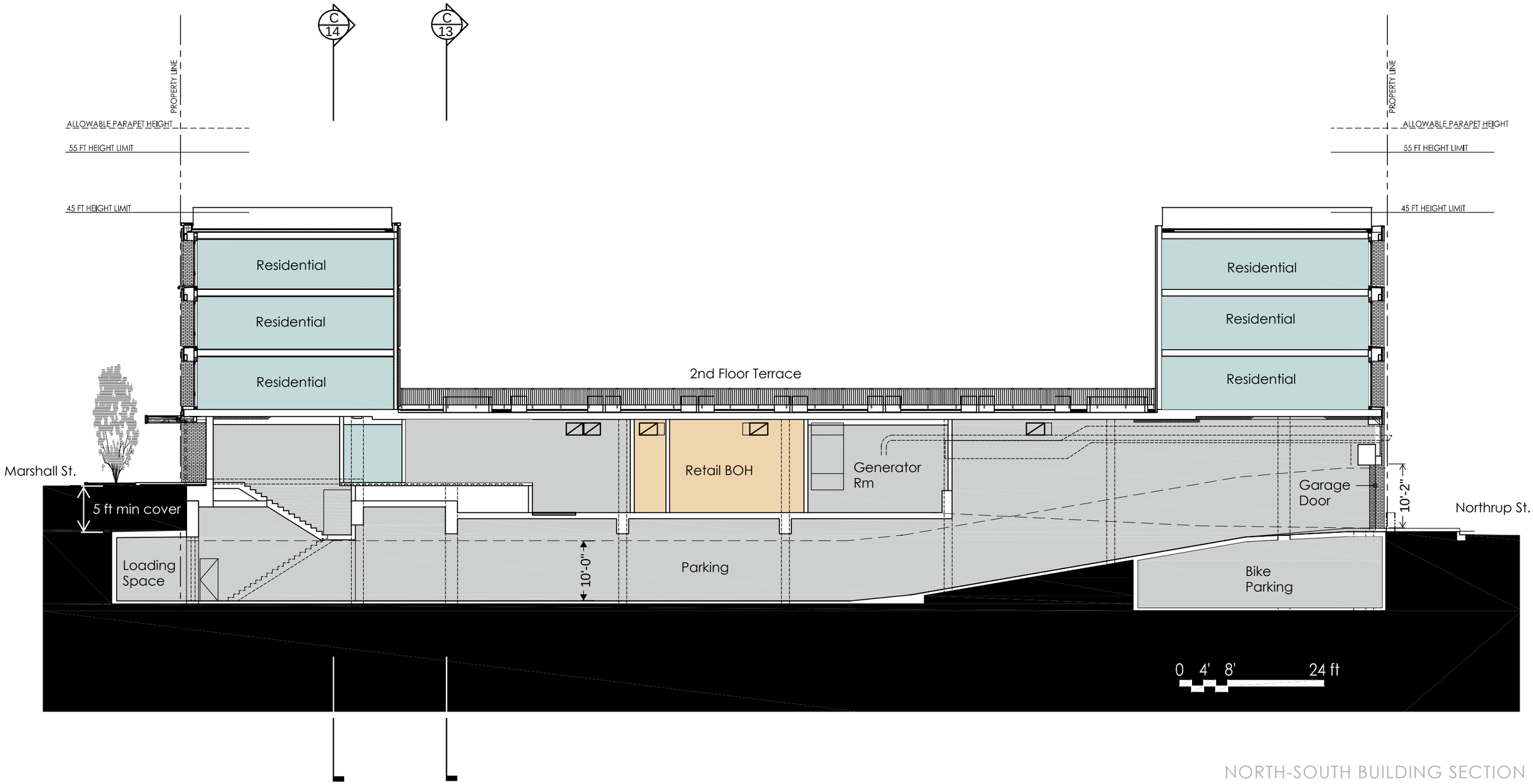
EXTERIOR LIGHTING PLAN



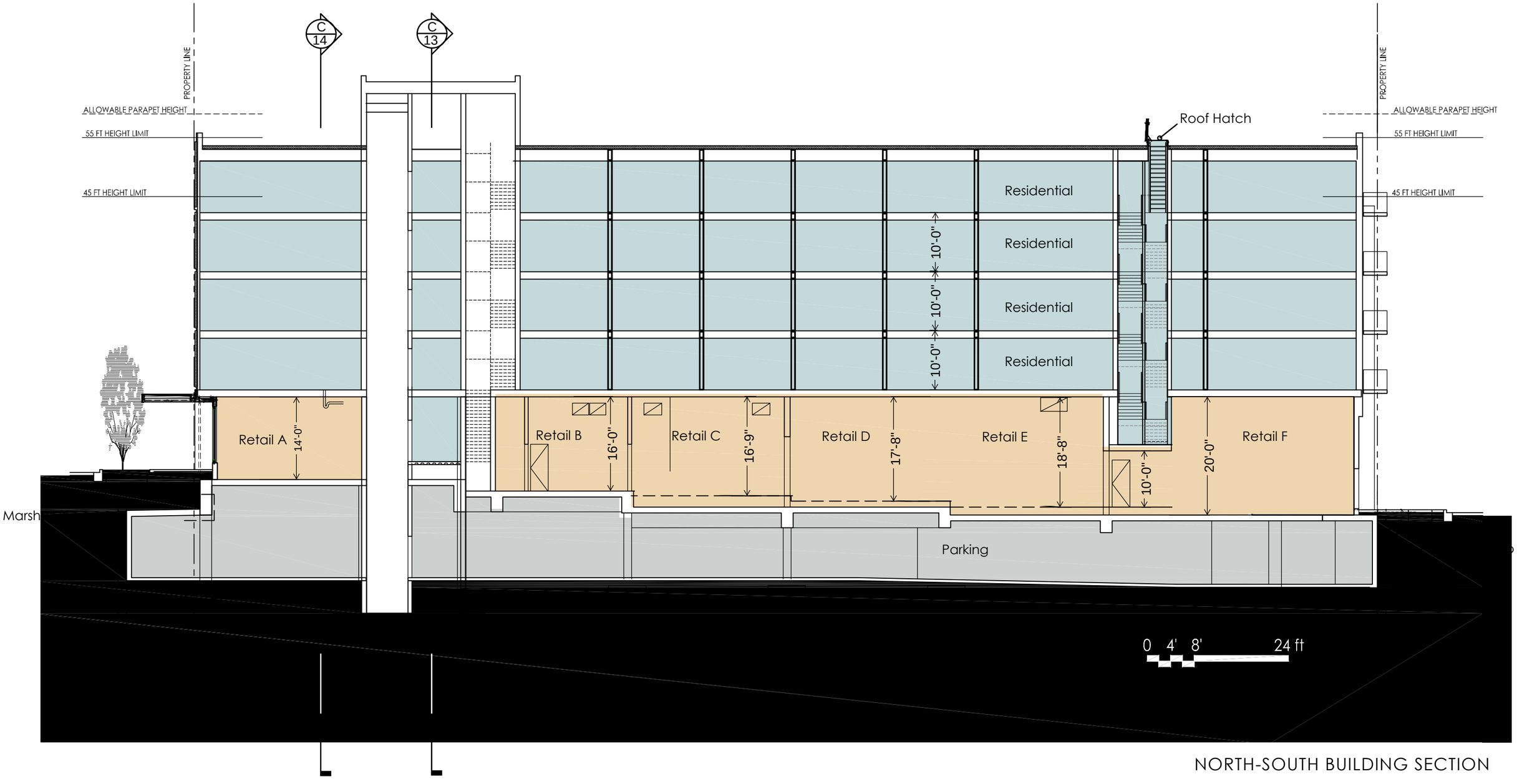
EAST-WEST BUILDING SECTION



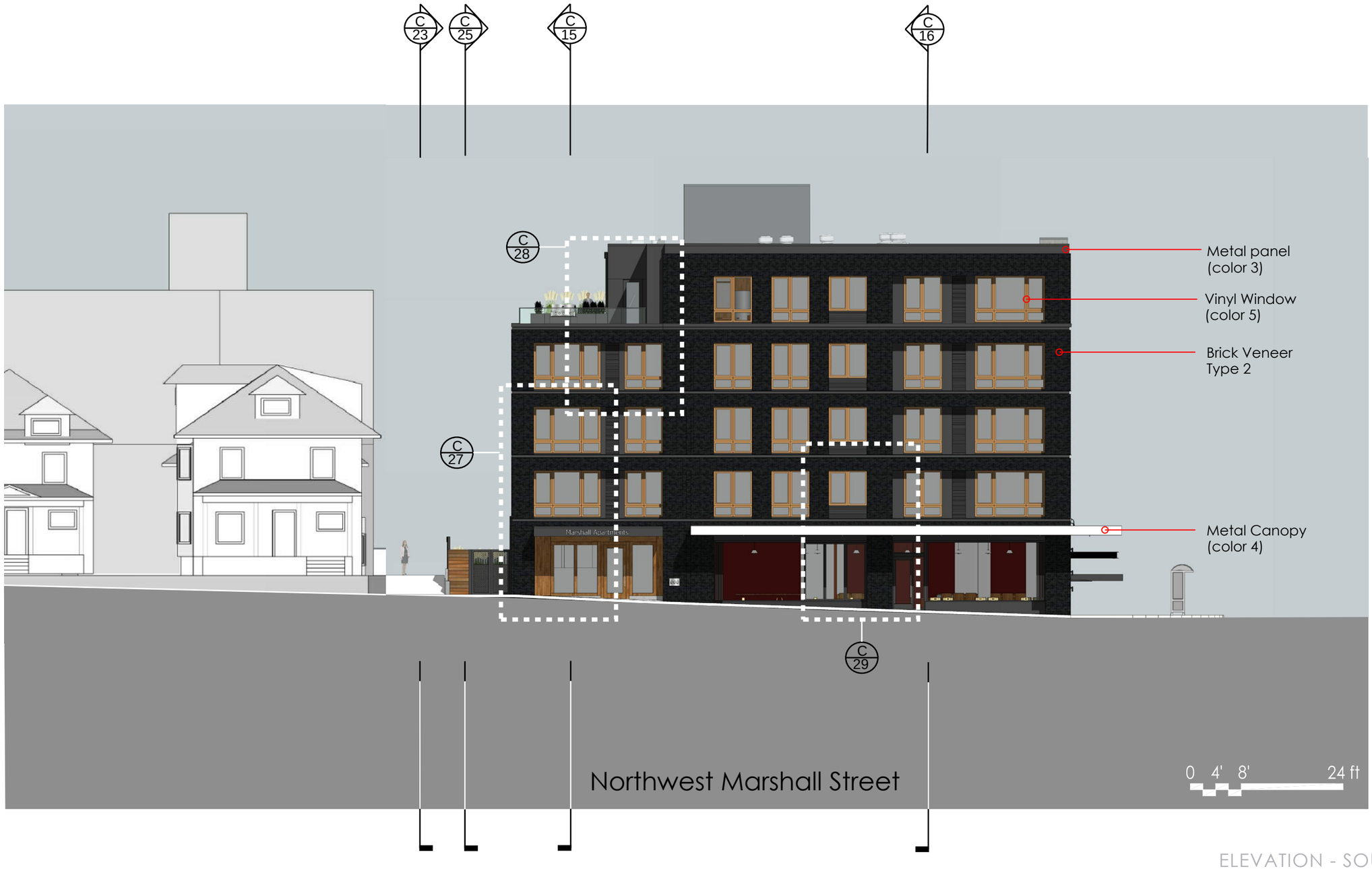
EAST-WEST BUILDING SECTION



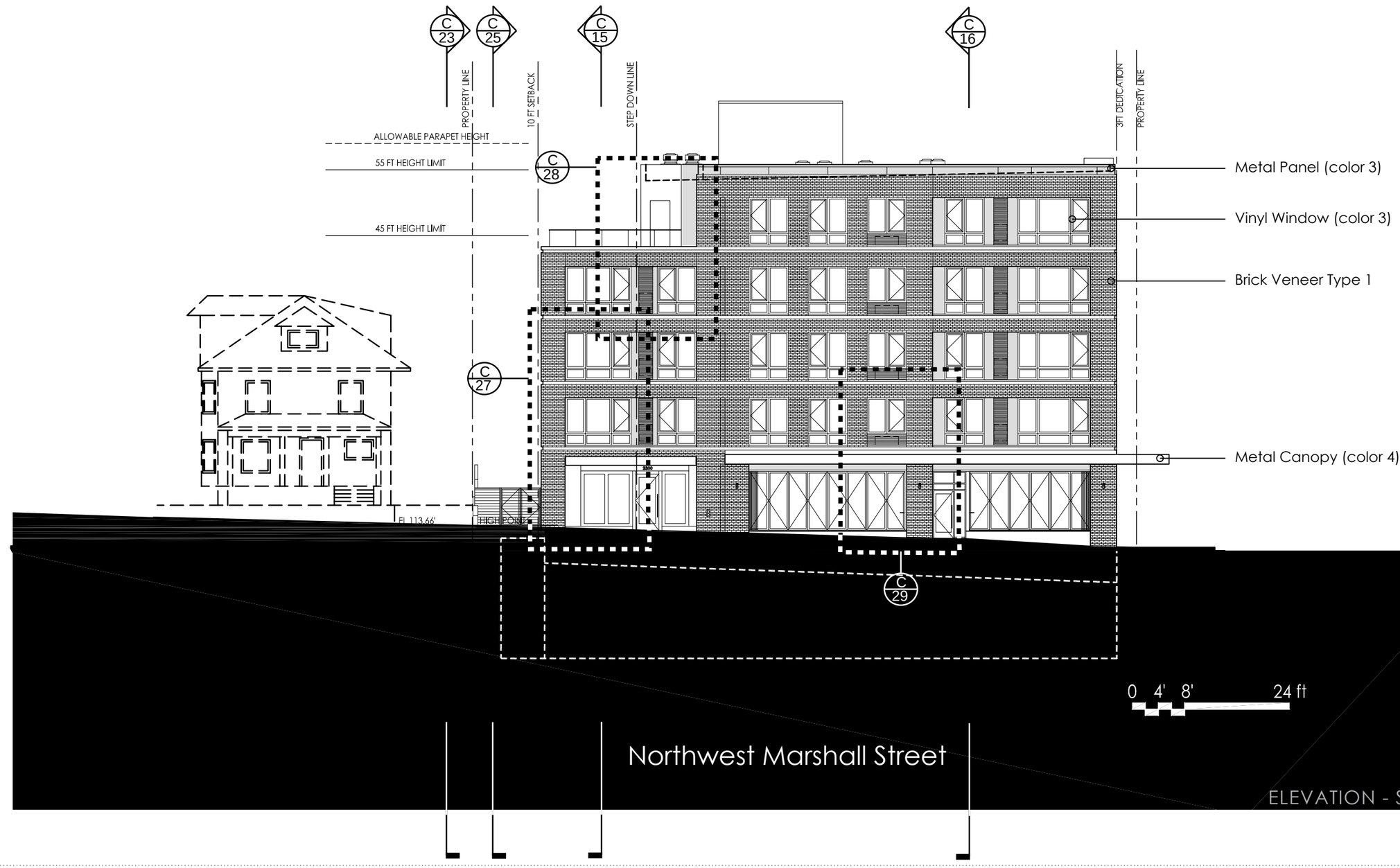
NORTH-SOUTH BUILDING SECTION



NORTH-SOUTH BUILDING SECTION



ELEVATION - SOUTH

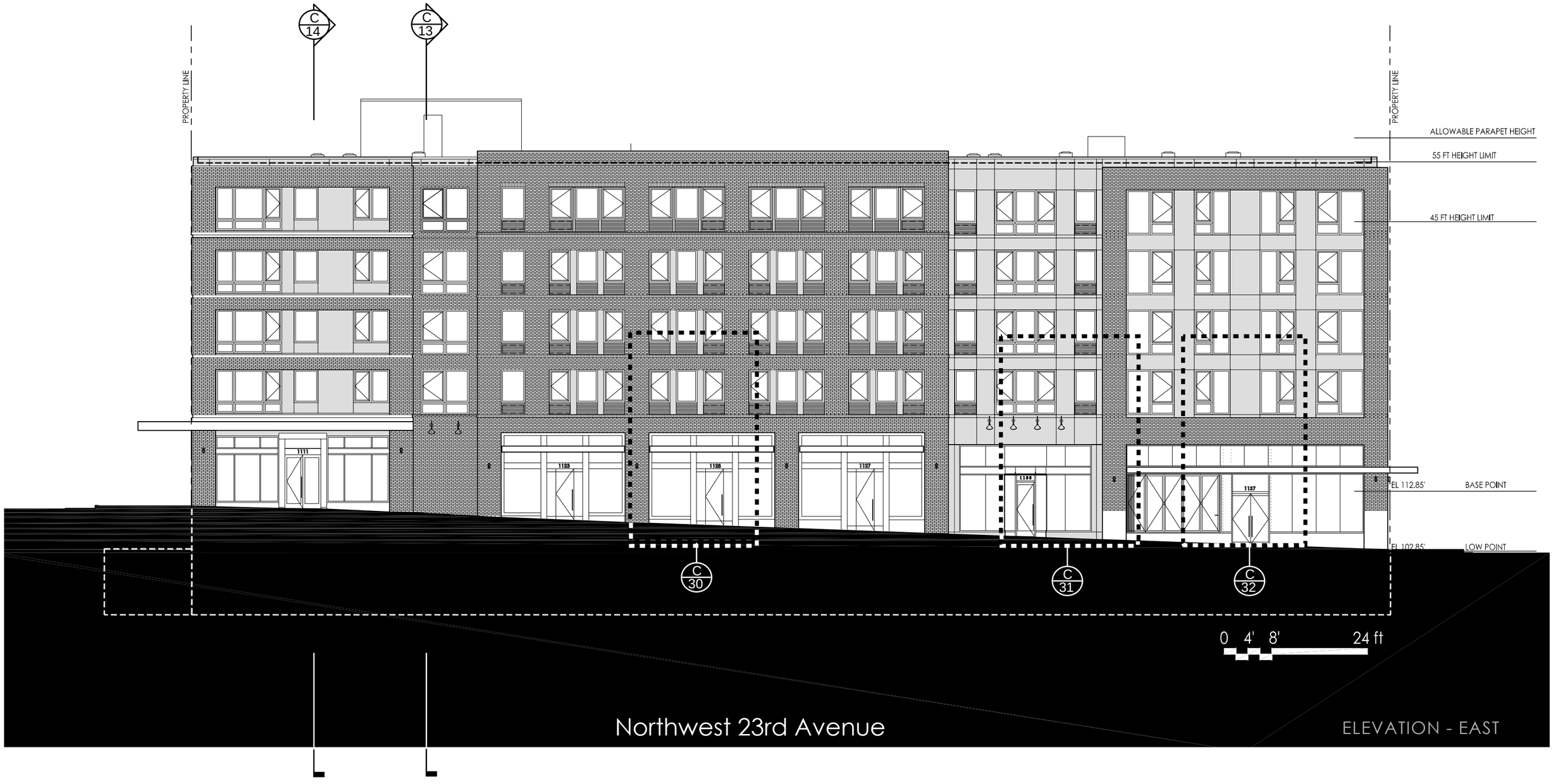


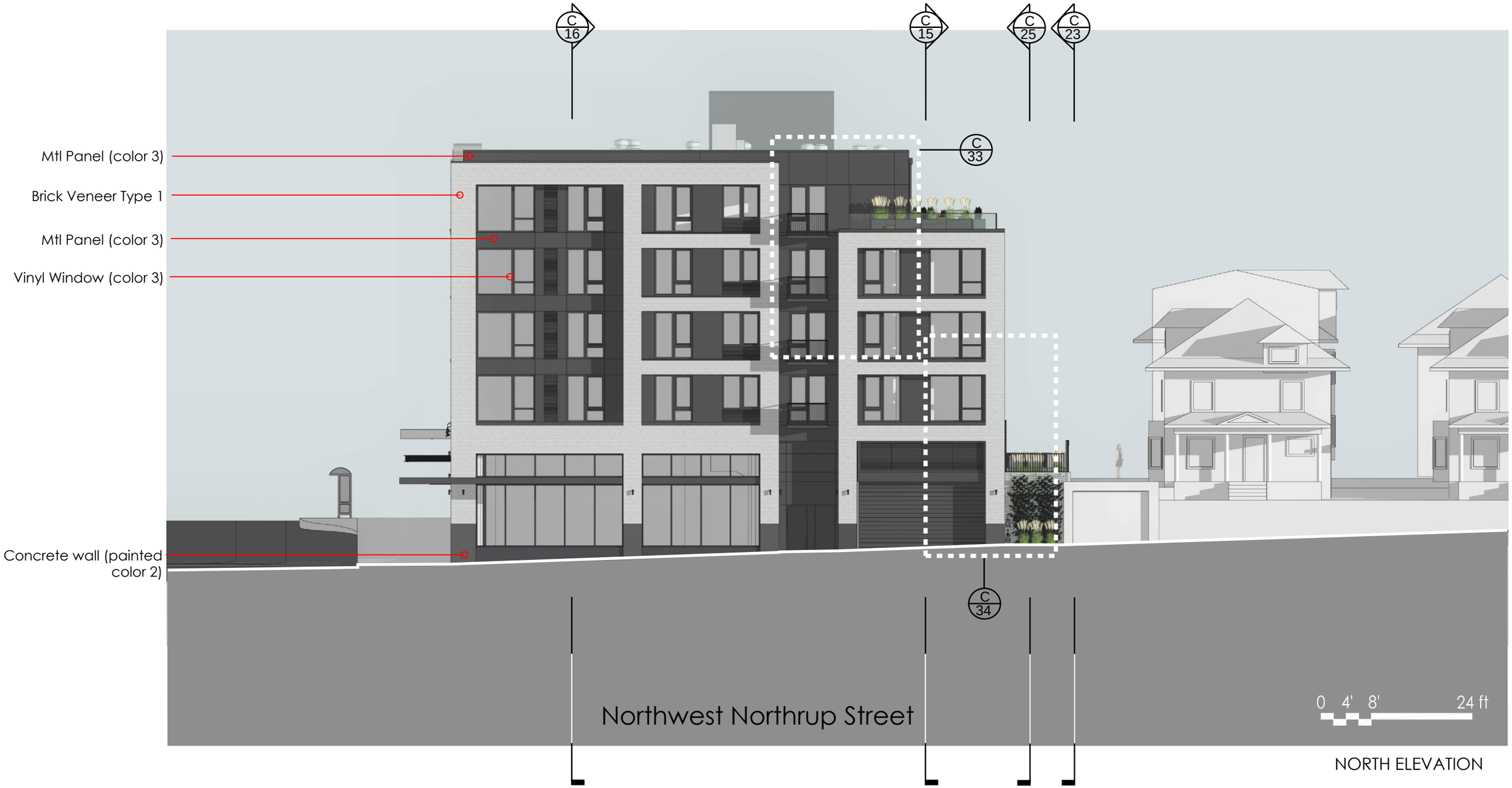
LU 20-123610 DZM, Exhibit A11



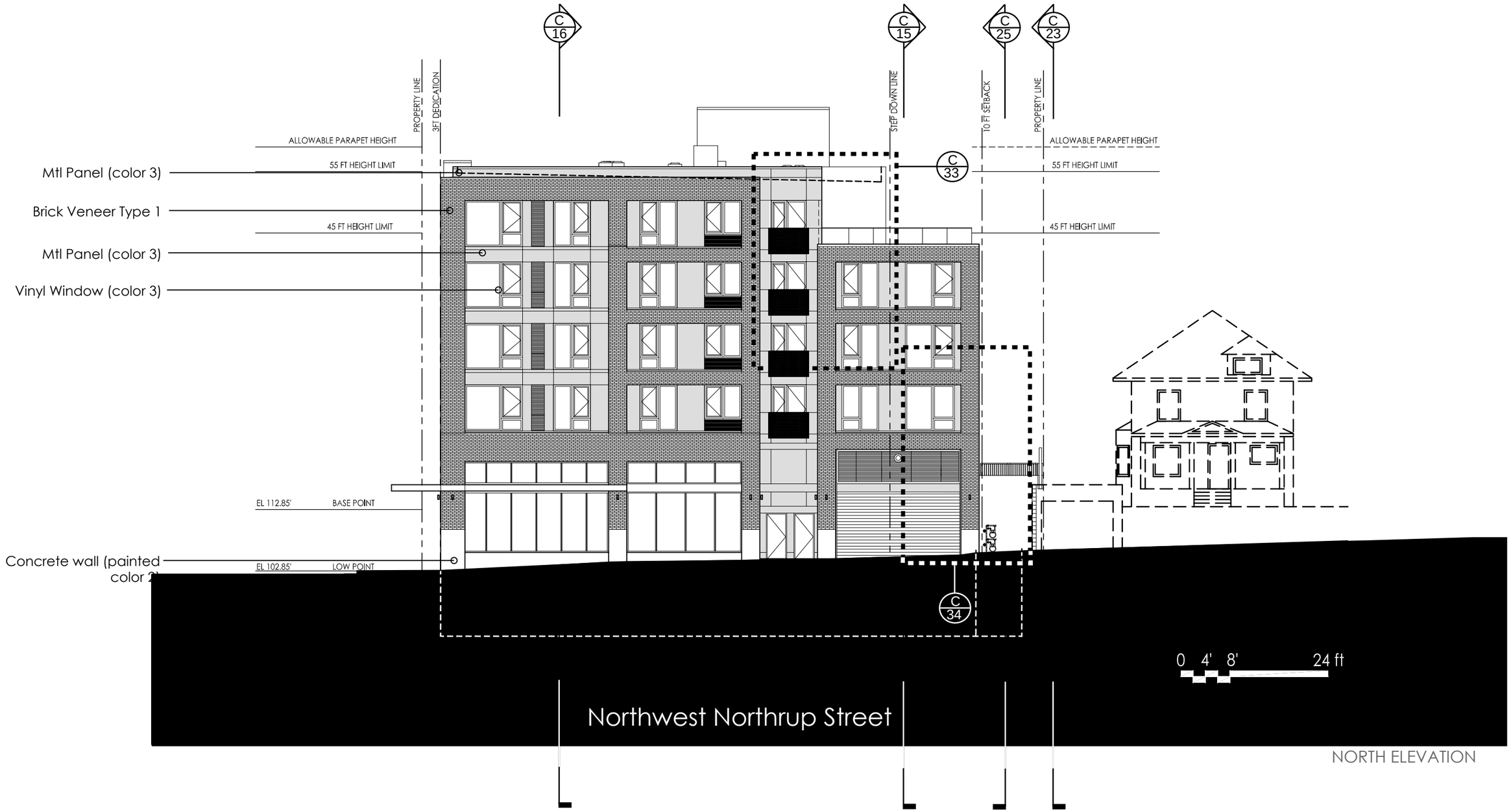
ELEVATION - EAST

LU 20-123610 DZM, Exhibit A11


C 14
C 13
PROPERTY LINE
PROPERTY LINE
ALLOWABLE PARAPET HEIGHT
55 FT HEIGHT LIMIT
45 FT HEIGHT LIMIT
1111
1123
1126
1127
1198
1197
EL 112.85'
BASE POINT
EL 102.85'
LOW POINT
C 30
C 31
C 32
0 4' 8' 24 ft
Northwest 23rd Avenue
ELEVATION - EAST



NORTH ELEVATION

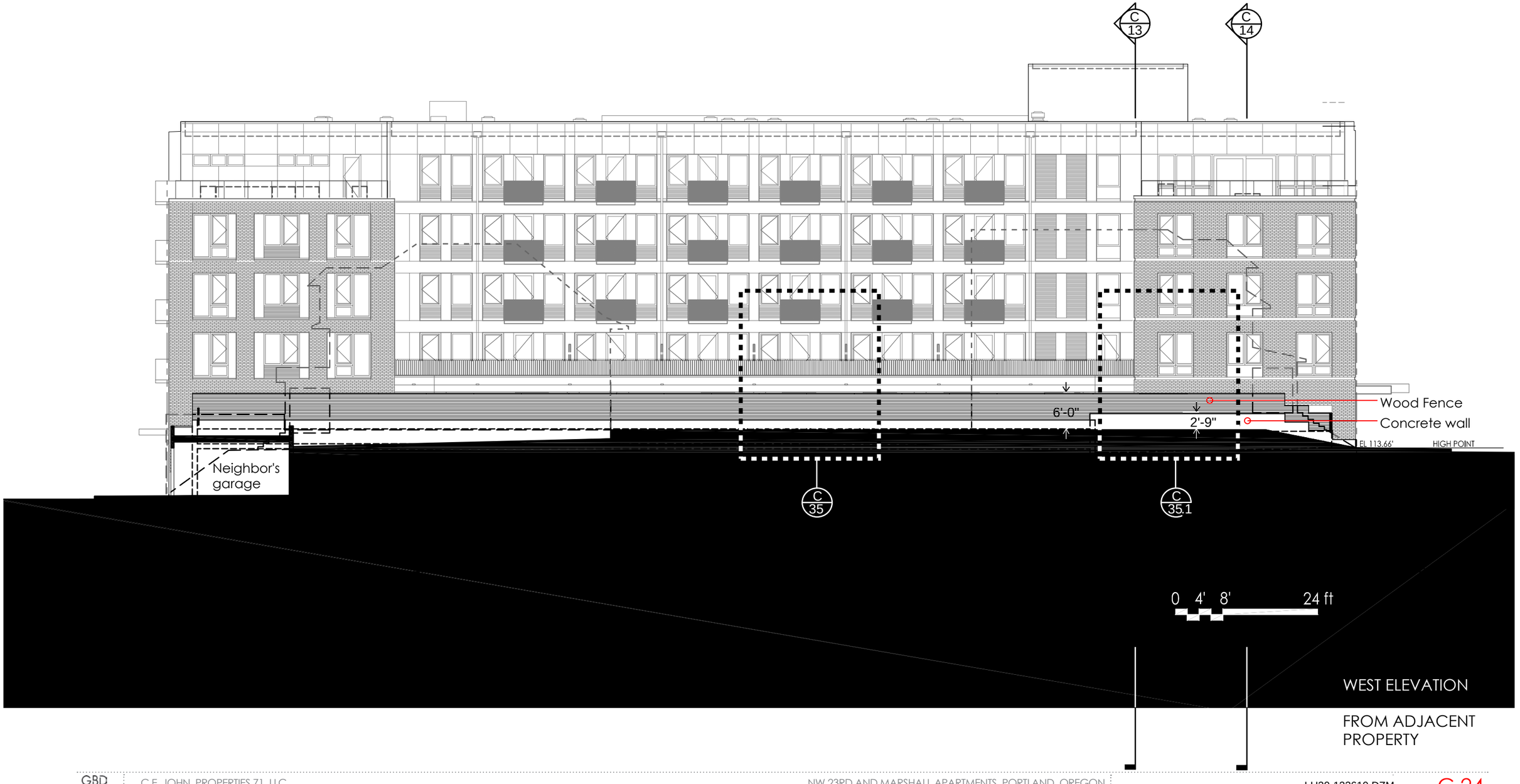


NORTH ELEVATION

LU 20-123610 DZM, Exhibit A11

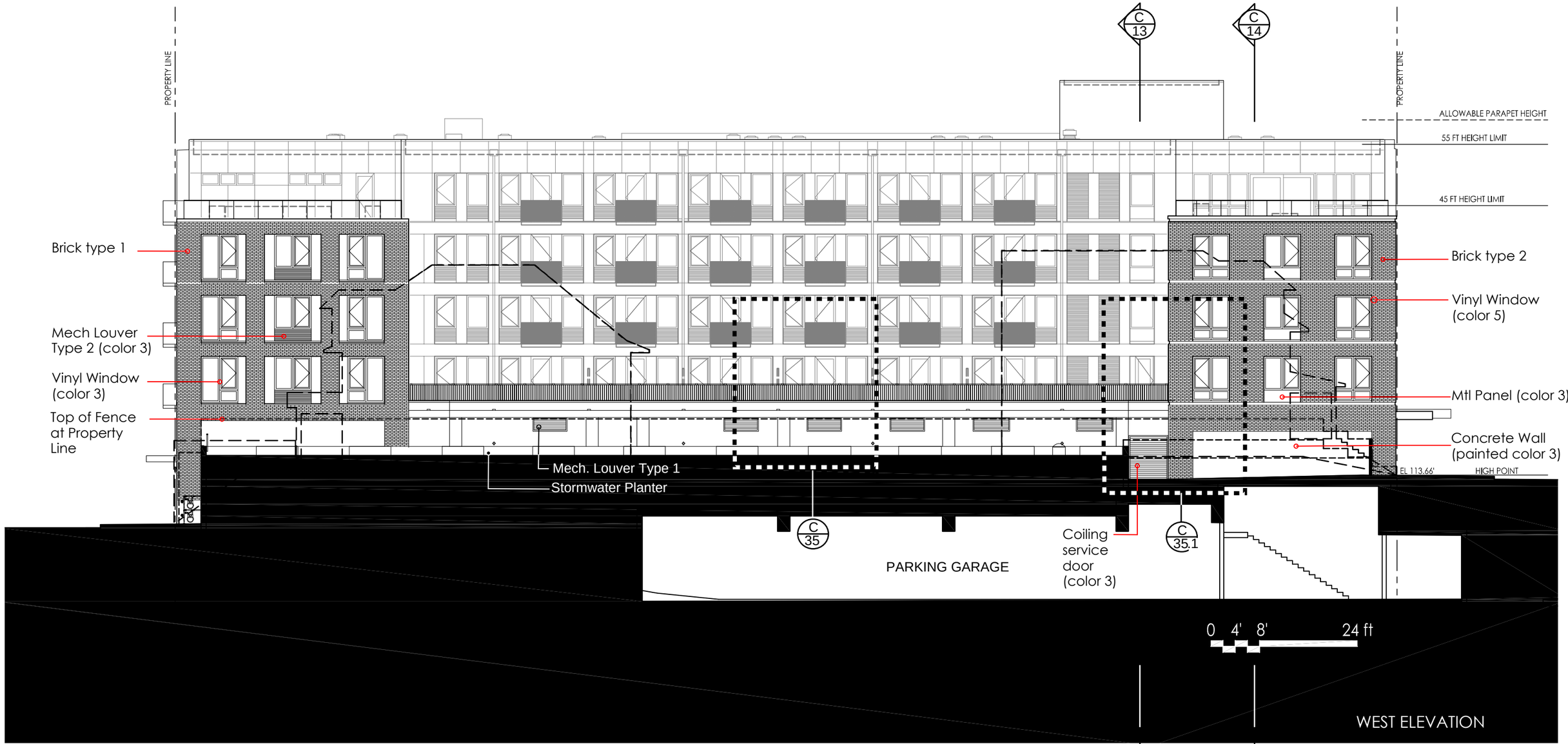


WEST ELEVATION



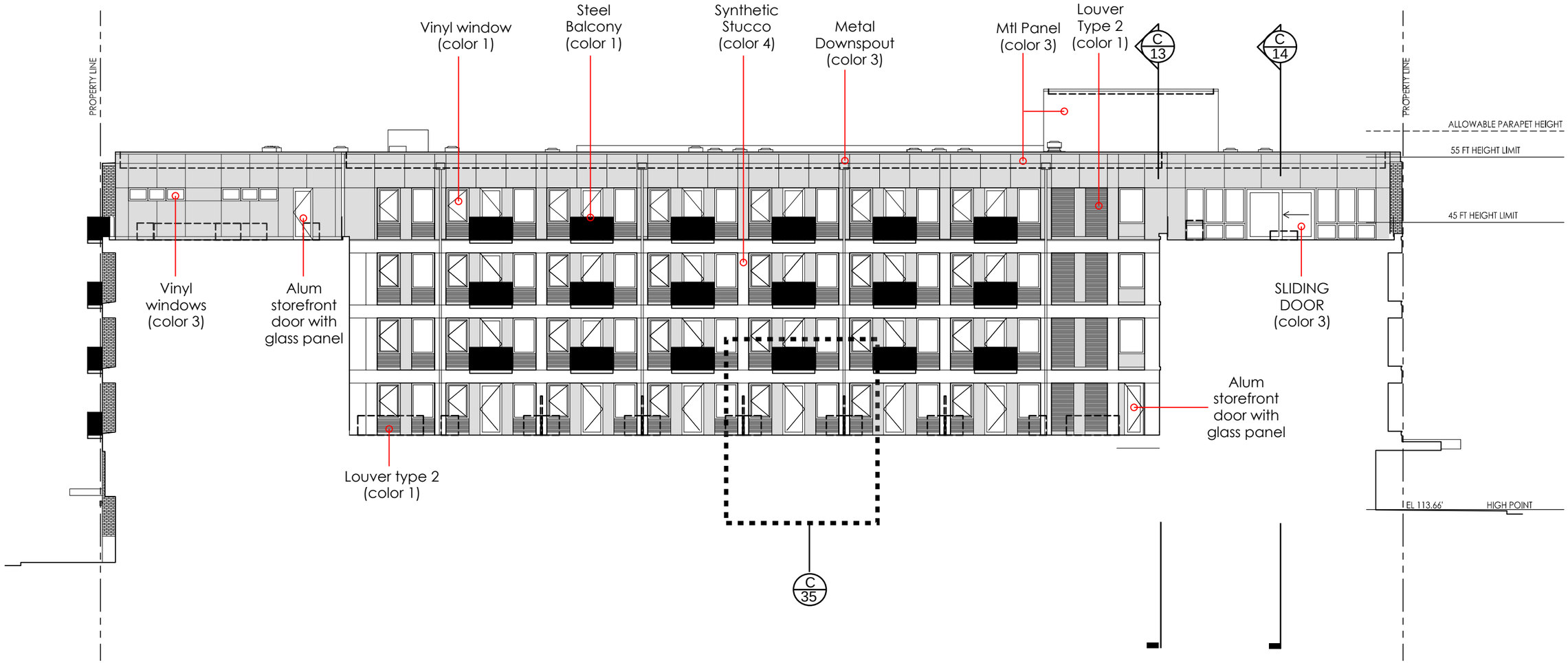
WEST ELEVATION

FROM ADJACENT PROPERTY



WEST ELEVATION

AT SETBACK

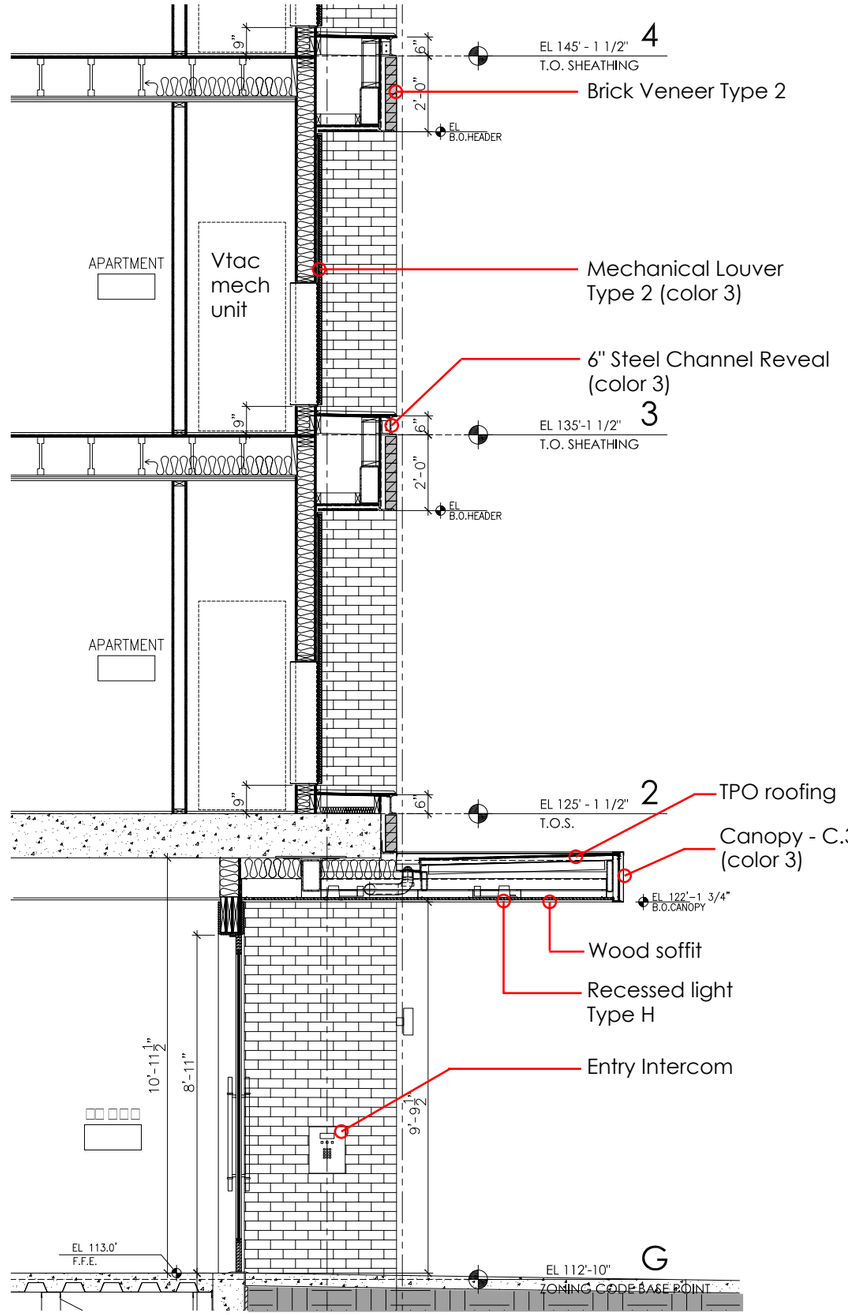


WEST ELEVATION

AT STEPDOWN PLANE



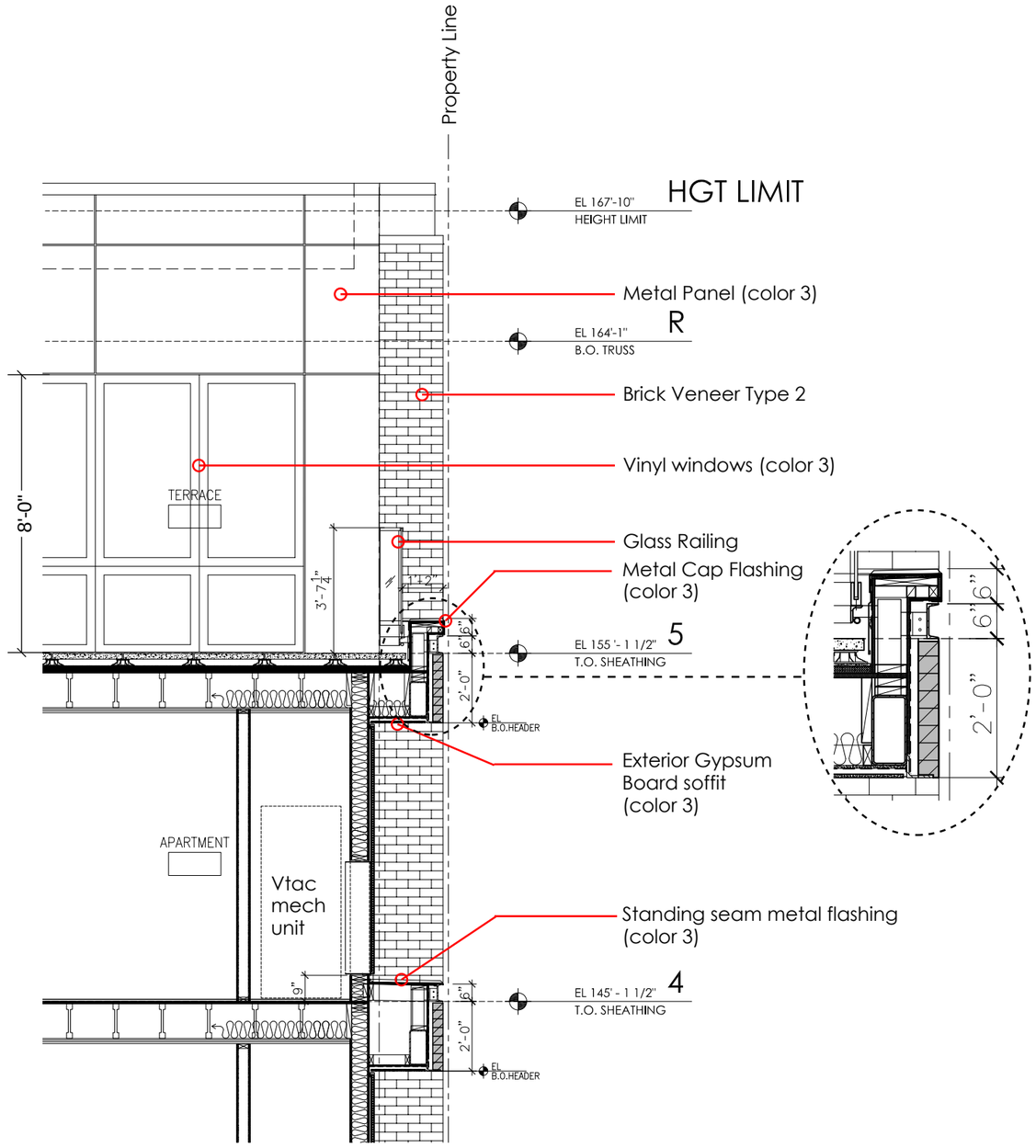
01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



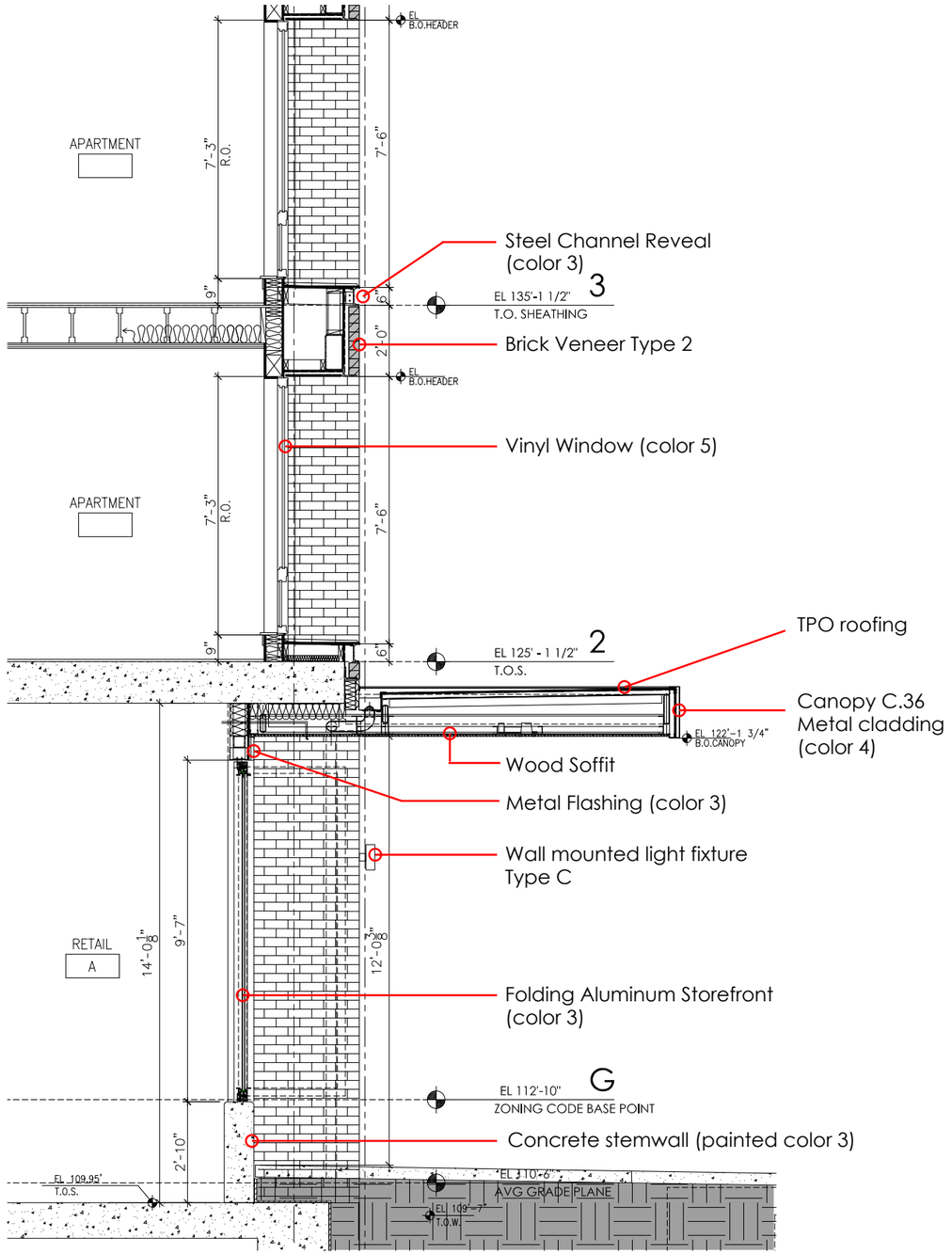
01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

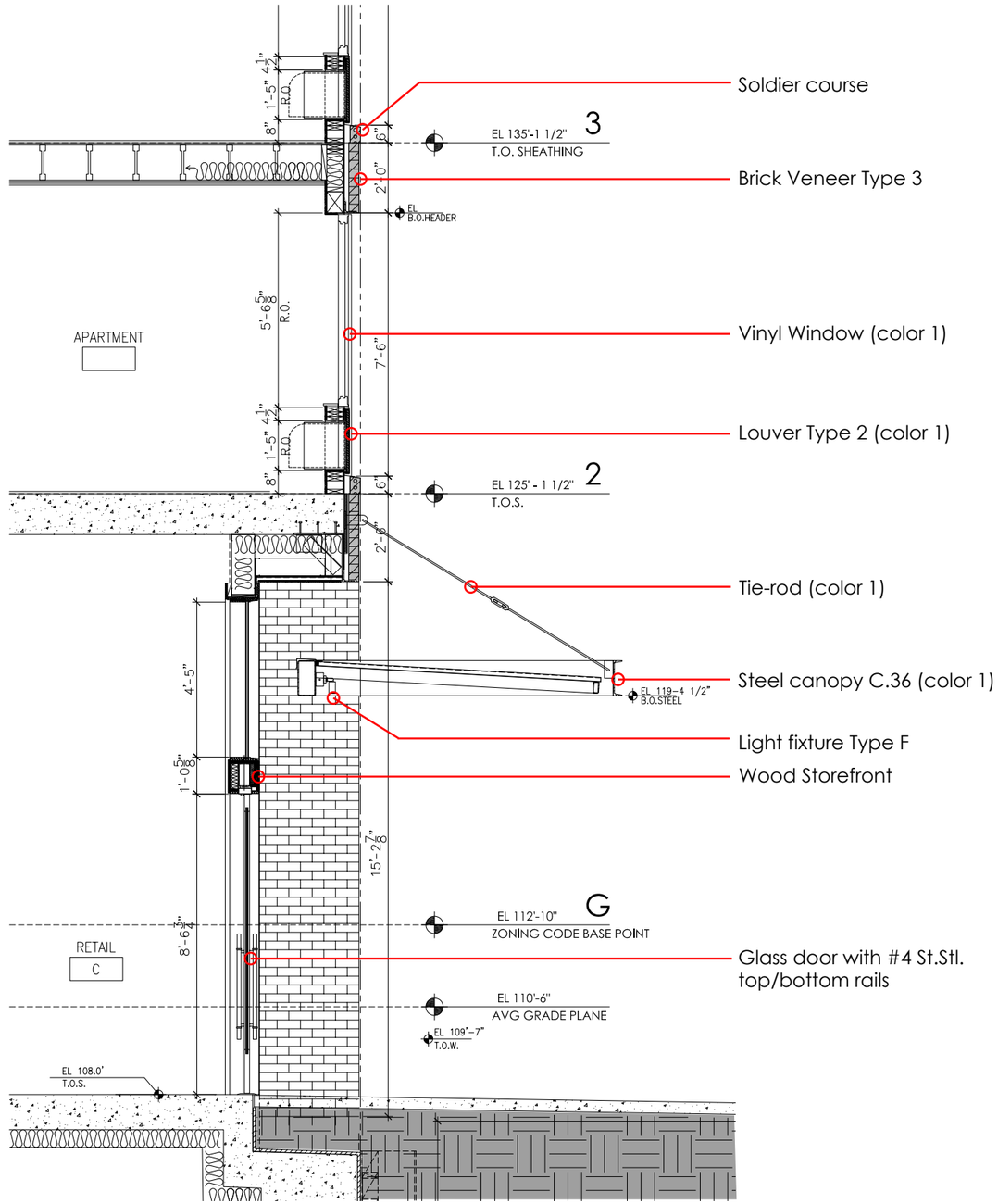


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"

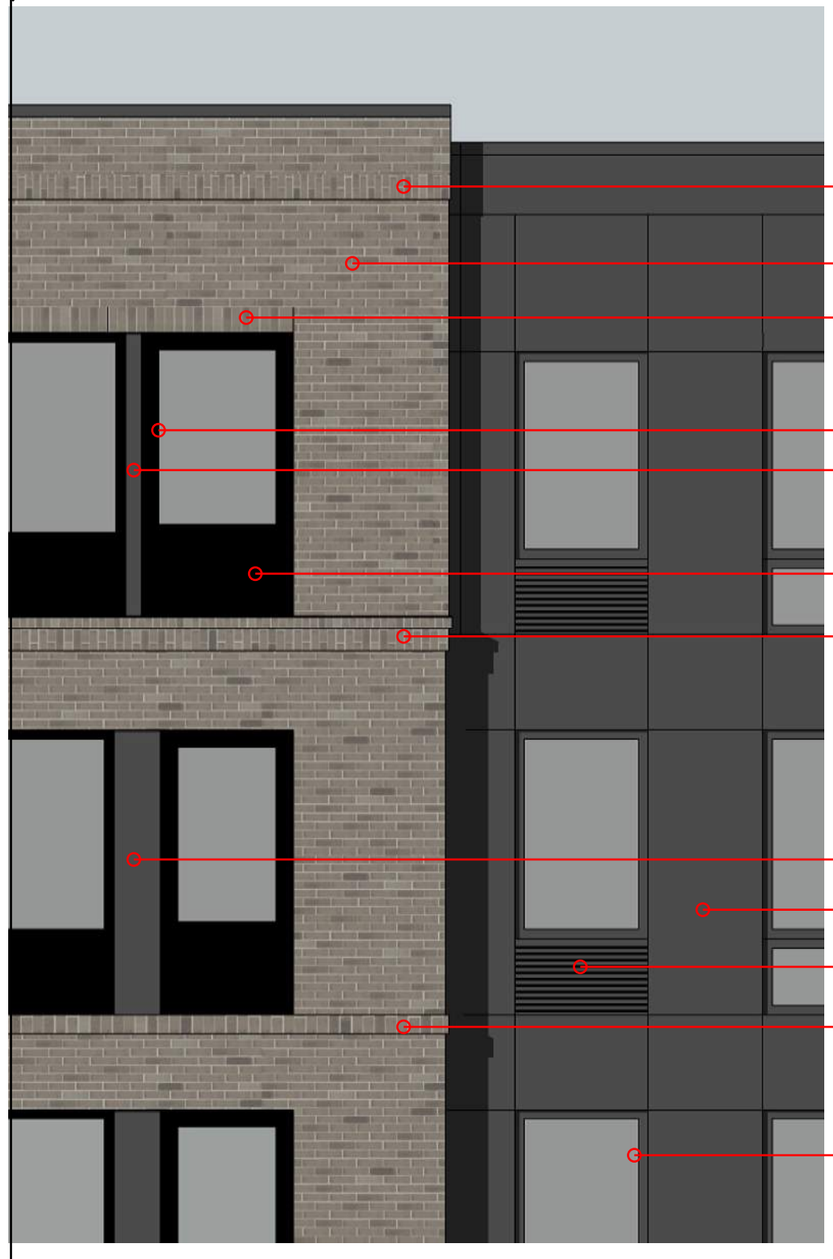


02 PARTIAL WALL SECTION 1/4"=1'-0"

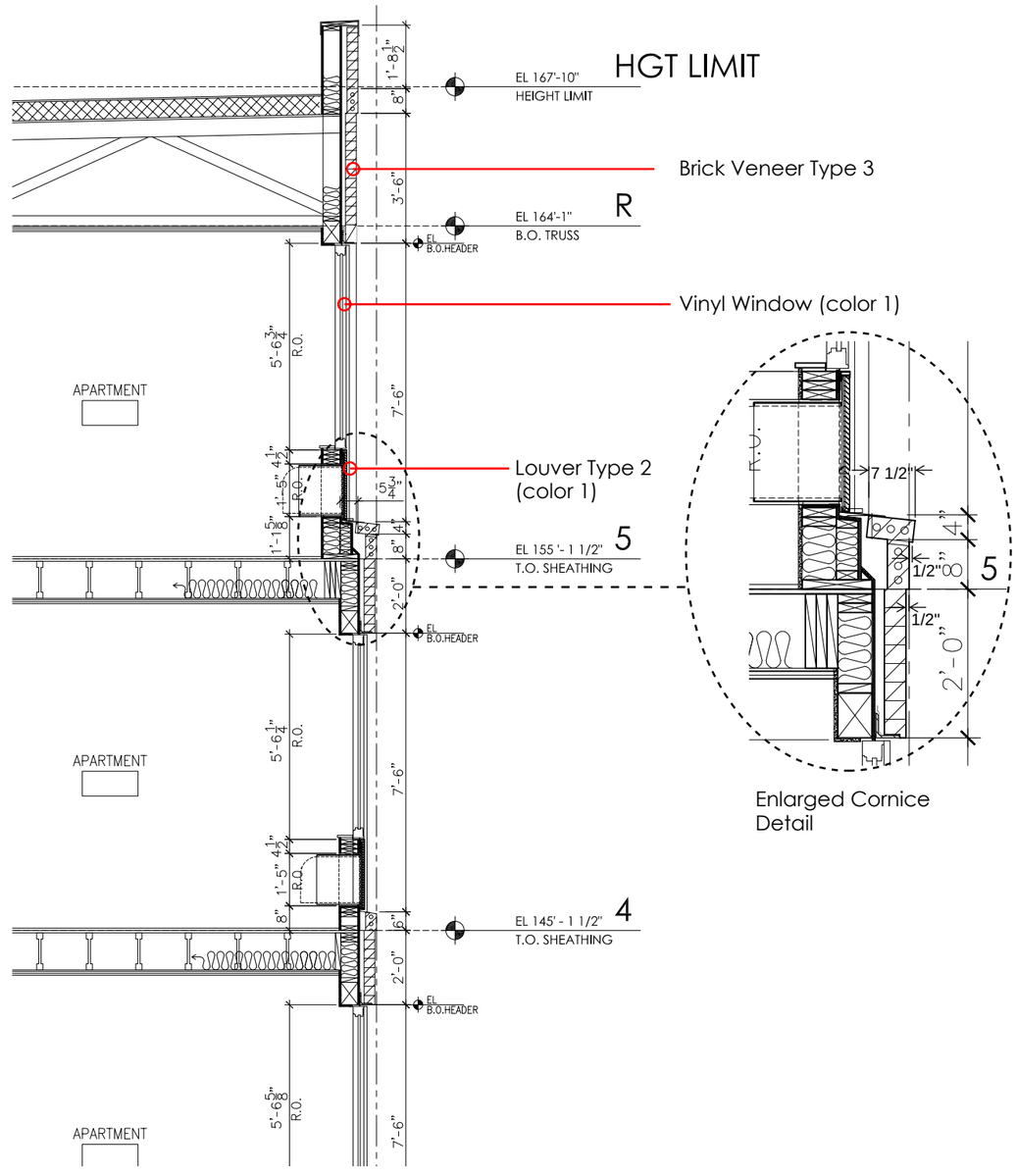
EXTERIOR DETAILS

LU 20-123610 DZM, Exhibit A11

2
-



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"

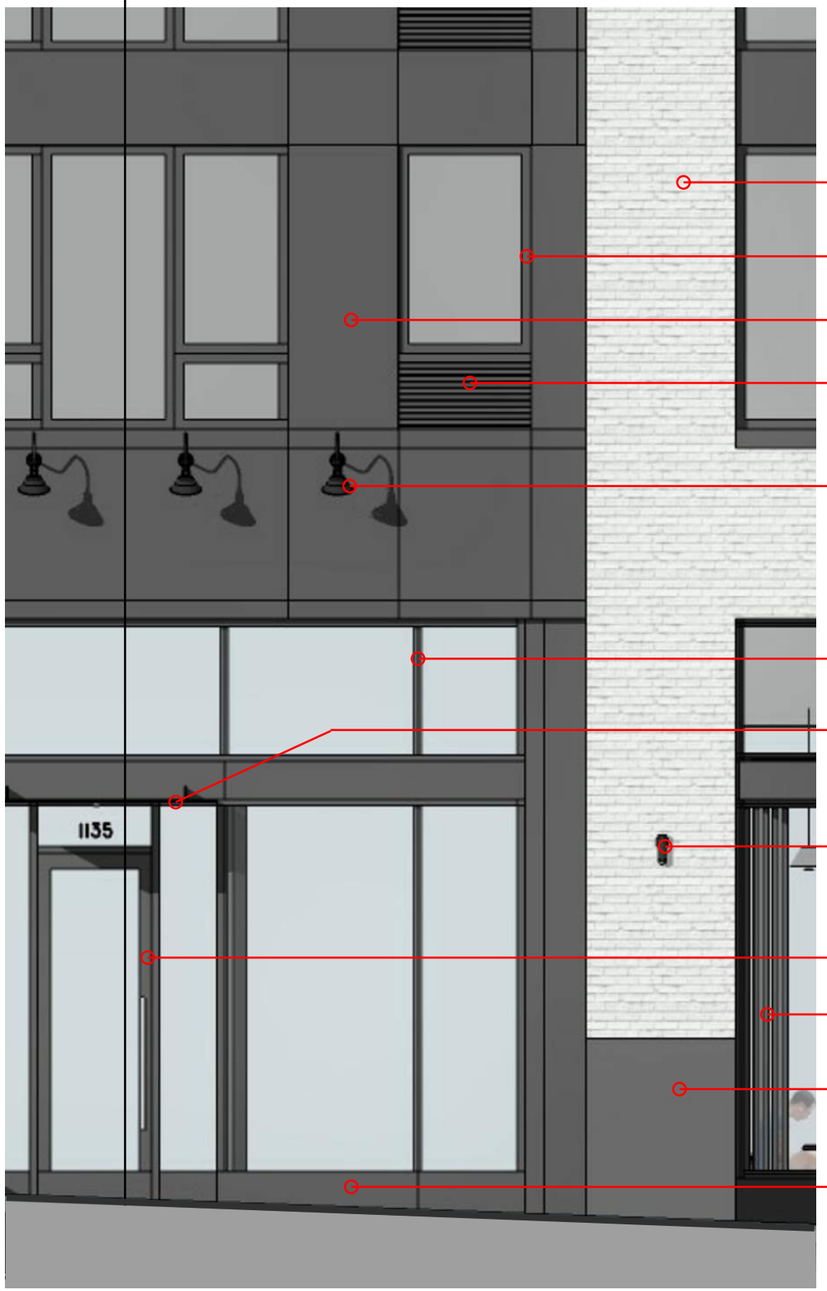


Enlarged Cornice Detail

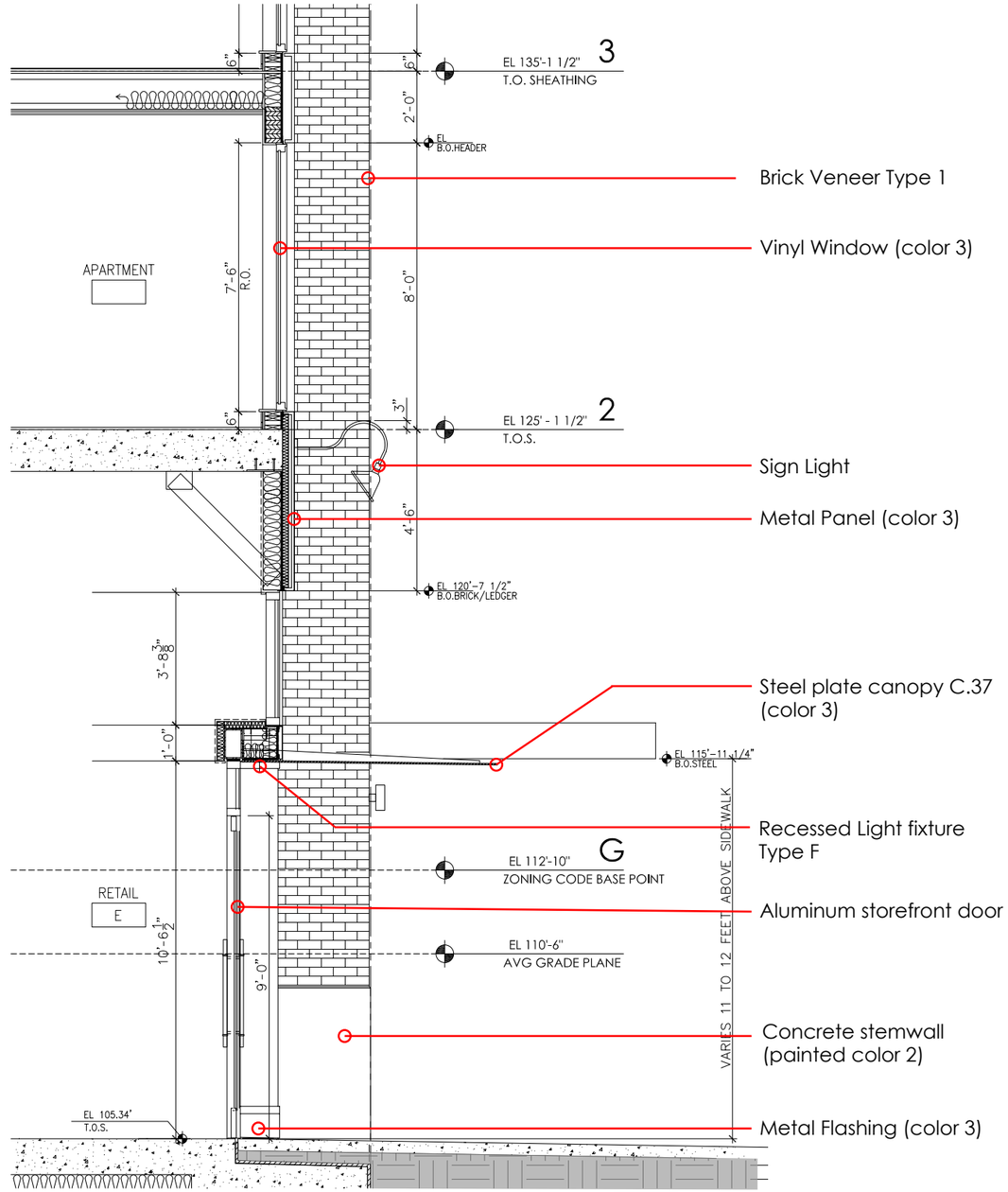
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

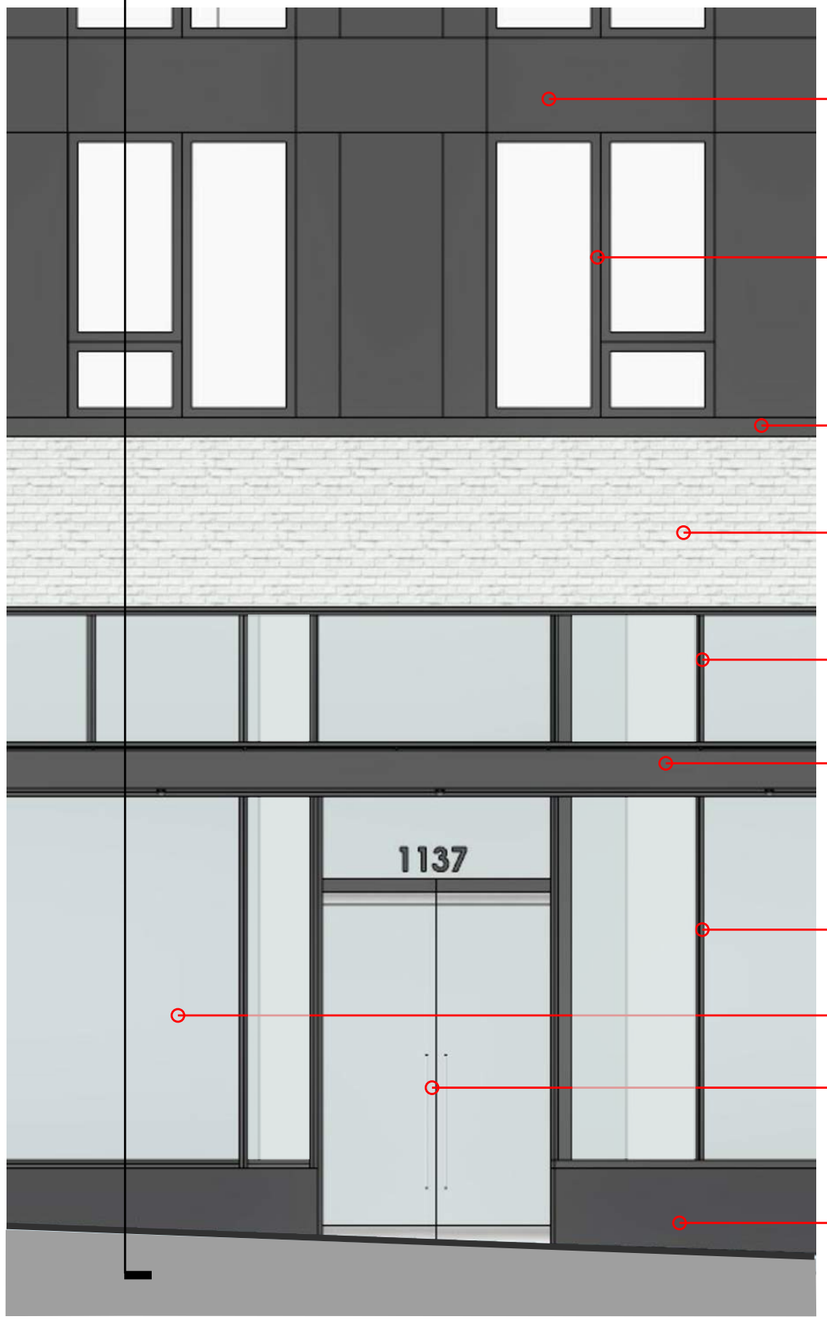
LU 20-123610 DZM, Exhi



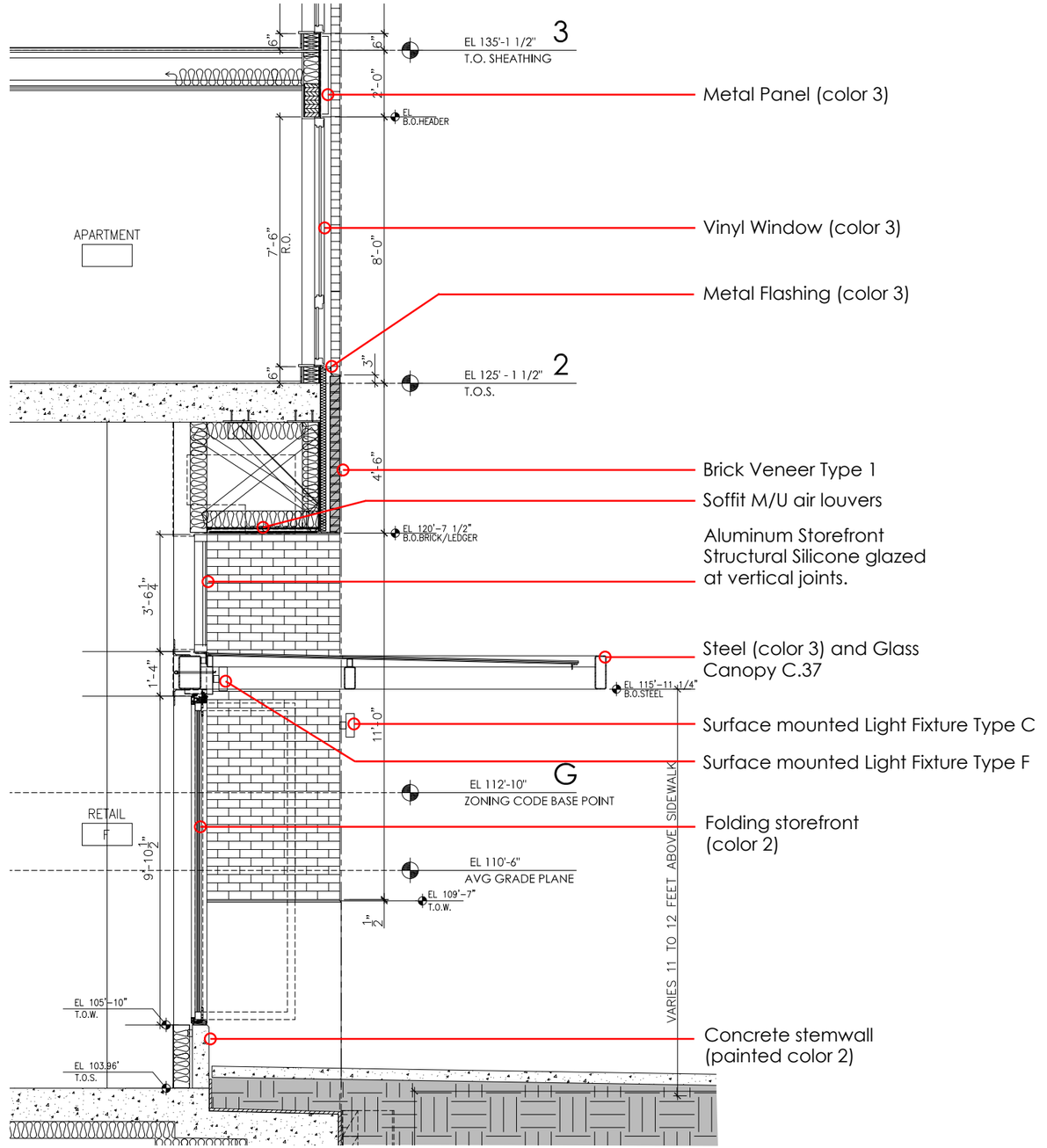
01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"

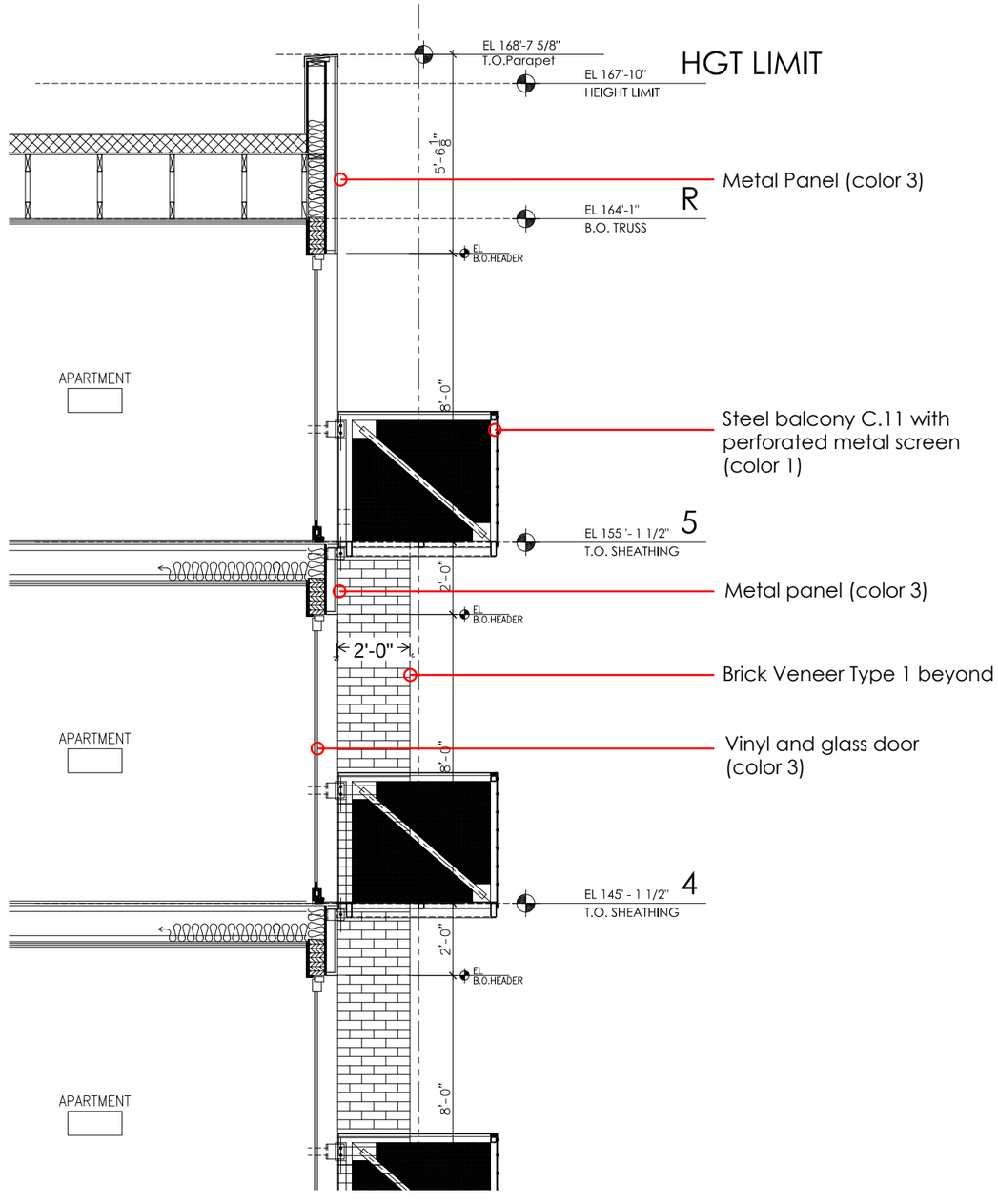


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

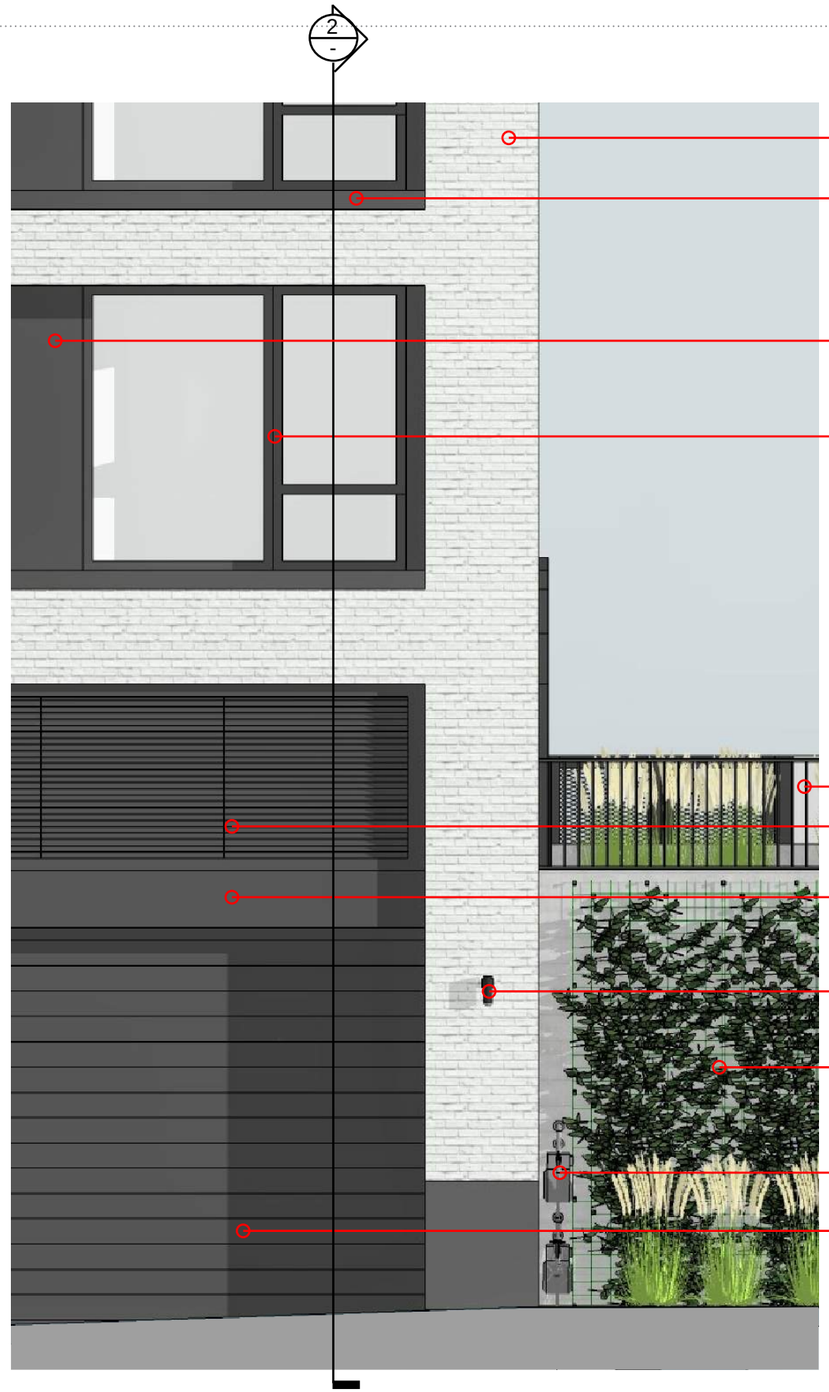


01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

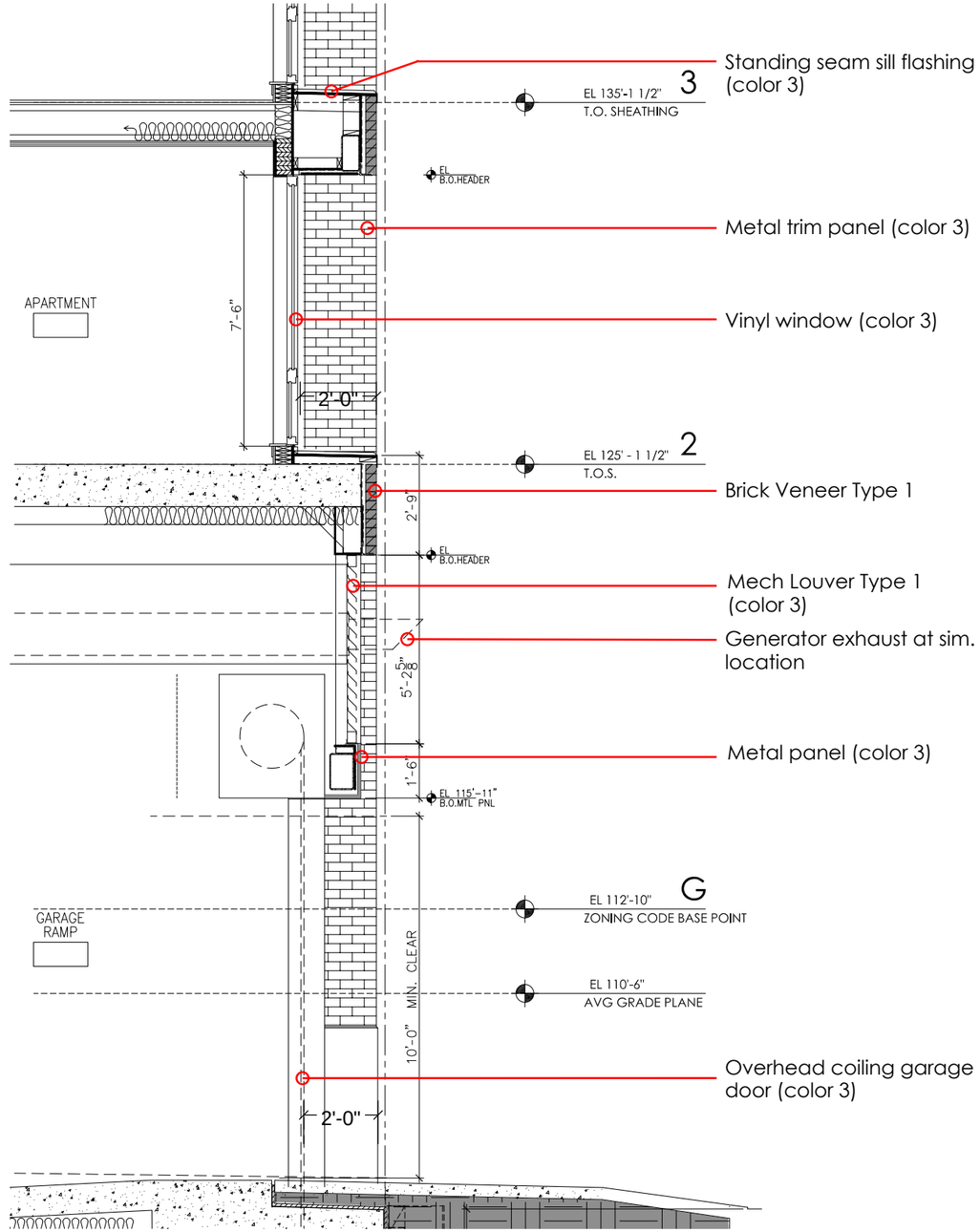


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"

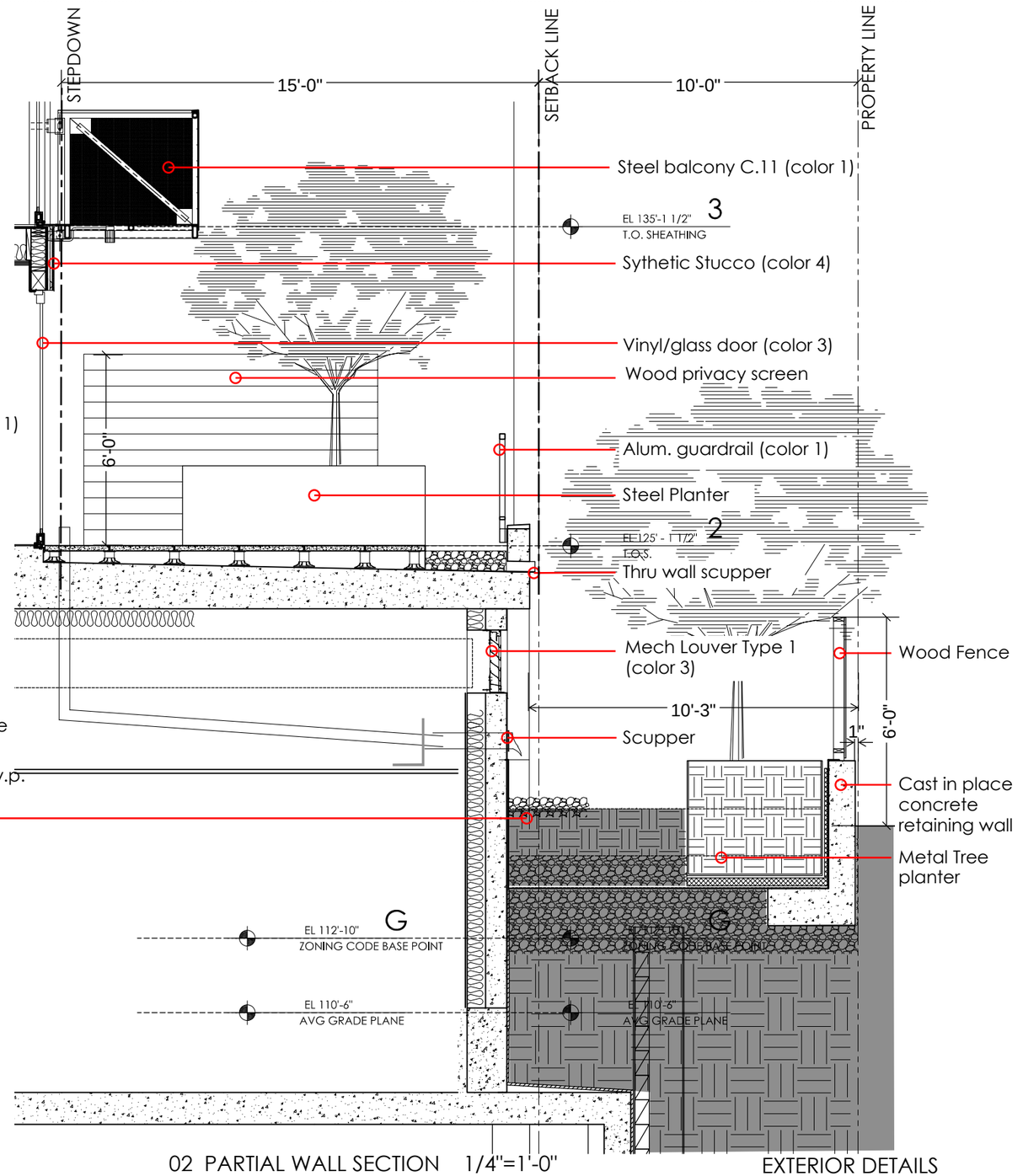


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"

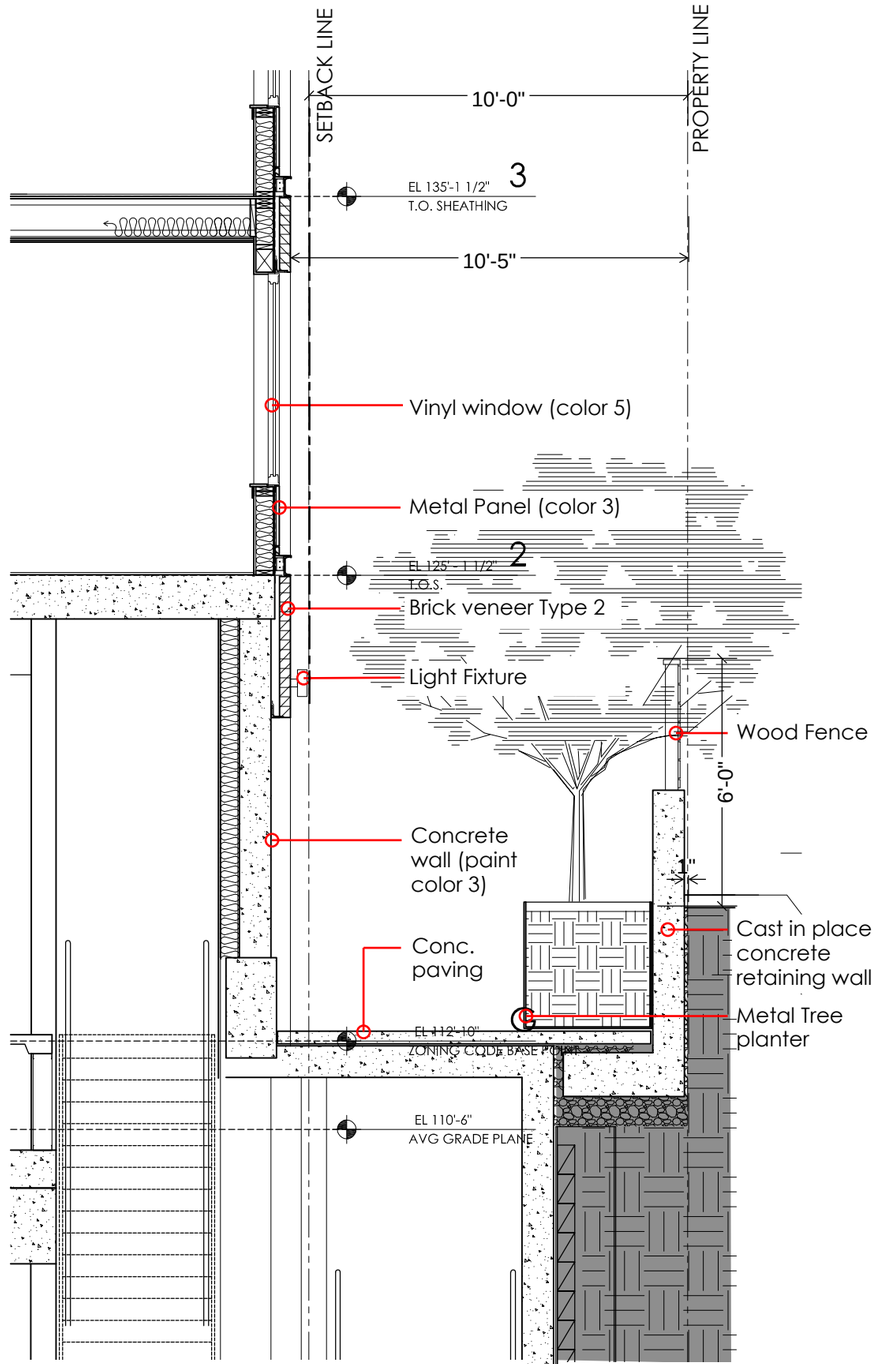


02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

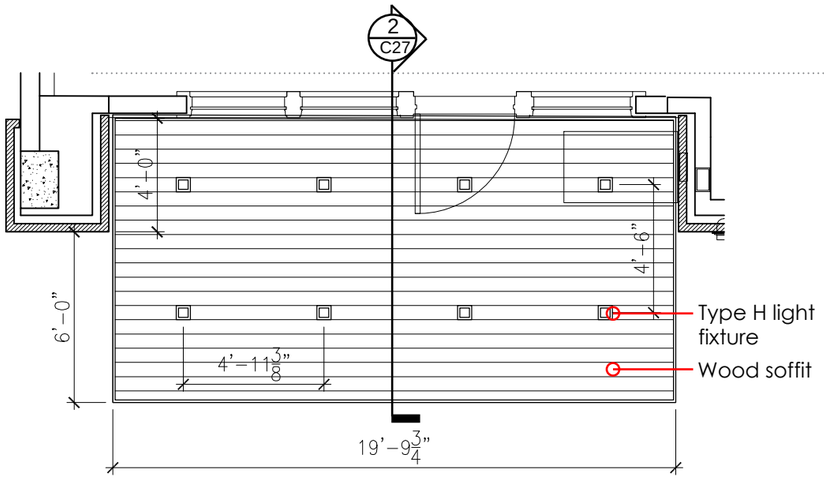


01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"

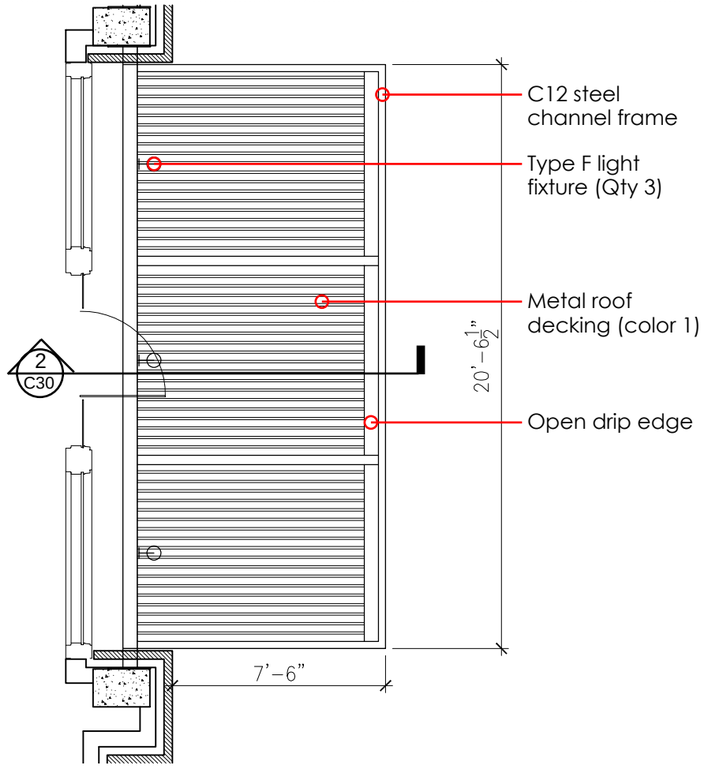


02 PARTIAL WALL SECTION 1/4"=1'-0"

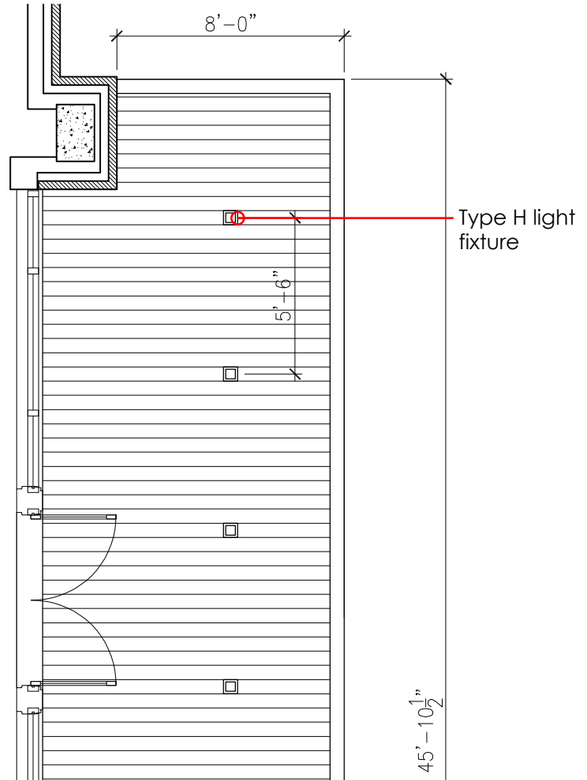
EXTERIOR DETAILS



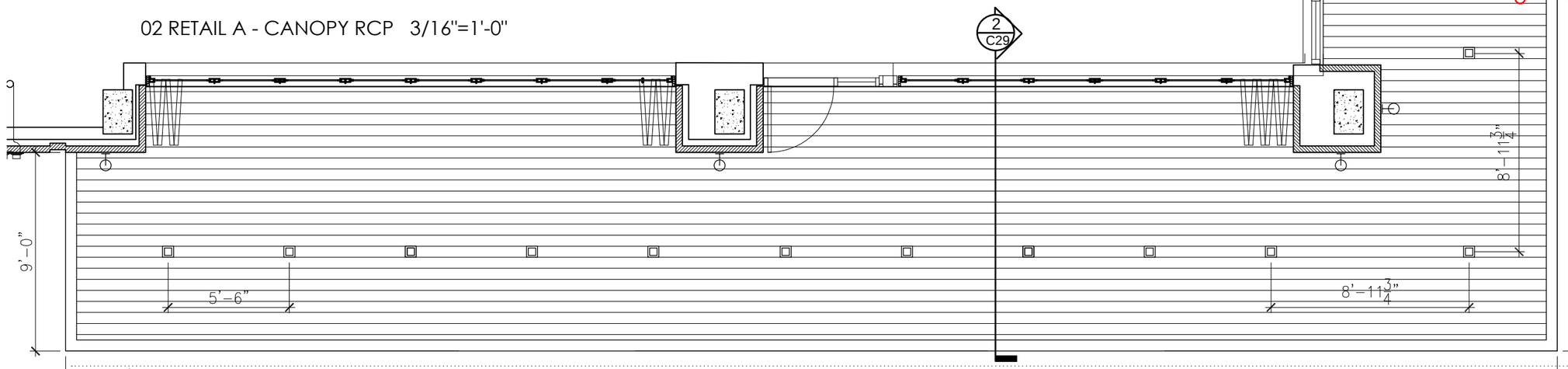
01 APARTMENT LOBBY - CANOPY RCP 3/16"=1'-0"



03 RETAIL B-C-D - CANOPY RCP 3/16"=1'-0"

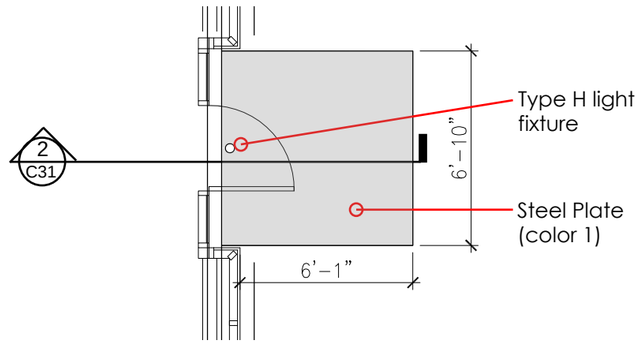


02 RETAIL A - CANOPY RCP 3/16"=1'-0"

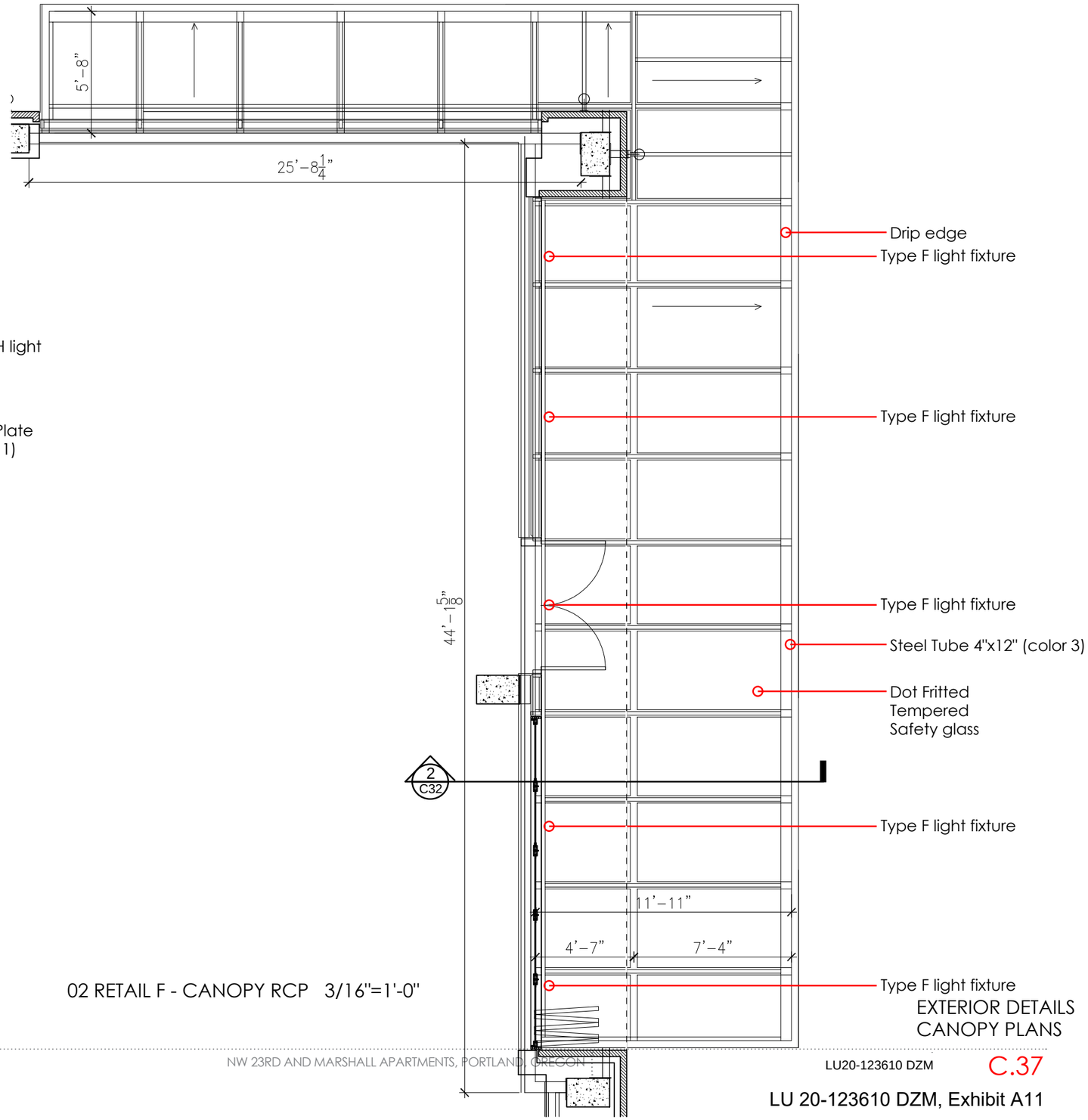


EXTERIOR DETAILS
CANOPY PLANS

LU 20-123610 DZM, Exhibit A11

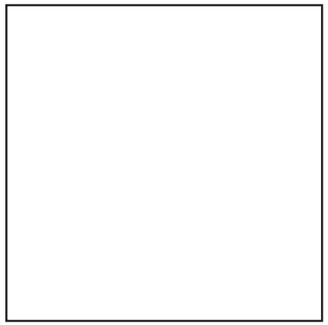


01 RETAIL E- CANOPY RCP 3/16"=1'-0"

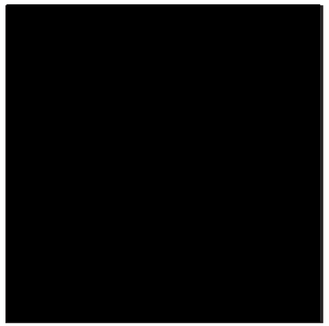


02 RETAIL F - CANOPY RCP 3/16"=1'-0"

EXTERIOR DETAILS
CANOPY PLANS



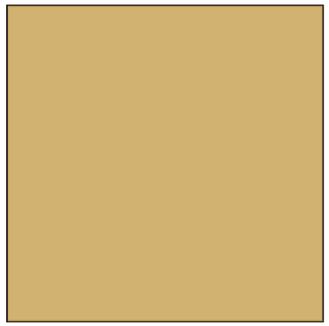
COLOR 4
WHITE



COLOR 1
BM - BLACK 2132-10 or similar



BRICK VENEER TYP 1 -
(SMOOTH) WHITE



COLOR 5
BM-Bryant Gold HC-7 or similar



COLOR 2
BM-CHARCOAL SLATE or similar



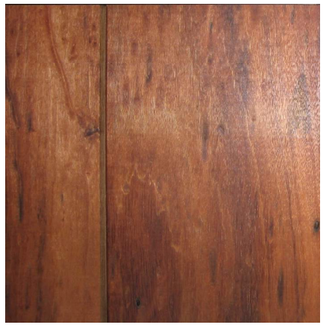
BOARD FORMED CONCRETE
and smooth cast in place concrete (painted and natural finish)



BRICK VENEER TYP 2 -
(SMOOTH) COAL CREEK



COLOR 3
BM-2124-10 WROUGHT IRON or similar



WOOD STOREFRONT
MAHOGANY



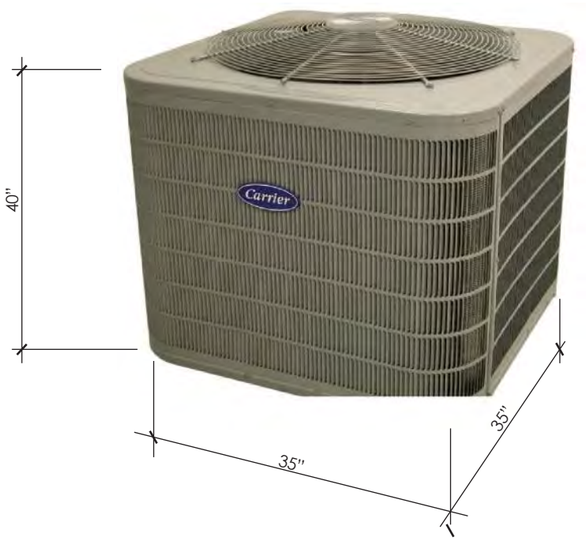
BRICK VENEER TYP 3 -
(SMOOTH) WESTPORT

MATERIALS

25HCB3
Performance™ 13 Heat Pump
with Puron® Refrigerant
1–1/2 To 5 Nominal Tons

Carrier
turn to the experts

or SIMILAR

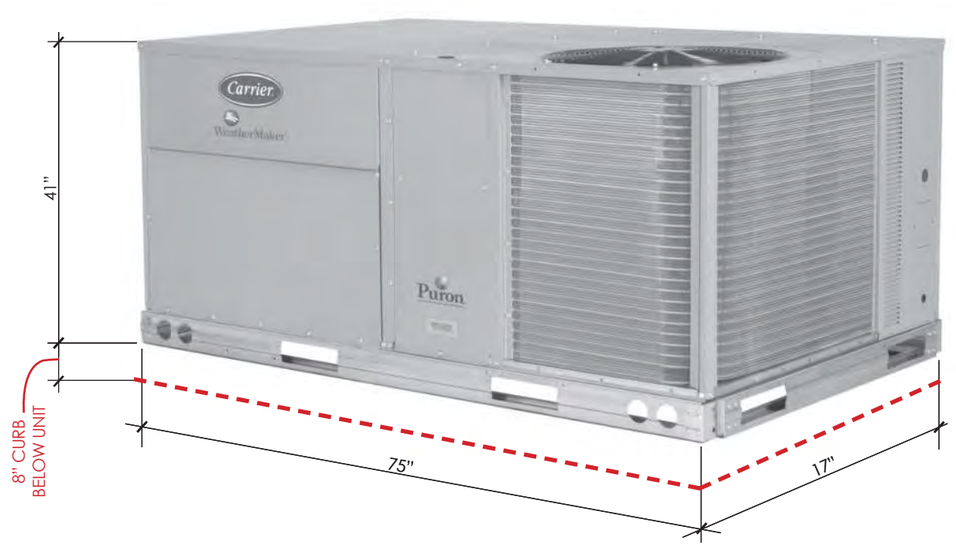


48TC
Gas Heat/Electric Cooling
Packaged Rooftop
3 to 15 Nominal Tons

Carrier
United Technologies
turn to the experts

or SIMILAR

Product Data



C08613

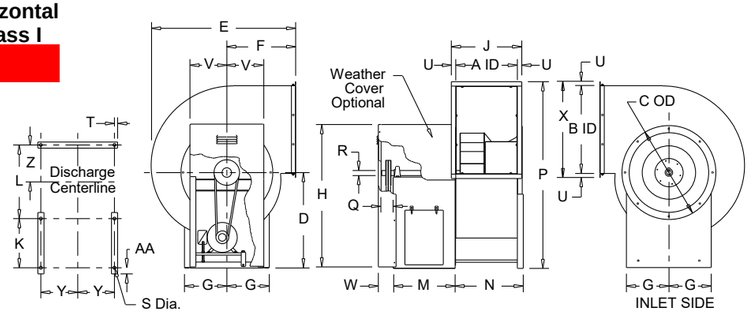
CUTSHEETS
ROOFTOP EQUIPMENT

COOK

MARK: EF-PARK

CPA

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	17-3/16	**L**	19-7/8	**W**	5
B	24-5/8	**M**	18-1/8	**X**	27-13/16
C	27-7/16	**N**	19	**Y**	11-1/8
D	27	**P**	53-1/16	**Z**	9-7/16
E	42-1/16	**Q**	4	**AA**	1-1/2
F	20-5/8	**R**	1-7/16		
G	11-7/8	**S**	9/16		
H	41	**T**	3/4		
J	20-7/16	**U**	1-5/8		
K	15	**V**	10-1/2		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	442	**Unit**	271

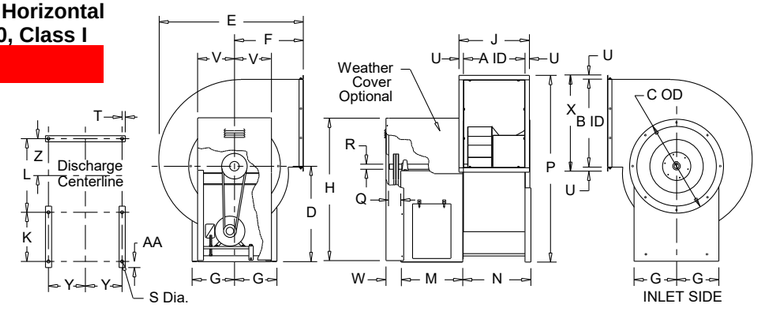
***Includes fan, motor & accessories.

COOK

MARK: EF-K

CPS

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	16-1/16	**L**	18-3/4	**W**	5
B	23	**M**	18-1/8	**X**	26-3/16
C	25-15/16	**N**	17-7/8	**Y**	10-5/8
D	25-3/8	**P**	49-13/16	**Z**	8-7/8
E	40	**Q**	4	**AA**	1-1/2
F	20	**R**	1-7/16		
G	11-3/8	**S**	9/16		
H	38-7/8	**T**	3/4		
J	19-5/16	**U**	1-5/8		
K	15	**V**	10		

NOTE: Accessories may affect dimensions shown.

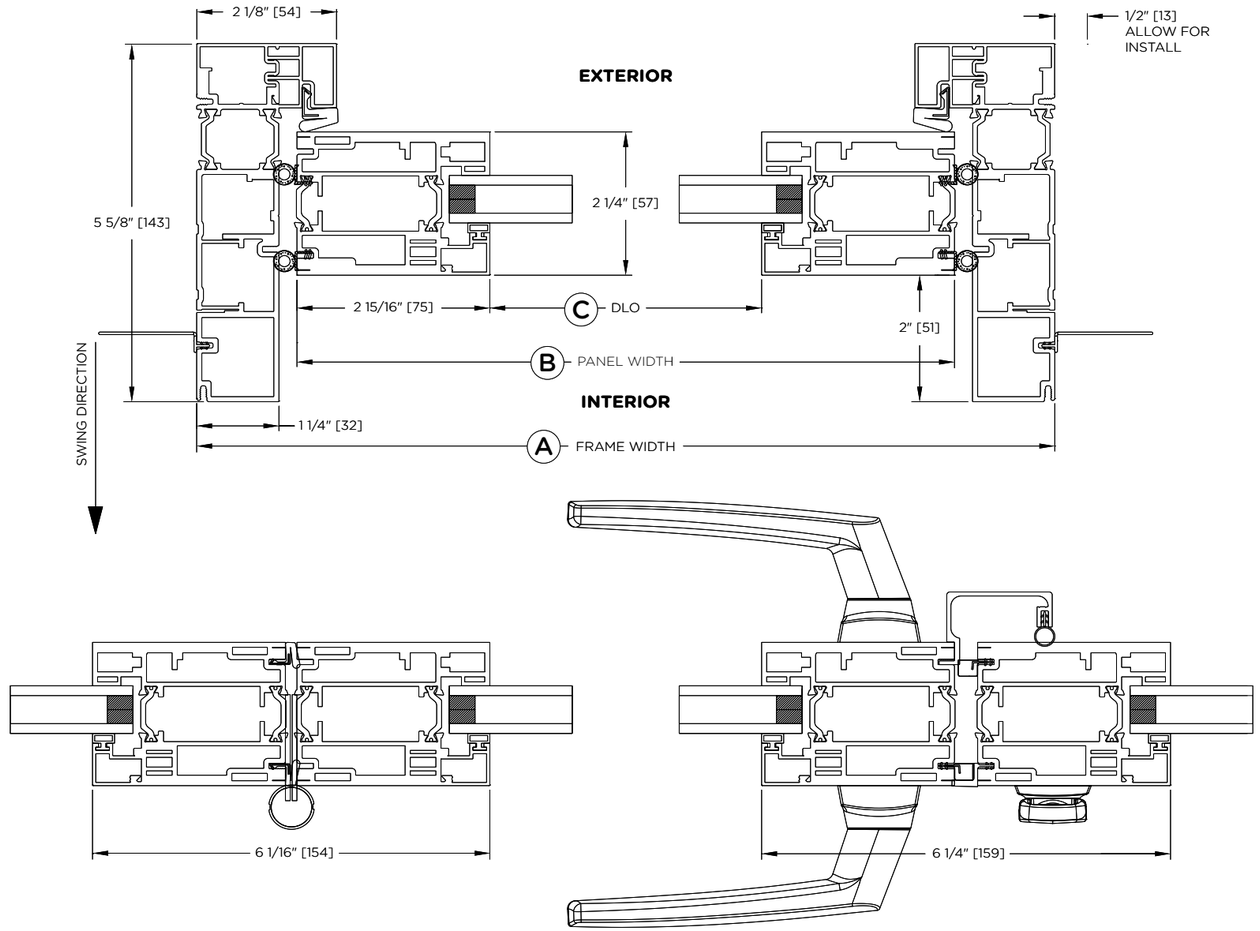
Weight(lbs)* **	**Shipping**	569	**Unit**	410

***Includes fan, motor & accessories.

CUTSHEETS
ROOFTOP EQUIPMENT

FOLDING | PLAN VIEW

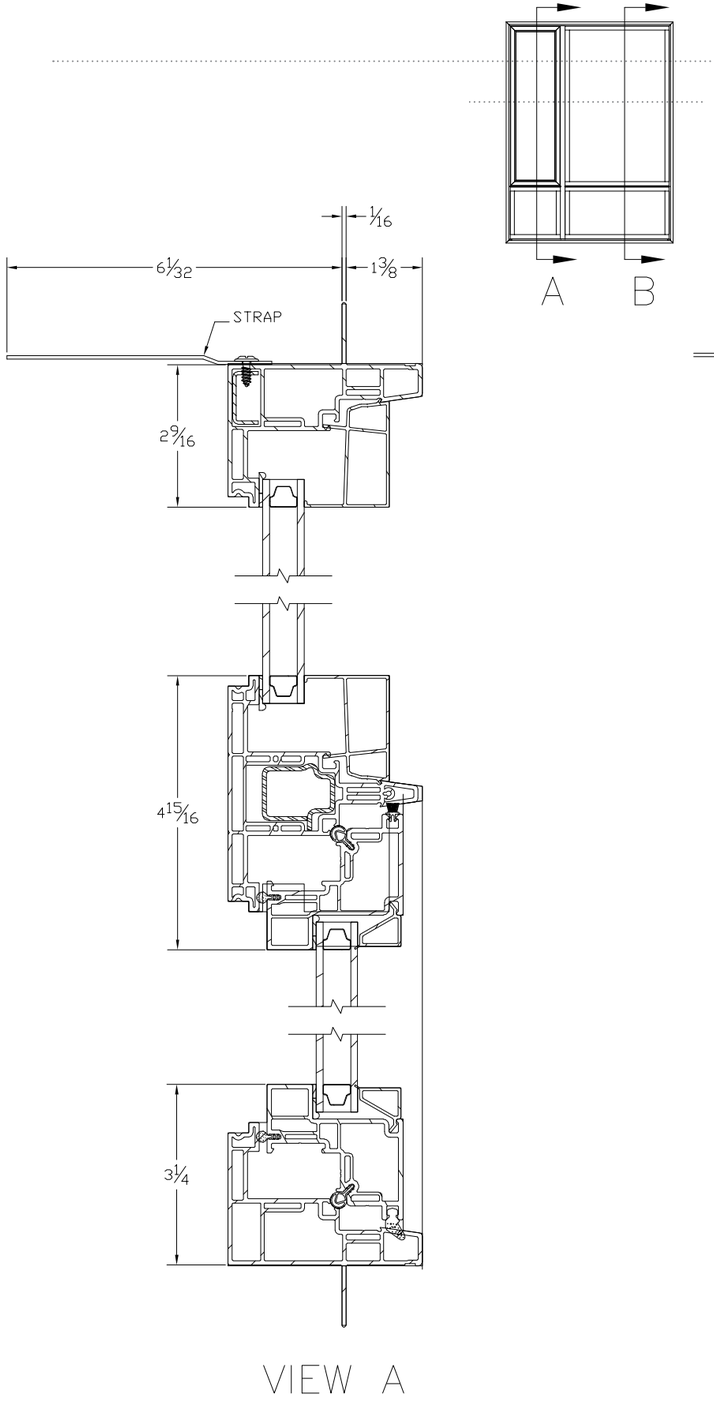
ALUMINUM THERMALLY CONTROLLED - INSWING ; OUTSWING SIMILAR

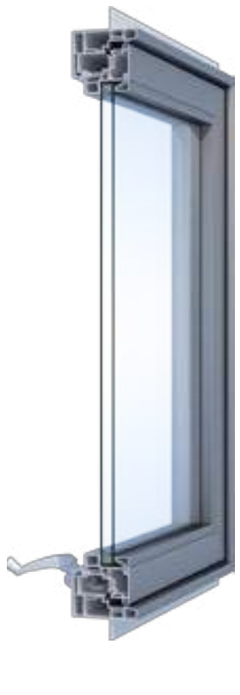


FOLDING STOREFRONT DOOR

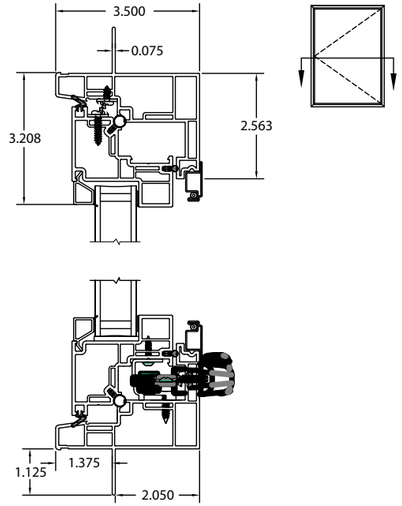
NANA WALL; LA CANTINA; OR SIMILIAR

CUTSHEETS
FOLDING STOREFRONT DOOR

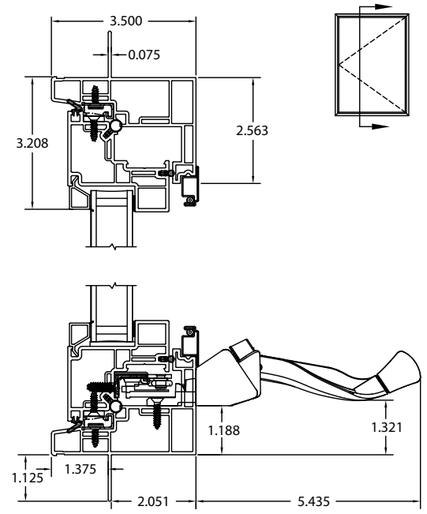




Casement Awning 3½" Frame Depth



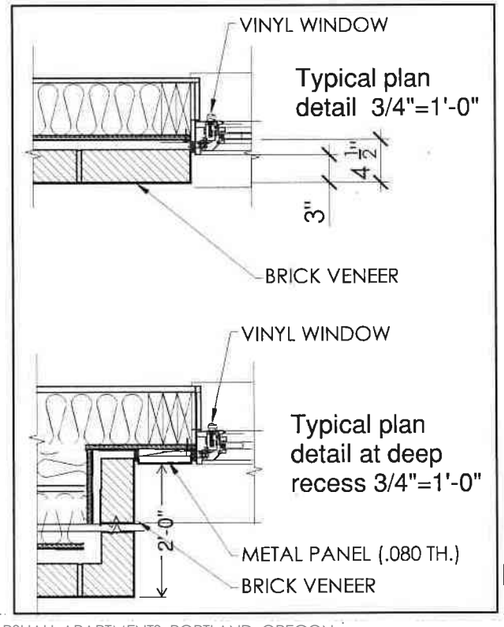
Casement Horizontal

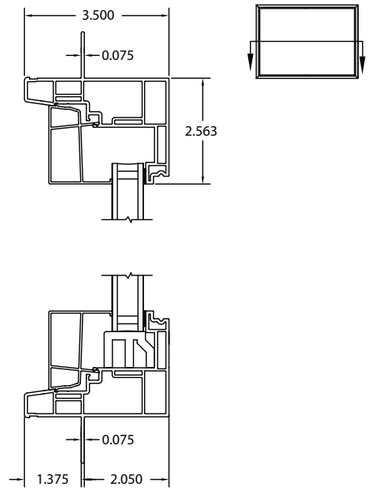


Casement Vertical



Fixed Window 3½" Frame Depth





Picture Window Vertical
able with IGUs 3/4"–1-1/4"OA

CUTSHEETS
VINYL WINDOWS

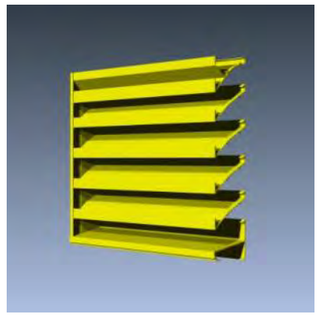
LU 20-123610 DZM, Exhibit A11

TYPE 1 LOUVER

EXTERIOR WALL LOUVER

Industrial Louvers, Inc.

MODEL 458XP **or SIMILAR**



STANDARD CONSTRUCTION

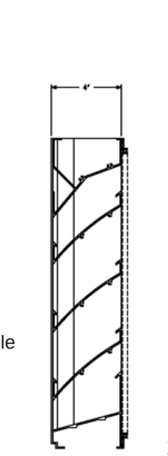
- Material: Extruded Aluminum 6063-T6
- Frame: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blades: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blade Spacing: 3.875” (98mm) on center
- Screen: 1/2” x .063” flattened expanded bird screen and/or 18 x 14 mesh charcoal insect screen.
- Finish: Mill

OPTIONAL ACCESSORIES

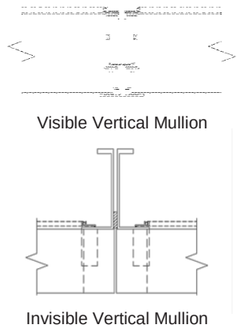
- Extended Sill Flashing
- Insulated and Non-insulated Blank-off Panels
- Flanged & Glazing Frames of various sizes
- Hinged Access Panels
- Sub-frames
- Visible Mullions
- Invisible Mullions for continuous blade appearance

FINISHES

- 2 coat Fluropolymer: Kynar® 500 / Hylar® 5000 custom colors available in 70% PVDF (AAMA 2605) or 50% PVDF (AAMA 2604) formulas.
- 3 coat Fluropolymer: Kynar 500 / Hylar 5000 custom colors available in 70% PVDF (AAMA 2605) formulas.
- Anodic finishes: Class I and Class II in Clear, Light/Medium/Dark Bronze, Champagne, and Black.
- Prime coat
- Mill



Vertical Section



Visible Vertical Mullion

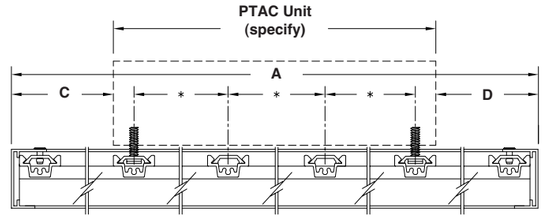
Invisible Vertical Mullion

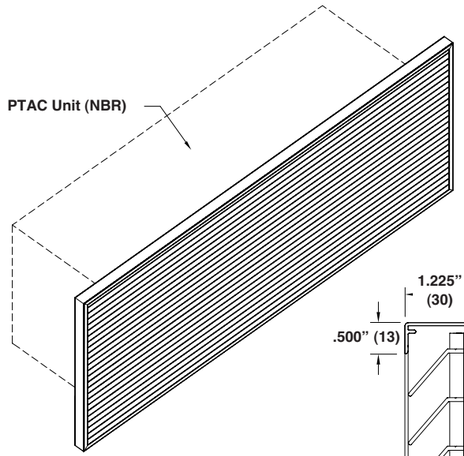


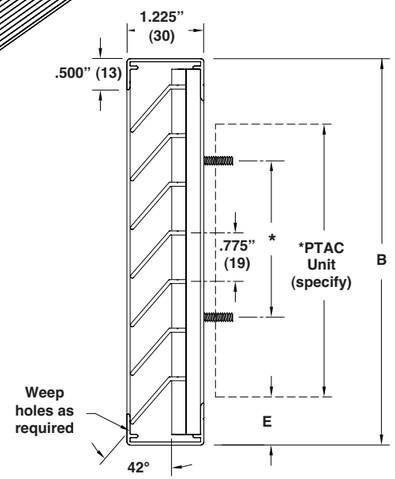
Plan View

WALL LOUVER

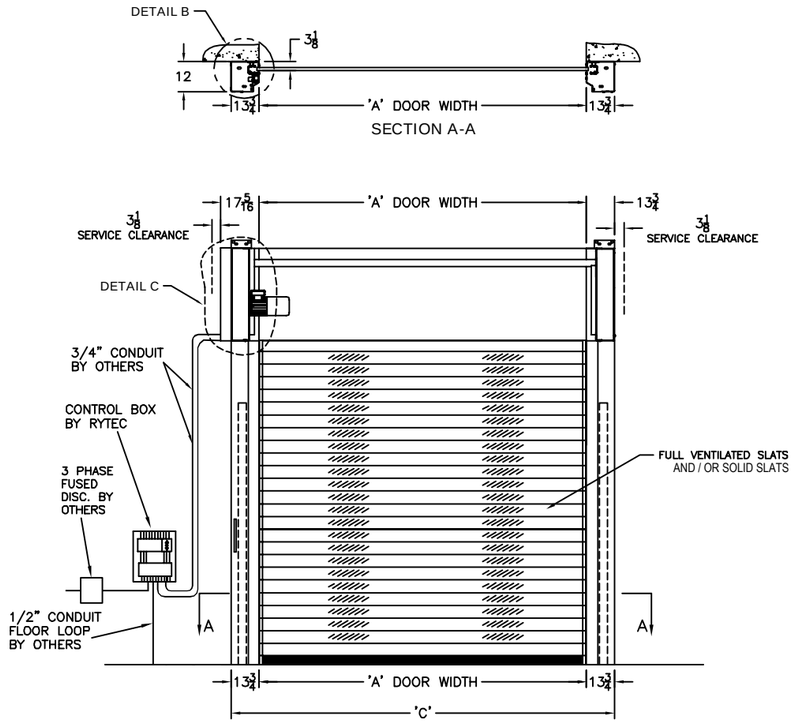
TYPE 2 LOUVER

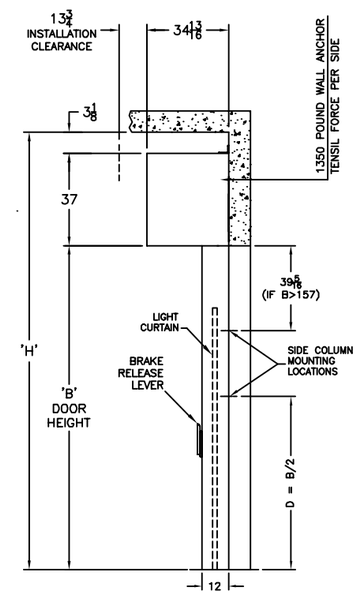


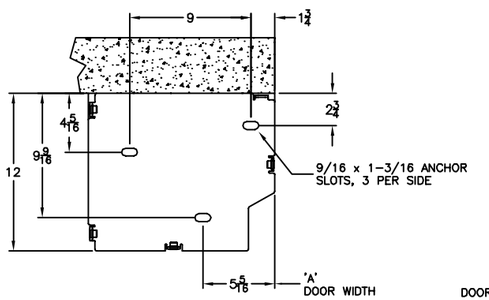


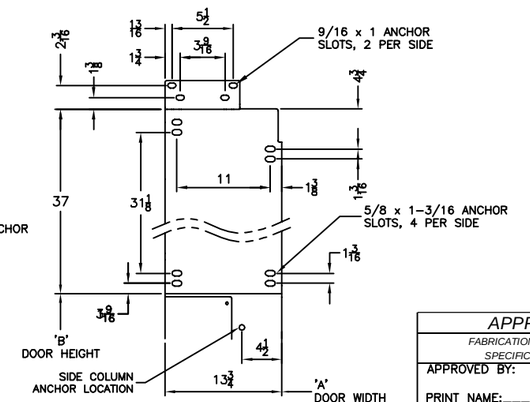


CUTSHEETS
MECHANICAL LOUVERS









REV	DESCRIPTION	DATE	BY

APPROVAL SIGNATURE

FABRICATION CAN PROCEED ACCORDING TO THE SPECIFICATION SHOWN EXCEPT AS NOTED

APPROVED BY:

PRINT NAME:_____

SIGNATURE: _____

DATE: _____

DIMENSIONAL VARIABLES

DRAWING NOT TO SCALE; DIMENSIONS IN INCHES

DOOR NO.	A	B	C	H
MILLIMETERS				

ACTUAL DOOR SIZE IS PRODUCED IN MILLIMETERS
REQUESTED DOOR SIZE IS CONVERTED TO MILLIMETERS AND ROUNDED UP TO THE NEAREST 10MM

ELECTRICAL OPTIONS

- ☐ 460v – 3ph
- ☐ 230v/208v – 3ph
- ☐ 230v/208v – 1ph
- ☐ 575v – 3ph (INCLUDES NEMA 4 METAL ENCLOSURE WITH 575/460 TRANSFORMER)

STANDARD FEATURES

1. SIDE COLUMN AND HEAD CONSOLE POWDER COATED RYTEC SILVER.
2. INTELLIGENT LIGHT CURTAIN SYSTEM IN DOOR LINE TO 6'–0" ABOVE FINISHED FLOOR.
3. VARIABLE DOOR OPENING SPEED; UP TO 118"/SEC.
4. PROGRAMMABLE UPPER AND LOWER LIMITS.
5. NEMA 4X SYSTEM 4 CONTROL BOX (8.5"X16.5").
6. BRAKE RELEASE LEVER ON SIDE COLUMN.
7. ELECTRICAL FAIL SAFE REVERSING EDGE.
8. ONE (1) SET PATHWATCH SAFETY SYSTEM.

STANDARD OPTIONS

BRAKE RELEASE LEVER
☒ SIDE COLUMN ☐ REMOTE MOUNT ☐ BOTH

- ☐ SLANT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FLAT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FRONT AND BOTTOM HEAD COVERS
- ☐ RIGHT HAND DRIVE
- ☐ ROTARY DISCONNECT
- ☐ SELECTOR SWITCH ON CONTROL BOX FUNCTION: _____
- ☐ FULLY VENTILATED SLATS
- ☐ PHOTOEYES IN LIEU OF LIGHT CURTAINS

ACTIVATION

- ☐ __ PUSHBUTTON
- ☐ __ PULL CORDS
- ☐ __ MOTION DETECTOR
- ☐ __ PRESENCE DET.
- ☐ __ MOTION/PRESENCE
- ☐ DUAL LOOP CONTROLLER
- ☐ RADIO CONTROL RCVR (INCLUDE MIN 2 XMIT)
  - __ 1 BTN TRANSMITTER
  - __ 2 BTN TRANSMITTER
  - __ 4 BTN TRANSMITTER

OPTION NOTES

ADDITIONAL NOTES:

– FULL VENTILATED SLAT ASSEMBLY

PLEASE SPECIFY VOLTAGE

RYTEC CORPORATION
ONE CEDAR PARKWAY, JACKSON, WI 53037–0403

APPROVAL DRAWING
SPIRAL FULL VENTILATED MODEL STT-
FOR DOOR WIDTH UP TO 20', HEIGHT UP TO 19'-8"

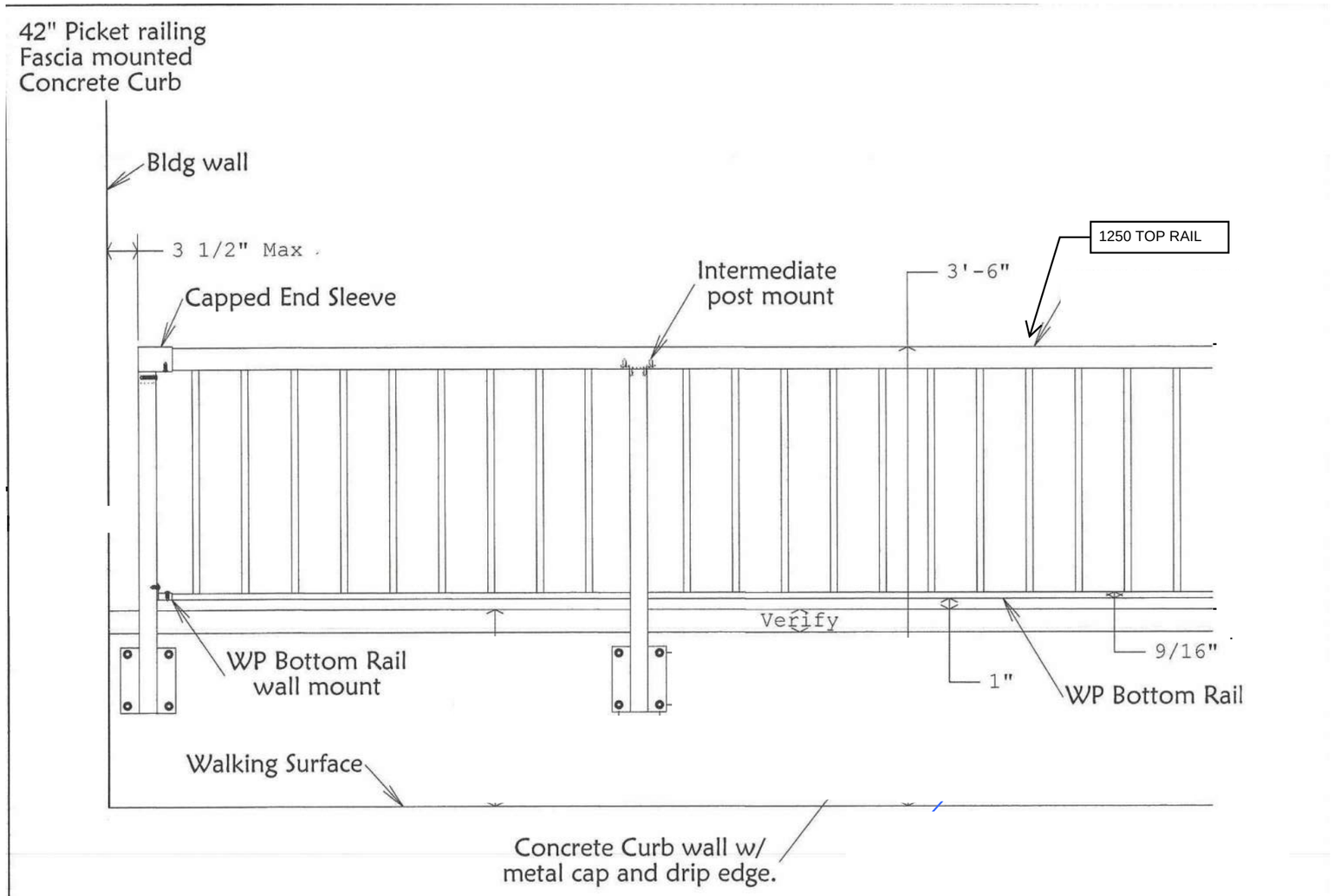
CUSTOMER:

LOCATION:

DATE: | REV.: –

DRAWING NO.: 729–02T

CUTSHEETS
GARAGE DOOR



VIEW FROM PATIO SIDE

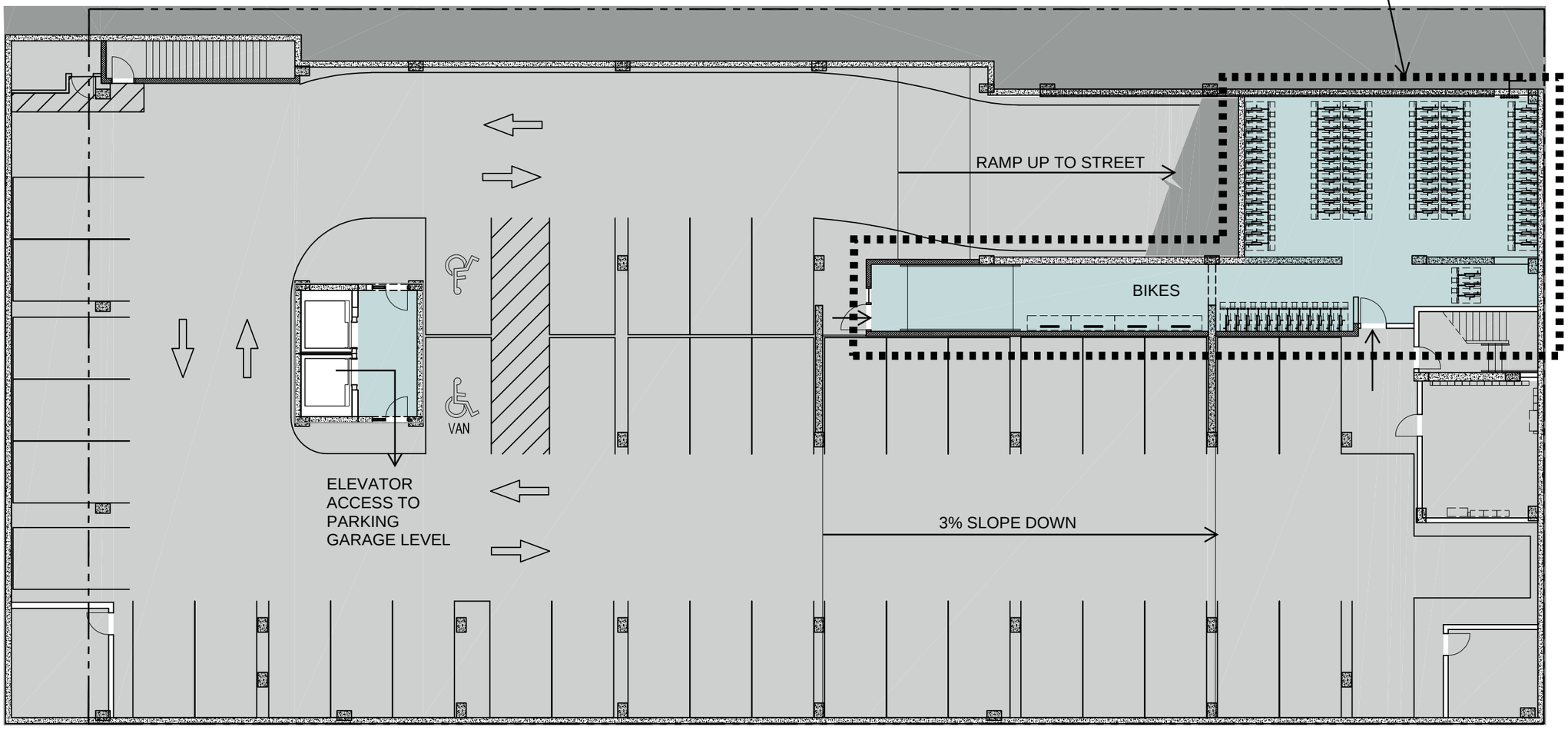
RailPro RP RAILING SOLUTIONS	V6899	2nd level Patio Elevation	DATE	Approved for Installation
			DRAWN RR	

CUTSHEETS
ALUMINUM GUARDRAIL

BICYCLE PARKING SUMMARY

82 *LONG TERM RESIDENTIAL BIKE PARKING*
0 *SHORT TERM RESIDENTIAL BIKE PARKING*

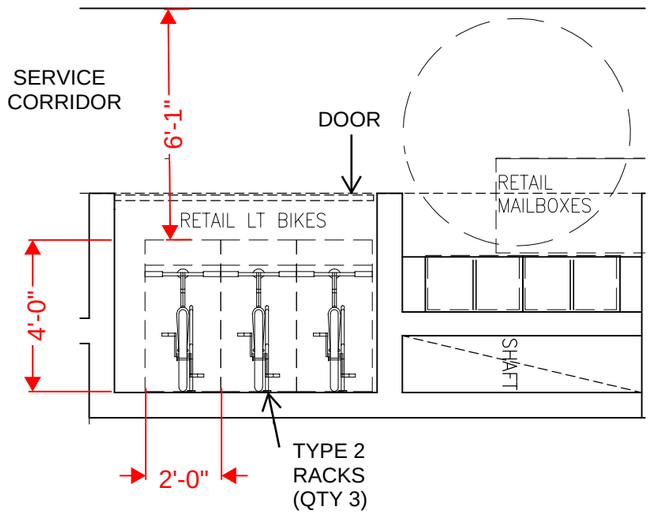
2 *LONG TERM RETAIL BIKE PARKING*
0 *SHORT TERM RETAIL BIKE PARKING*



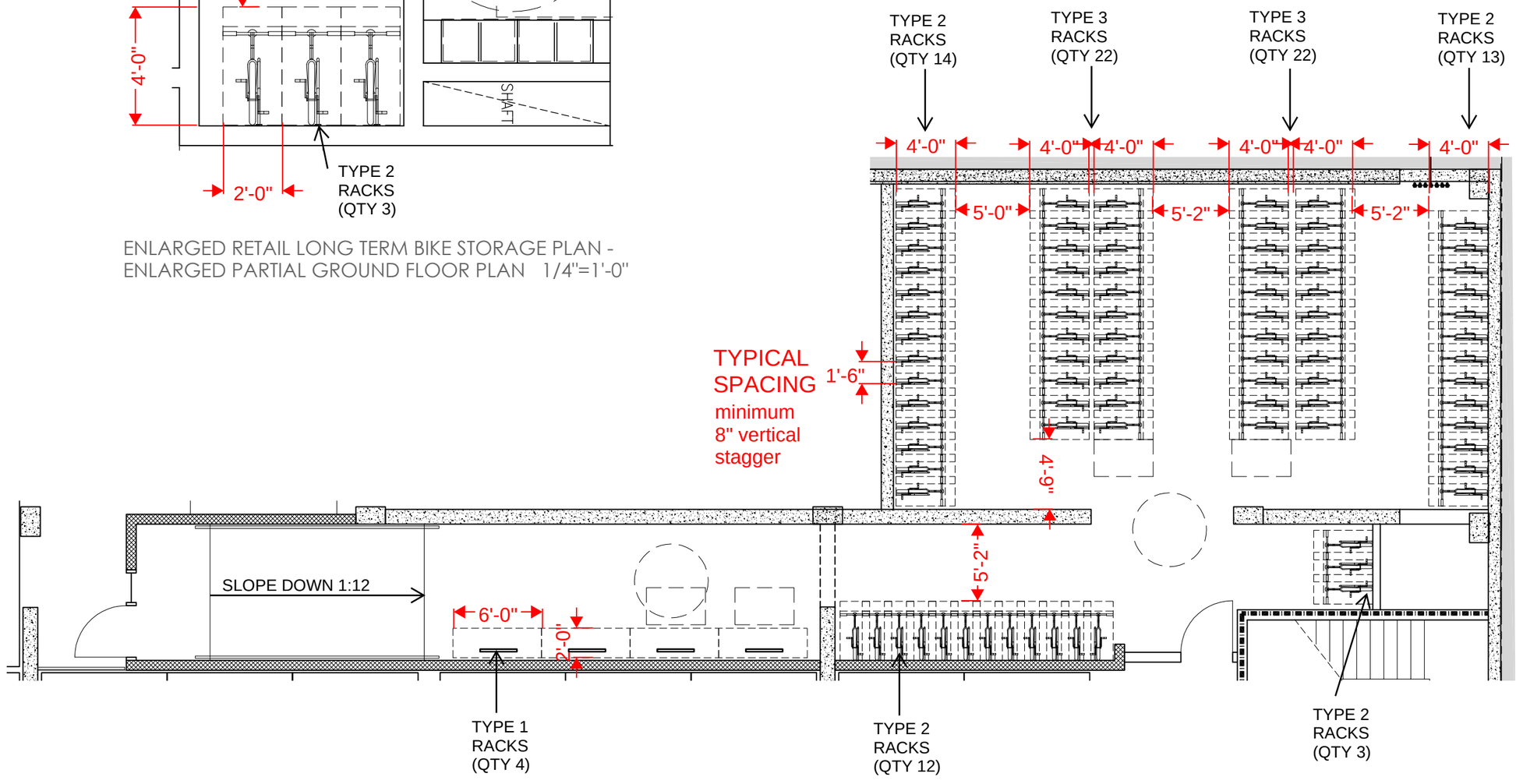
BASEMENT FLOOR PLAN - BIKES

0 4' 8' 24 ft NORTH

BIKE PARKING PLAN



ENLARGED RETAIL LONG TERM BIKE STORAGE PLAN -
ENLARGED PARTIAL GROUND FLOOR PLAN 1/4"=1'-0"



RESIDENTIAL LONG TERM BIKE PARKING
ENLARGED PARTIAL BASEMENT PLAN 1/8"=1'-0"

90 BIKES TOTAL

BICYCLE PARKING SUMMARY

82 LONG TERM RESIDENTIAL BIKE PARKING
0 SHORT TERM RESIDENTIAL BIKE PARKING

2 LONG TERM RETAIL BIKE PARKING
0 SHORT TERM RETAIL BIKE PARKING



BICYCLE PARKING TYPE 1

LOTLIMIT *BIKE RACK*

DESCRIPTION: STAPLE RACK 24"X40"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 2

DERO *ULTRA SPACE SAVER SINGLE*

DESCRIPTION: VERTICAL WALL MOUNTED RACK 18"X48"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 3

DERO *ULTRA SPACE SAVER SQUARED*

DESCRIPTION: FLOOR MOUNTED VERTICAL STAND ALONE RACK 18"X48"

COLOR: BLACK POWDER COAT

NOTE: SEE MODIFICATION FOR BIKE PARKING SIZE ADJUSTMENTS

0 4' 8' 24 ft NORTH

BIKE PARKING ENLARGED PLANS

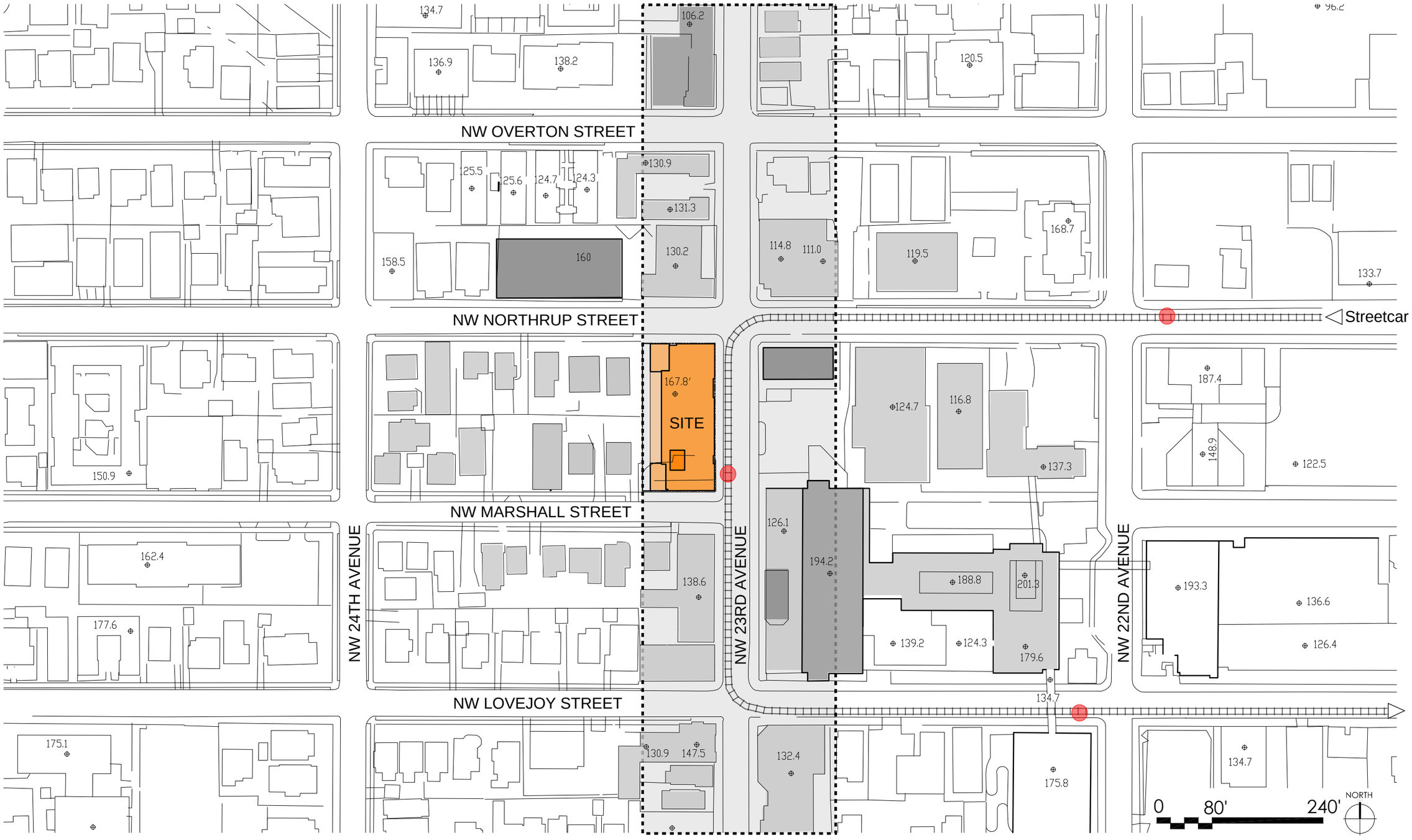
GBD

OVERVIEW

Northwest 23rd and Marshall Apartments
April 16, 2021

LU20-123610 DZM


NW NORTHRUP STREET
NW MARSHALL STREET
SITE
GOOD
SAMARITAN
HOSPITAL
NW 23RD AVENUE
Google Earth



VICINITY PLAN

LU 20-123610 DZM, Exhibit A11

2296 NW Northrup St - Google Maps Page

https:



View of site from NW 23rd Avenue and NW Marshall Street



4 story brick building at NW 23rd & Northrup (east side of 23rd)



Looking north on NW 23rd Avenue at Northrup St.



Looking east on NW Marshall towards Good Samaritan Hospital



Commercial buliding on 23rd and Marshall



4 Residential building on NW Northrup.



NW Marshall (south side of street) transition to Residential Zone.

Context Images

Southern Building

Central Eastside Building

Northern Building

EAST ELEVATION PERSPECTIVE

LU 20-123610 DZM, Exhibit A11



SOUTH EAST CORNER AT DAY



SOUTH WEST CORNER
AT 10 FT SETBACK

SOUTH WEST AERIAL VIEW



NORTH WEST AERIAL VIEW



REQUIRED OUTDOOR AREAS
REQUIRED LANDSCAPE AREAS



NORTHWEST CORNER



NORTH EAST CORNER


23rd and Northrup



NW 23RD STOREFRONT - RETAIL E



NW 23RD STOREFRONT - RETAIL B-C-D



LU 20-123610 DZM, Exhibit A11



NW 23RD STOREFRONT - RETAIL A



SOUTH EAST CORNER AT NIGHT

APPENDIX

NW 23rd and Marshall Apartments

APRIL 16, 2021

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R□M□□□□□□□
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ZONING R1

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ZONING R1

□R□□E□□□E□□S□□□G□□□□□RE□E
RE□□□□□□G□□ □□□

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E□□S□□□G□□□□□□□□□□

NW MARSHALL ST. (PUBLIC)

NW NORTHRUP ST. (PUBLIC)

NW 23RD AVE. (PUBLIC)

S112.94
S113.58
S113.43
S113.00
S113.00
S111.70
S109.95
S108.05
S107.20
S106.30
S105.34
S103.96
S105.78
S105.40
S104.83
S104.80
S104.74
1:12 ramp up
EL 109.95' T.O.S.
EL 109.42' T.O.S.
ramp up
DED

CATCHBASIN AND BACKWATER CHECK VALVE

INSTALL BACKWATER CHECK VALVE

STORMWATER PLANTER FACILITY: 1,208 SF

PROPOSED GAS METER

E□S□□G□GE□□□E □□D S□REE□□G□□

PROPOSED 48" MANHOLE. CONNECT TO EXISTING 12" VSP SANITARY MAIN

REMOVE EXISTING GAS METER

PROPOSED 10" STORM LINE

PROPOSED 2" GAS LINE

PROPOSED STORM ATRIUM GRATE OVERFLOW

□R□□□SED□□□□□□ DR□E□ □□

EXTENTS OF BASEMENT ENCROACHMENT

□E□ □□MMER□□□ □□□D□G

□R□□□SED S□REE□ □REE□(□□□□□□)

□ □ □ □E□□□□□E□S□□G □□□S□□□□E

□R□□□SED□□S□□□□R□ □□□ER□□

□GE□□□□□□□□

PGE CONDUIT TO CONTINUE TO PROPOSED BASEMENT

PROPOSED PGE 1024 VAULT, SEE 1024 DETAIL BELOW. EXCLUSIVE USE UTILITY VAULT (UVE)

NW MARSHALL ST. (PUBLIC)

NW NORTHRUP ST. (PUBLIC)

6" WAT MAIN

□□□□E□□□□ E□S□□G □□□ □□ER□M□□

PROPOSED 4" WATER METER

PROPOSED 4" DOMESTIC WATER LINE

□□□□E□□□□ E□S□□G □□□ □□ER□M□□

PROPOSED 6" FIRE WATER LINE

□E□ □GE□□□□E □□D□□G□□

PROPOSED CG-2 CATCH BASIN. CONNECT TO EXISTING 10" STORM LATERAL

PROPOSED NEXTBUS JUNCTION BOX AND CONDUIT

□R□□□SED S□REE□ □REE□(□□□□□□)

E□S□□G□GE□□□E □□D S□REE□□G□□

□R□□□SED S□REE□ □REE□(□□□□□□)

NEW PGE POLE AND LIGHT

EXISTING SIGNAL BOX TO REMAIN

E□S□□G□□RE □□DR□□□

□R□□□SED□□ S□□RM□□□ER□□

PROPOSED CG-2 CATCHBASIN

EXISTING SIGNAL POLE TO REMAIN

□□□□DED□□□□□□

□□□□DED□□□□□□

EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE

EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE

NW 23RD AVE. (PUBLIC)

12" WAT MAIN

E□S□□G□□RE □□DR□□□

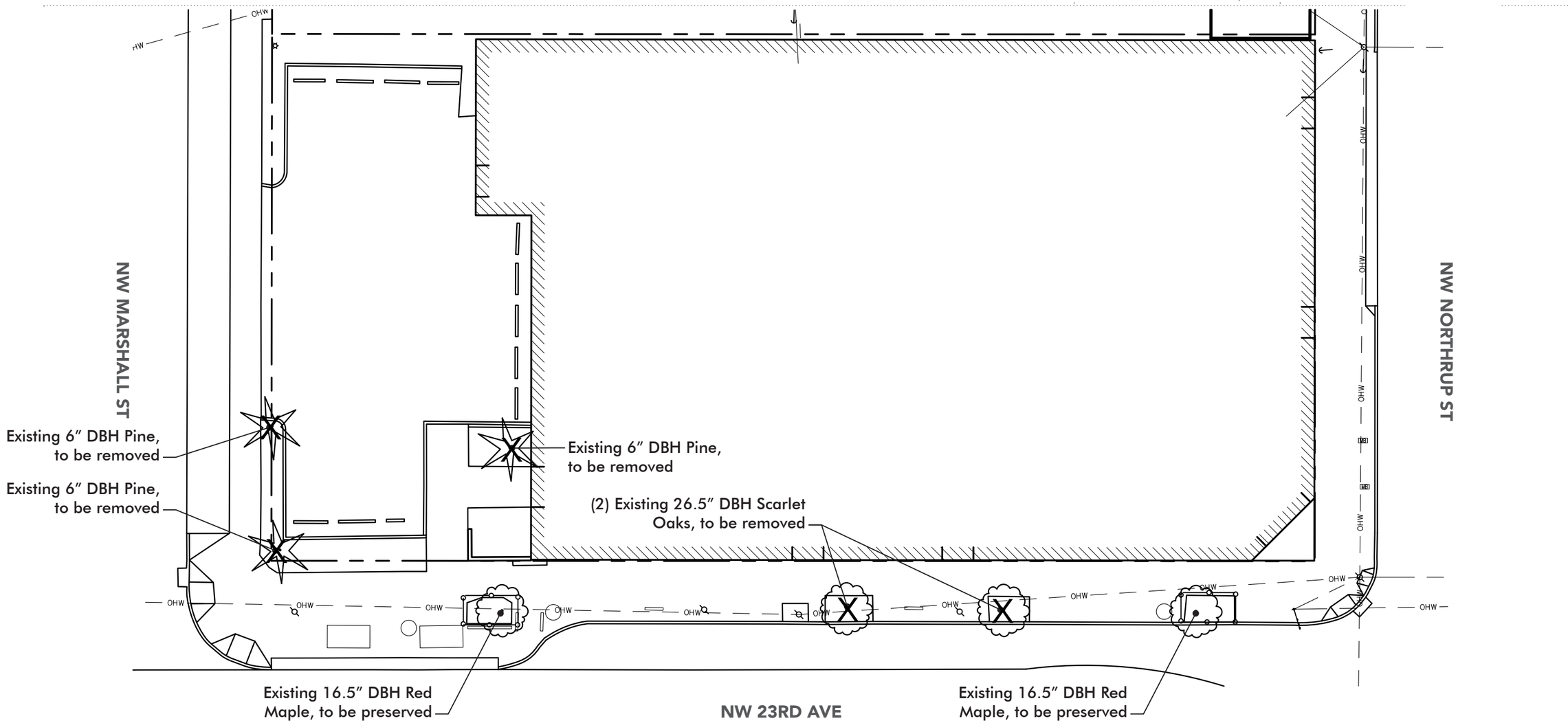
E□S□□G□□RE □□DR□□□

ramp up

1:12 ramp up

EL 109.95' T.O.S.

EL 109.42' T.O.S.



Tree Protection and Removal Notes:

- (3) Existing 6" DBH Pines to be removed for on-site development, no mitigation required (11.50.040).
- (2) Existing 26.5" DBH Scarlet Oaks to be removed for on-site development, (4) Mitigation Trees Required, per 10/10/19 Urban Forestry Pre-App Notes.
- (2) Existing 16.5" DBH Red Maples to be preserved per 10/10/19 Urban Forestry Pre-App Notes.
- Root Protection Zone (RPZ) is a minimum of 1-foot radius per inch of tree diameter. No construction activity shall occur within RPZ without supervision by Urban Forester or Project Arborist.
- Protect all trees indicated to remain, including bark and root zones. 6' tall chain link tree protection fencing, including signage shall be installed as shown prior to the start of any construction activities, and shall remain in place until final certificate of occupancy is issued.

Tree Planting Information (see planting plan for more information):

- L3 screening at West Property Line: (8) 3" cal Chinese Fringe Trees and (5) 3" cal Persian Ironwoods provided.
- NW 23rd Ave: (2) existing Red Maples to be preserved and (2) 3" cal Frontier Elms provided.
- NW Marshall St: (3) 3" cal Columnar European Hornbeams provided.
- NW Northrup St: No street tree planting due to vehicular entry and utility conflicts.

TREE PLAN
1" = 20'

LU 20-123610 DZM, Exhibit A11

FACADE AREA ABOVE 9 ft = 10,636 gsf
10,636 x 0.15 = 1,595 sf

WINDOW AREA = 3,788 sf > 1,595 sf
COMPLIES



EAST ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

FACADE AREA = 4690 gsf
FACADE AREA ABOVE 9 ft = 3,901 gsf
3901 x 0.15 = 585 sf

WINDOW AREA = 1,356 sf > 585 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
FACADE AREA ABOVE 9ft = 4,513 gsf
4,513 x 0.15 = 677 sf

Window Area = 1,516 sf > 677 sf
COMPLIES

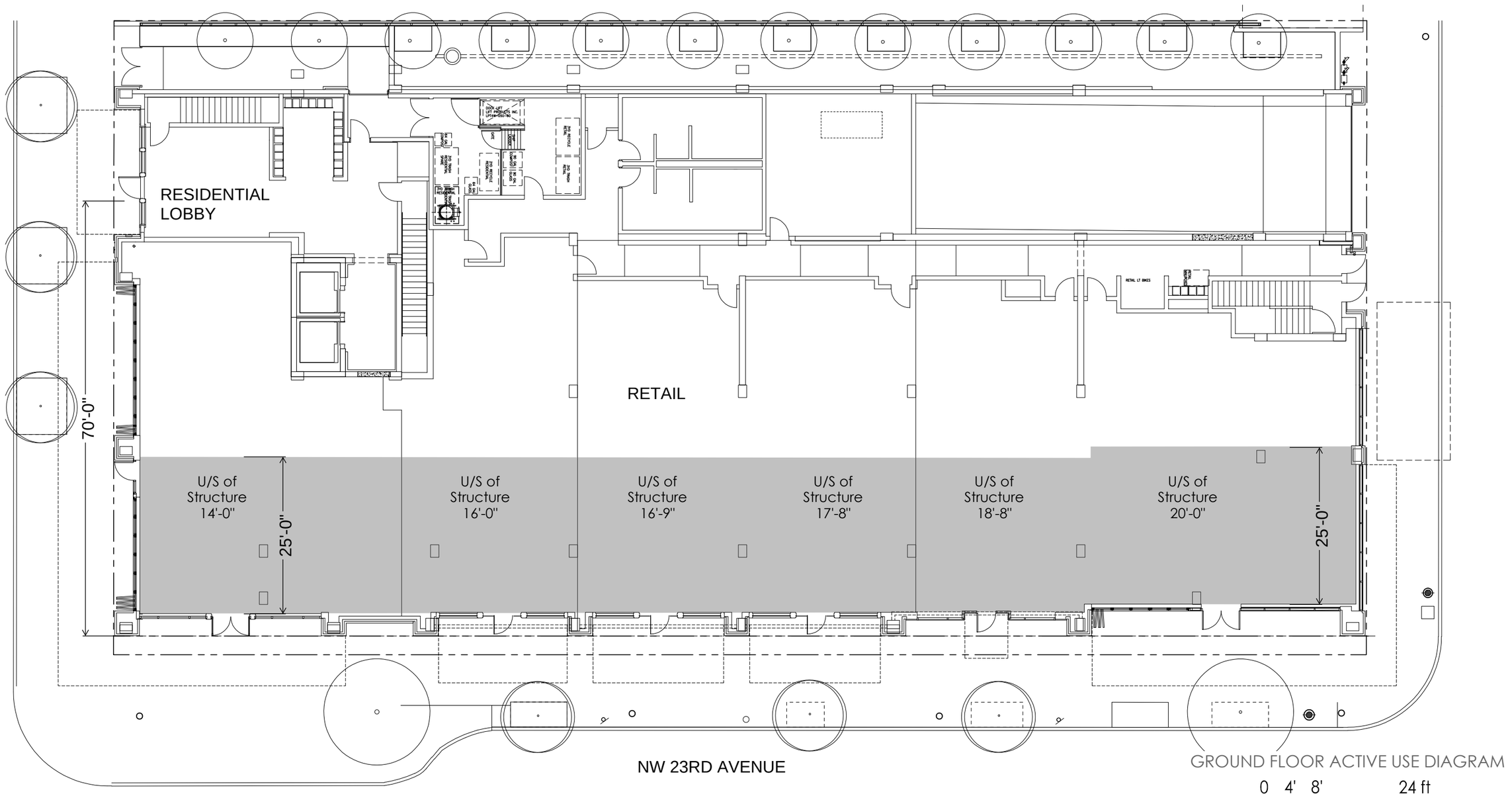


NORTH ELEVATION

WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A11



GROUND FLOOR ACTIVE USE DIAGRAM

0 4' 8' 24 ft

FACADE AREA 2'-10' = 1596 gsf
1596 x 0.40 = 639 sf

WINDOW AREA = 1021 sf > 639 sf
COMPLIES



EAST ELEVATION

GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit A11

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

WINDOW AREA = 415 sf > 175 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA 2'-10' = 700 gsf
700 x 0.25 = 175 sf

Window Area = 322 sf > 175 sf
COMPLIES

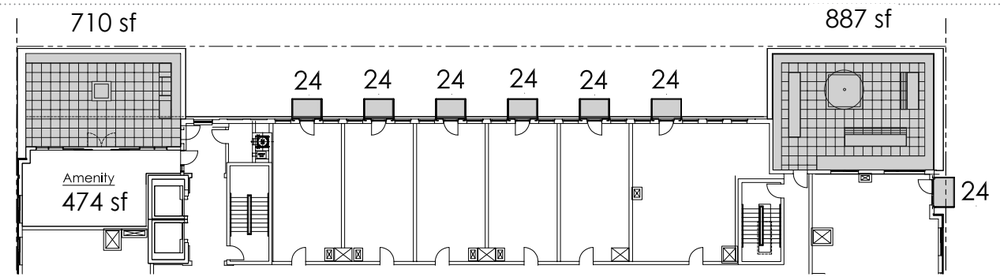


NORTH ELEVATION

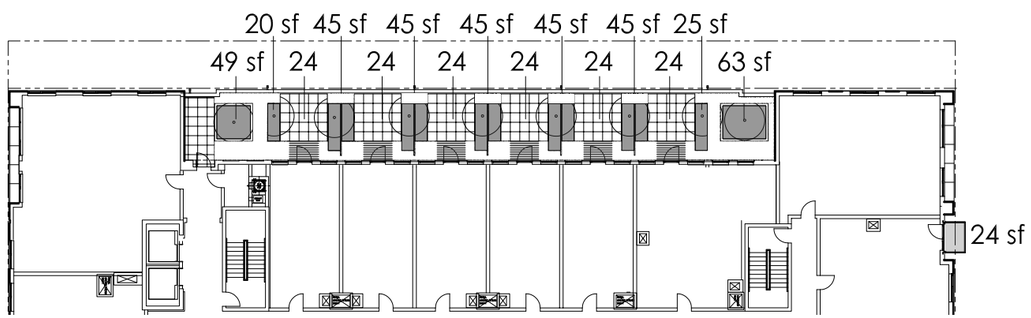
GROUND FLOOR WINDOW AREA CALCULATIONS

0 4' 8' 24 ft

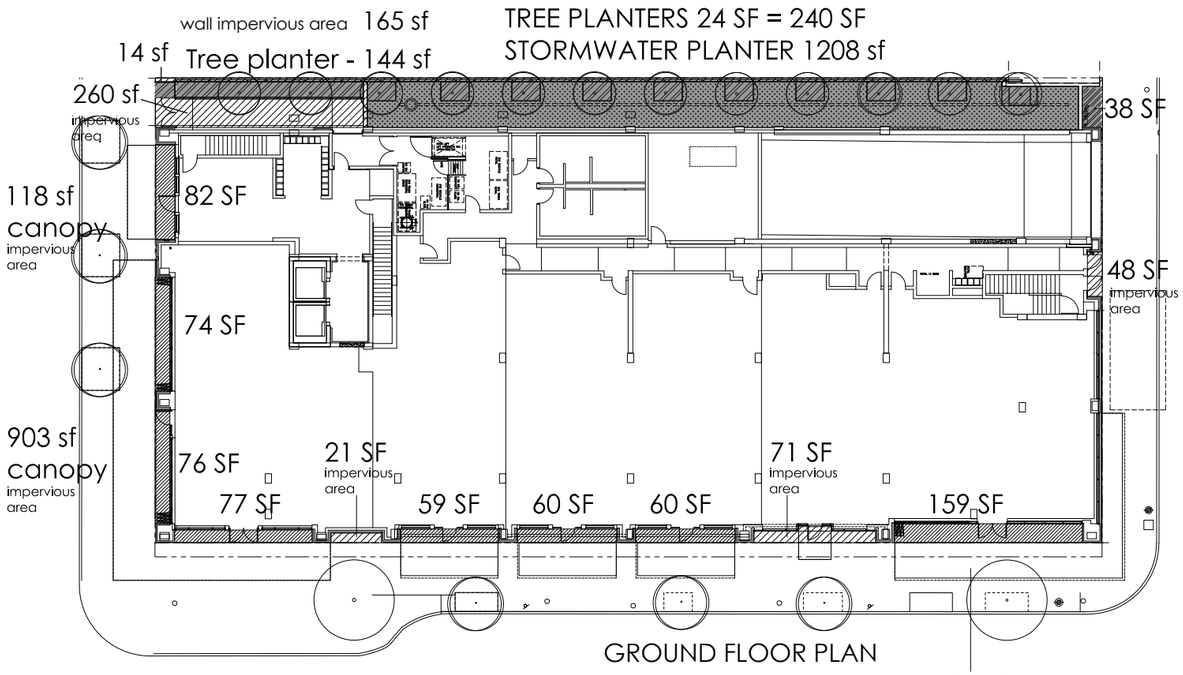
LU 20-123610 DZM, Exh



FIFTH FLOOR PARTIAL PLAN



SECOND FLOOR PARTIAL PLAN



GROUND FLOOR PLAN

FIFTH FLOOR

Landscape Area = 0 sf

Outdoor Area
- a. Common Terraces (710+887) = 1597 sf
- b. Indoor Amenity Room = 474 sf
- c. Balconies (24sf x7) = 168 sf

2239 sf

THIRD and FOURTH FLOOR

Landscape Area = 0 sf

Outdoor Area
- a. Balconies (24sf x 7) x 2 flrs = 336 sf (locations same as 5th flr)

SECOND FLOOR

Landscape Area
- a. Planters (49+20+45+45 +45+45+45+25+63 = 382 sf

Outdoor Area
- a. Private Patios (24sf x 6) = 144 sf
- b. Balconies (24sf x1) = 24 sf

168 sf

GROUND FLOOR

Landscape Area
- a. Tree wells (24 sf x 11) = 240 sf
- b. Stormwater Planter = 1208 sf
- c. Setback Landscape (14+38+144) =196 sf
- d. Paved Landscape Area (260+165)= 425 sf
- e. Paved "plaza" areas (82+74+76+77+21+59+60 +60+71+159+48)= 787 = 494 sf (using only amount needed)

2,563 sf

Outdoor Area (ground floor) = 0 sf

REQUIRED LANDSCAPING 15% OF SITE AREA
(19,630 SF after 3 ft sidewalk dedication) = 2945 sf

(Total allowable hardscape = 33% of Landscape area)
(2945 x 0.33 = 971 sf allowable)

Actual hardscape = 4 5 + 494 = 919 sf)

Landscape area = 382 + 2563 = 2945 sf

COMPLIES

REQUIRED OUTDOOR SPACE 36 sf per Unit
74 units x 36 = 2664 sf

2239+336+168 = 2743 sf > 2664 sf

COMPLIES

REQ'D LANDSCAPING AND OUTDOOR AREA

0 4' 8' 24 ft NORTH

FACADE AREA = 12,433 gsf
12,433 x 0.25 = 3,108 sf

OFFSET AREA = 4,318 sf > 3,108 sf
COMPLIES



EAST ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exh

FACADE AREA = 4,690 gsf
4690 x 0.25 = 1,173 sf

OFFSET AREA = 1,911 sf > 1,173 sf
COMPLIES



SOUTH ELEVATION

FACADE AREA = 5,302 gsf
5,302 x 0.25 = 1,326 sf

OFFSET AREA = 2,239 sf > 1,326 sf
COMPLIES

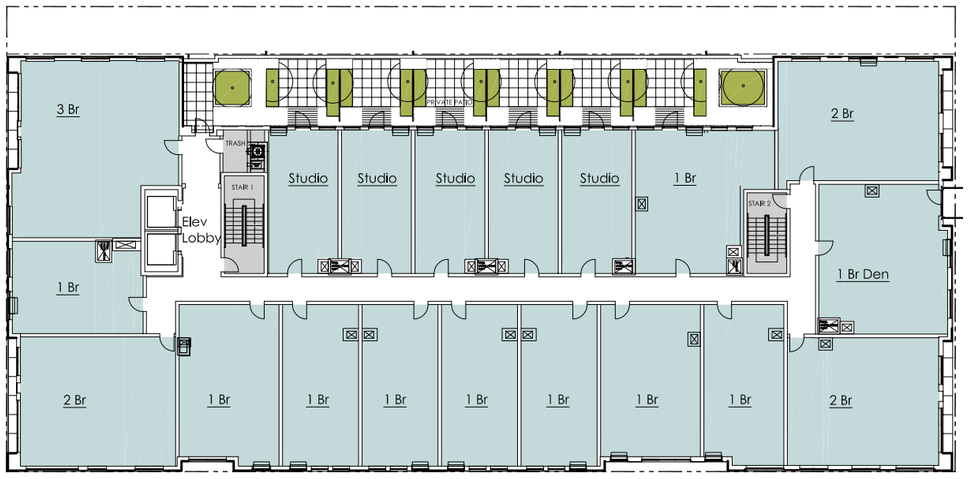


NORTH ELEVATION

FACADE ARTICULATION CALCULATIONS

0 4' 8' 24 ft

LU 20-123610 DZM, Exh



SECOND FLOOR 15,382 gsf

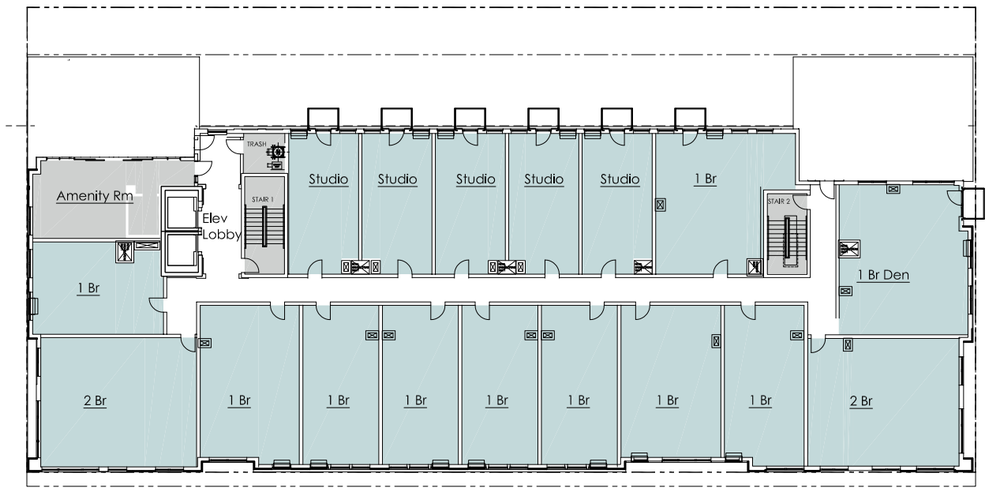
Site Area 19,630 sf

Allowable FAR 4:1
Proposed FAR 3.94:1

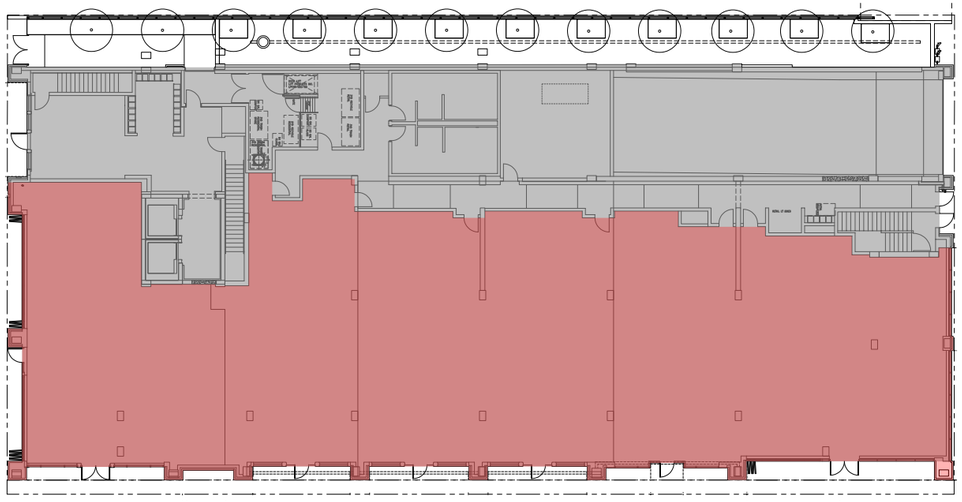
Allowable Area
19,630 x 4 = 78,520 sf

Proposed Area

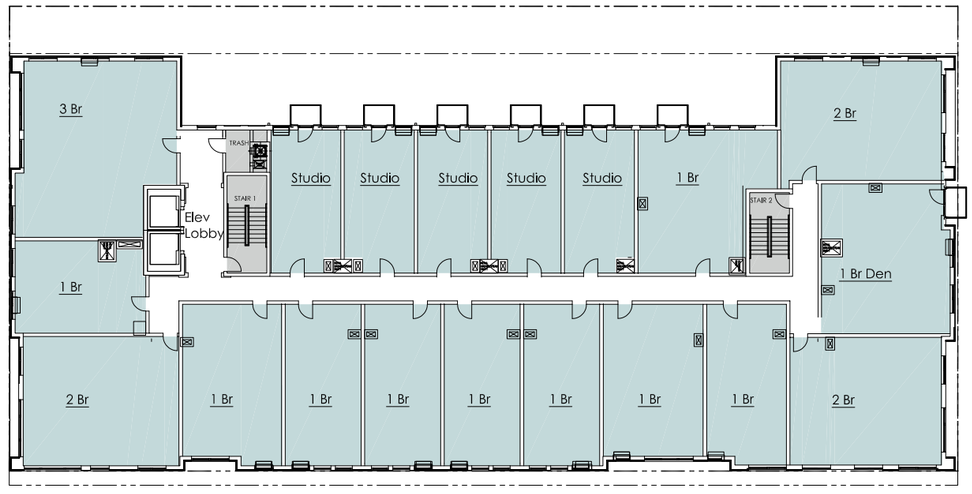
5	13,604 gsf
4	15,382 gsf
3	15,382 gsf
2	15,382 gsf
1	17,592 gsf
	77,342 gsf



FIFTH FLOOR 13,604 gsf



GROUND FLOOR 17,592 gsf (Retail 10,057 nsf)



THIRD and FOURTH FLOORS 15,382 gsf

0 4' 8' 24 ft NORTH

FLOOR AREA RATIO DIAGRAMS

NEIGHBORHOOD ASSOCIATION MEETING

Project:	NW 23rd & Marshall Mixed-Use Development Proposed for 1111-1137 NW 23rd Avenue.	**Meeting Date:**	January 30, 2020
Facilitator:	NWDA Planning Committee	**Place/Room:**	Coho Theatre, 2257 NW Raleigh Street

Name	Mailing Address	E-Mail
Michael Cohen		escherman@yahoo.com
Chris Smith		chris@chrissmith.tv
Micah Ellis		Micah@Carbongrp.com
Sue Perkel		soperkel@comcast.net
Bob Weinstein		bobalaska@gmail.NET.com
NOEL JOHNSON		
DENNIS HALL		dchall0218@aol.com
SANDRA JOHNSON		lounlopp@aol.com
Chuck Duffy		cpd190@comcast.net
Roger Vrilakas		rovrilakas@comcast.net
Greg Theisen		greg.theisen@gmail.com
J. Zell Johnson		Jozell.johnson@gmail.com
Jim Meyer		
Vicki Skryha		vskryha@aol.com
Mike Stonebreaker		

Richard Dobrot

From: Richard Dobrot
Sent: Wednesday, January 15, 2020 5:34 PM
To: Greg Theisen; coalition@nwnw.org; contact@northwestdistrictassociation.org
Cc: nobhillportland@gmail.com; pubinfo@pps.net
Subject: Notice of Informational Meeting for Proposed Development at 1111-1137 NW 23rd Avenue
Attachments: site plan.pdf

This is a notification for a public meeting to review a proposed building development at 1111-1137 NW 23rd Avenue, Portland, Oregon as required by the City of Portland, Bureau of Development Services, Neighborhood Contact. There will be a public informational meeting on January 30th, at 8:30am, at the CoHo Theatre located at 2257 NW Raleigh Street, Portland. (Street parking only).

Summary of the proposed development:

a. Applicant - Seth GaRey (CE John Company), 360-696-0837, sgarey@cejohn.com
b. Site Address is 1111-1137 NW 23rd Avenue, Portland, Oregon
c. The proposed project is a 5 story mixed use building, with approximately 74 apartments on 4 levels, over ground floor retail and parking for 44 cars located below grade.
d. Proposed Site plan is attached.

You are cordially invited to attend.

RICHARD DOBROT, AIA
Associate Principal, LEED AP

GBD Architects Incorporated
1120 NW Couch St., Suite 300 Portland, OR 97209
Tel. (503) 224-9656 Dir. (503) 548-2332 www.gbdarchitects.com

NEIGHBORHOOD CONTACT
EMAIL NOTIFICATION
MEETING ATTENDANCE LOG



SIGN ON NW MARSHALL



SIGN ON NW NORTHRUP



SIGN ON NW 23RD AVENUE

NEIGHBORHOOD CONTACT
SITE POSTING PHOTOS



SIGN ON NW MARSHALL



SIGN ON NW 23RD AVENUE



SIGN ON NW NORTHRUP

DESIGN REVIEW HEARING NOTICE
SITE POSTING PHOTOS

LU 20-123610 DZM, Exh

GBD

April 20, 2021

Bureau of Development Services
1900 SW 4th Avenue
Portland, Oregon 97201

RE: LU 20-123610 DZM – NW 23rd and Marshall – Northwest District Association Comments

Dear Grace:

We received the NWDA's comments regarding the mixed used project at NW 23rd and Marshall and would like to respond. We have had the opportunity to meet with the Neighborhood Association multiple times for this project and we appreciate their input.

The NWDA Planning Committee reviewed the above referenced project with the development team on September 17, 2020, and offer the following comments for consideration:

1. **General** The NWDA generally supports the arrangement of the building elements on the site and the proposals design concept;
2. **Guideline P1: Community Plan Area Character – Upper Stories Stepbacks** Northwest District Plan, p. C-15; *"New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale."* Guideline P1 is not met.

Response:

While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

3. **Guideline P1: Community Plan Area Character – Façade Massing** Northwest District Plan, p. C-15; *"the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing."* The proposed separation between façade segments would benefit from increased depth of the recesses in order to meet Guideline P1.

Response:

The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and

ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

4. **Guideline D3: Landscape Features - Street Trees** Of the four street trees on 23rd Ave., the two trees on the ends are required by the City Forester to be saved. Clarify why the other two trees in the middle of the block, which appear to be healthy mature oaks, are not also being retained. In addition, why is there not a 5th street tree on 23rd in the gap north of the most southern tree?
5. **Guideline D3: Landscape Features - Street Trees and Sidewalk Vaults** Placement of new street trees on the Northrup frontage appears to be limited by the placement of sidewalk vaults. The NWDA does not support the deletion of all street trees on this frontage;

Response:

The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.

On NW Northrup, due to required utility line poles, street light signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

6. **Guideline D7: Blending into the Neighborhood - Trash Room** The trash room arrangement and location do not appear to accommodate the practicalities of refuse collection and pickup. The adjacency to residential uses is not appropriate.

Response:

The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of-day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

7. **Guideline D8: Interest, Quality and Composition - HVAC Units** Confirm the integration of the through-wall HVAC units into the façade design;

Response:
Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

8. **Guideline E5: Light, Wind and Rain - Thermal Efficiency** The use of dark brick facing on the south elevation seems contradictory to thermal efficiency due to potential heat gain transmission;

Response:

At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick my contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U-value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.

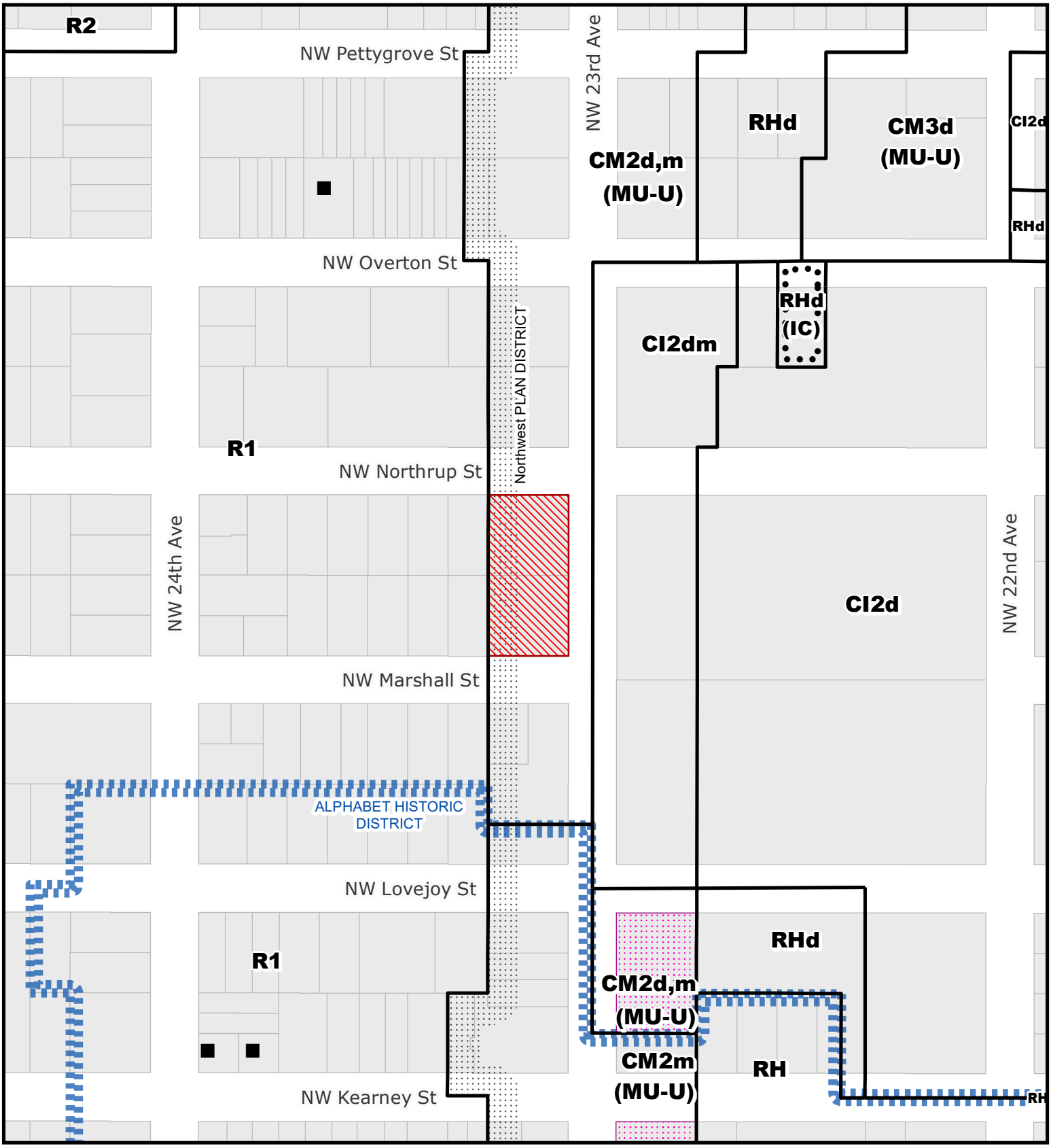
9. **Guideline E5: Light, Wind and Rain - Canopies** The proposed canopies are separated by significant gaps. Can the gaps in the canopies be reduced to provide a more continuous weather protection at building perimeters?
10. **Modifications** The NWDA supports all of the requested modifications, particularly regarding the location of the residential lobby.

Response:

The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

Richard Dobrot, AIA
Associate Principal, LEED AP

GBD ARCHITECTS *Incorporated*



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

ARCHITECTURAL DRAWINGS

NW 23rd and Marshall Apartments

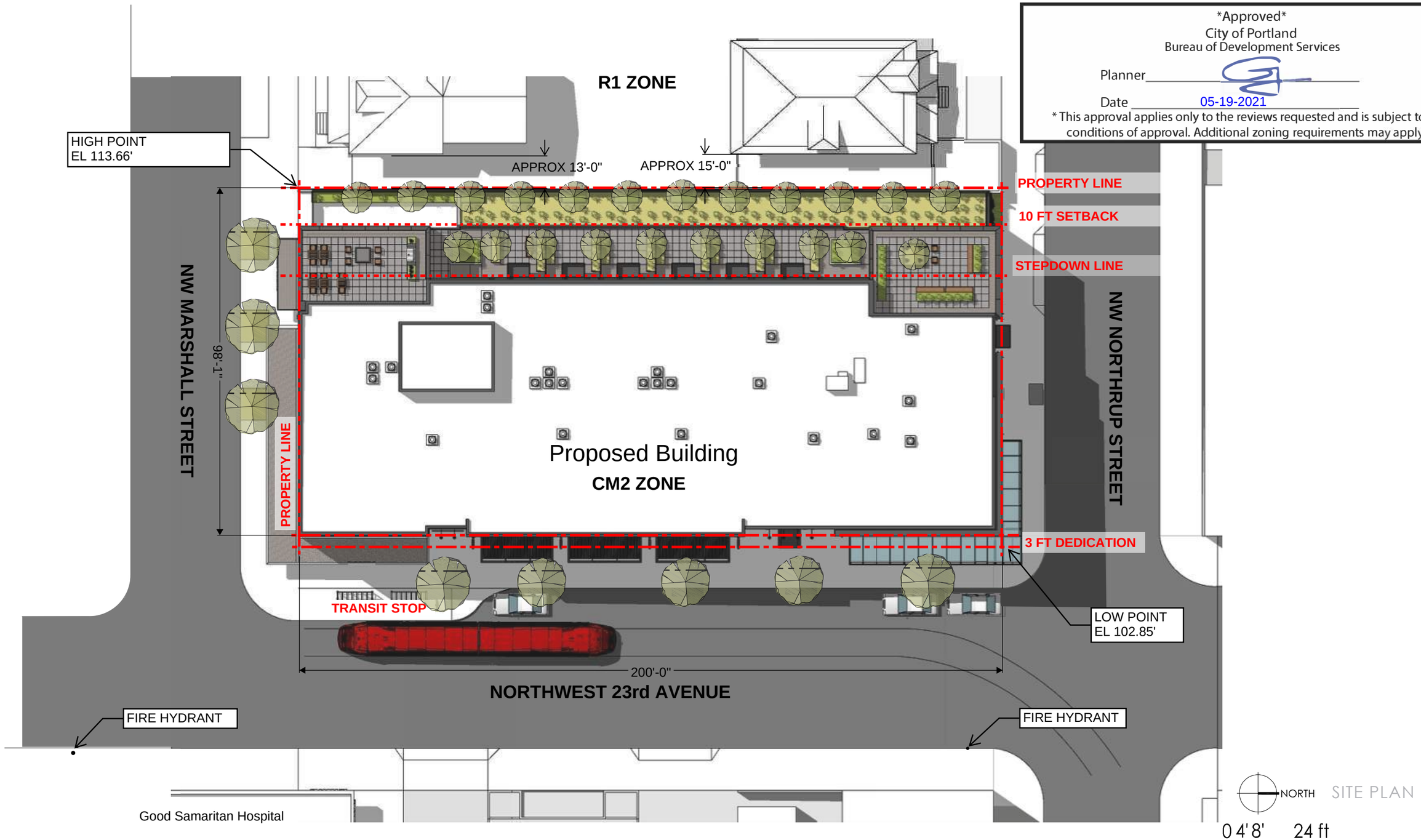
APRIL 16, 2021

Approved
City of Portland
Bureau of Development Services
Planner_____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LU20-123610 DZM

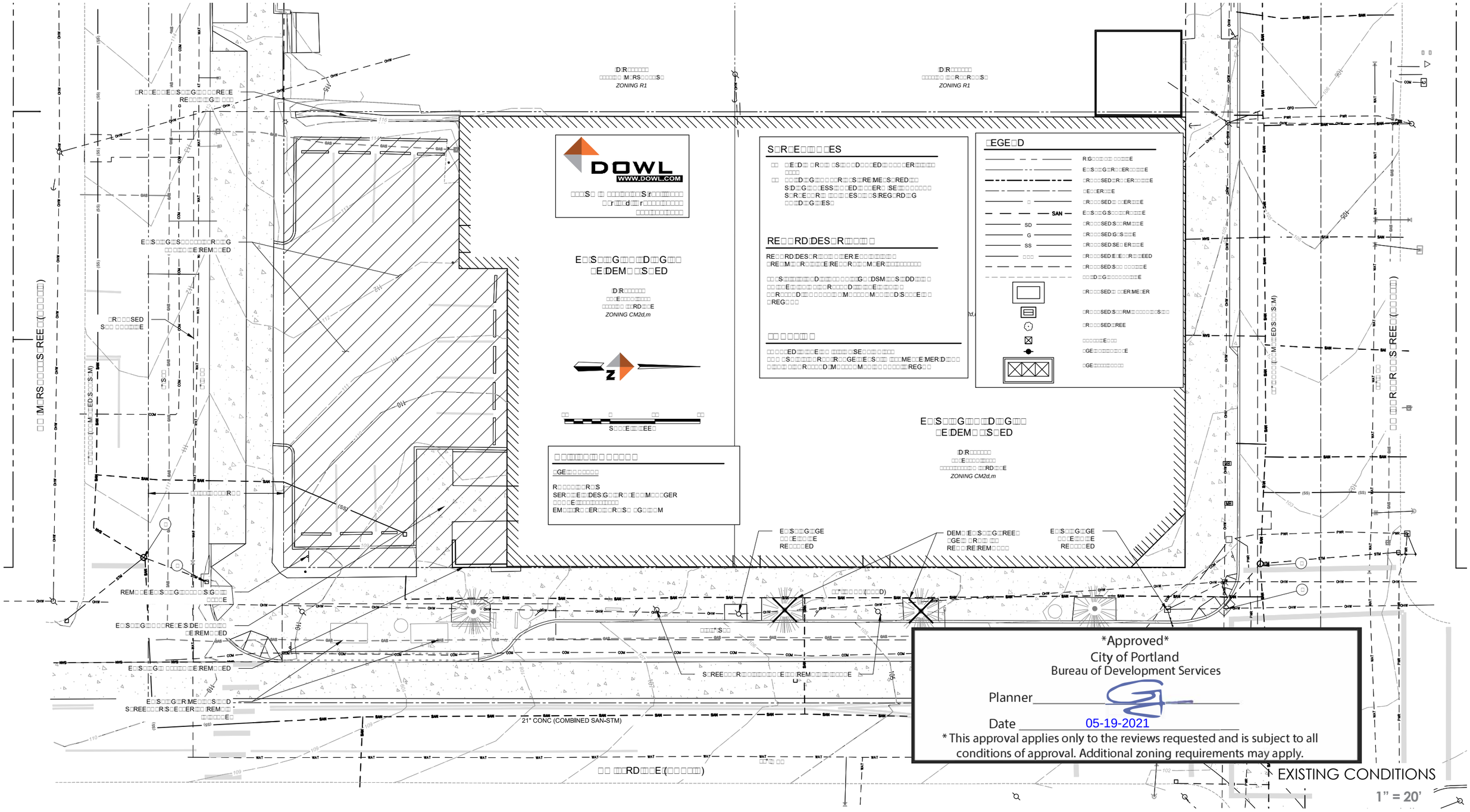
C.1

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
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NORTH SITE PLAN

0 4' 8' 24 ft



EXISTING CONDITIONS

1" = 20'

CATCHBASIN AND BACKWATER CHECK VALVE

INSTALL BACKWATER CHECK VALVE

STORMWATER PLANTER FACILITY: 1,208 SF

REMOVE EXISTING GAS METER

PROPOSED 48" MANHOLE. CONNECT TO EXISTING 12" VSP SANITARY MAIN

PROPOSED 10" STORM LINE

PROPOSED STORM ATRIUM GRATE OVERFLOW

EXTENTS OF BASEMENT ENCROACHMENT

□R□□□SED S□REE□ □REE (□□□□□□□)

□□□□E□□□□□E□S□□G □"□□ □□ER□M□□□

PROPOSED 4" WATER METER

PROPOSED 4" DOMESTIC WATER LINE

□□□□E□□□□□E□S□□G □"□□ □□ER□M□□□

PROPOSED 6" FIRE WATER LINE

□E□ □GE□□□E □□D□G□□

PROPOSED CG-2 CATCH BASIN. CONNECT TO EXISTING 10" STORM LATERAL

PROPOSED NEXTBUS JUNCTION BOX AND CONDUIT

NW MARSHALL ST. (PUBLIC)

6" WAT MAIN

□E□ □□MMER□□□ □□□D□G

EL. 109.95' T.O.S. 1:12 ramp up EL. 109.42' T.O.S.

ramp up

PROPOSED GAS METER

E□S□□G□GE□□□E □□D S□REE□□G□□

PROPOSED 2" GAS LINE

□R□□□SED□□□□□ DR□E□ □□

□□□□E□□□□E□S□□G □□"□S□□□E

□R□□SED□□"S□□□R□ □□□ER□□

□GE□□□□□□□□

PGE CONDUIT TO CONTINUE TO PROPOSED BASEMENT

PROPOSED PGE 1024 VAULT, SEE 1024 DETAIL BELOW. EXCLUSIVE USE UTILITY VAULT (UVE)

10" WAT MAIN

NW NORTHRUP ST. (PUBLIC)

□R□□□SED S□REE□ □REE (□□□□□□□)

E□S□□G□GE□□□E □□D S□REE□□G□□

□R□□□SED S□REE□ □REE (□□□□□□□)

□□□□DED□□□□□

NEW PGE POLE AND LIGHT

EXISTING SIGNAL BOX TO REMAIN

E□S□□G□□RE □□DR□□□

□R□□□SED□□" S□□RM□□□ER□□

PROPOSED CG-2 CATCHBASIN

EXISTING SIGNAL POLE TO REMAIN

EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE

EXISTING STREET CAR UTILITY POLES TO REMAIN IN PLACE

NW 23RD AVE. (PUBLIC)

12" WAT MAIN

E□S□□G□□RE □□DR□□□

E□S□□G□□RE □□DR□□□

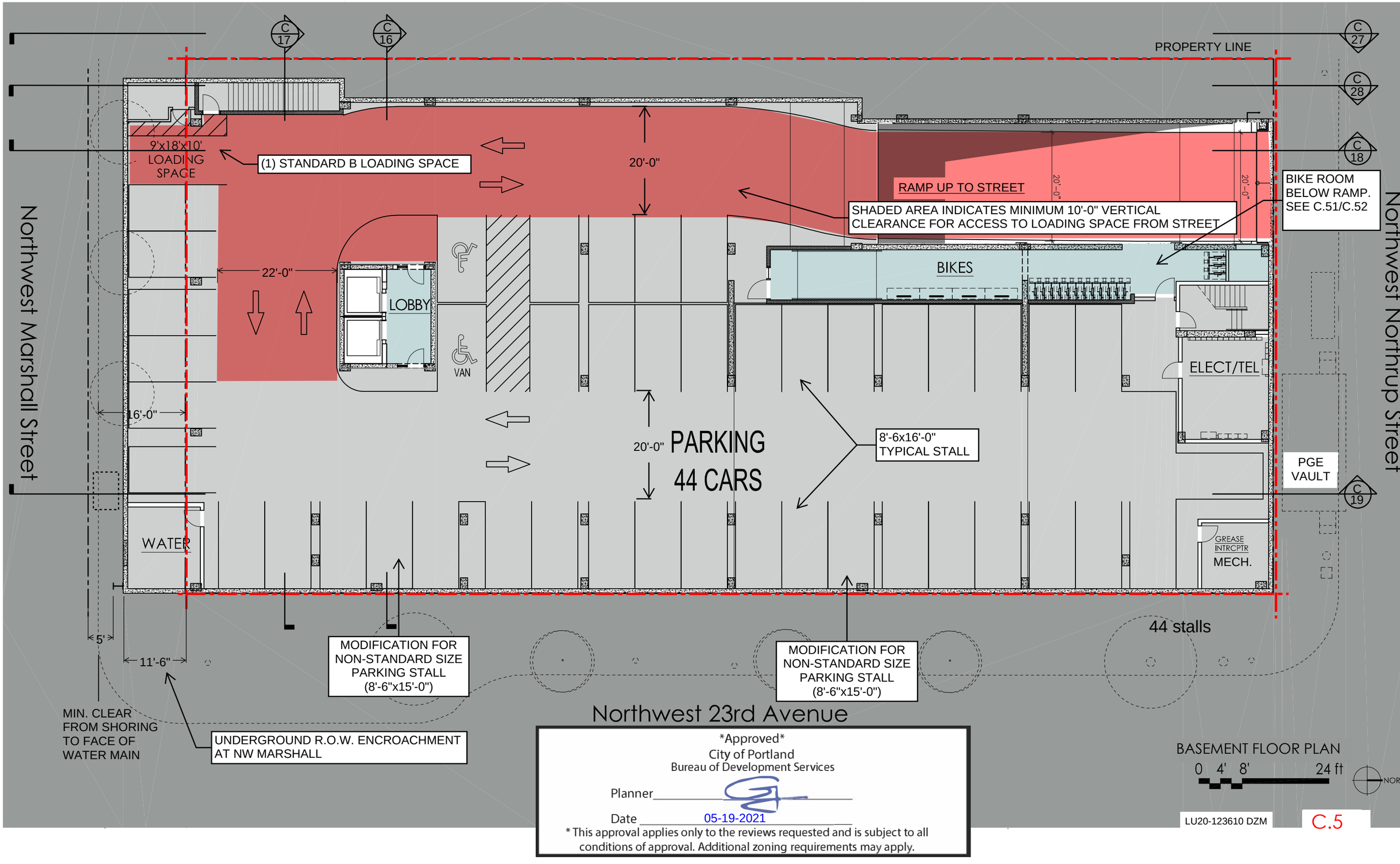
Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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UTILITY PLAN
1" = 20'



Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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BASEMENT FLOOR PLAN

0 4' 8' 24 ft

NORTH

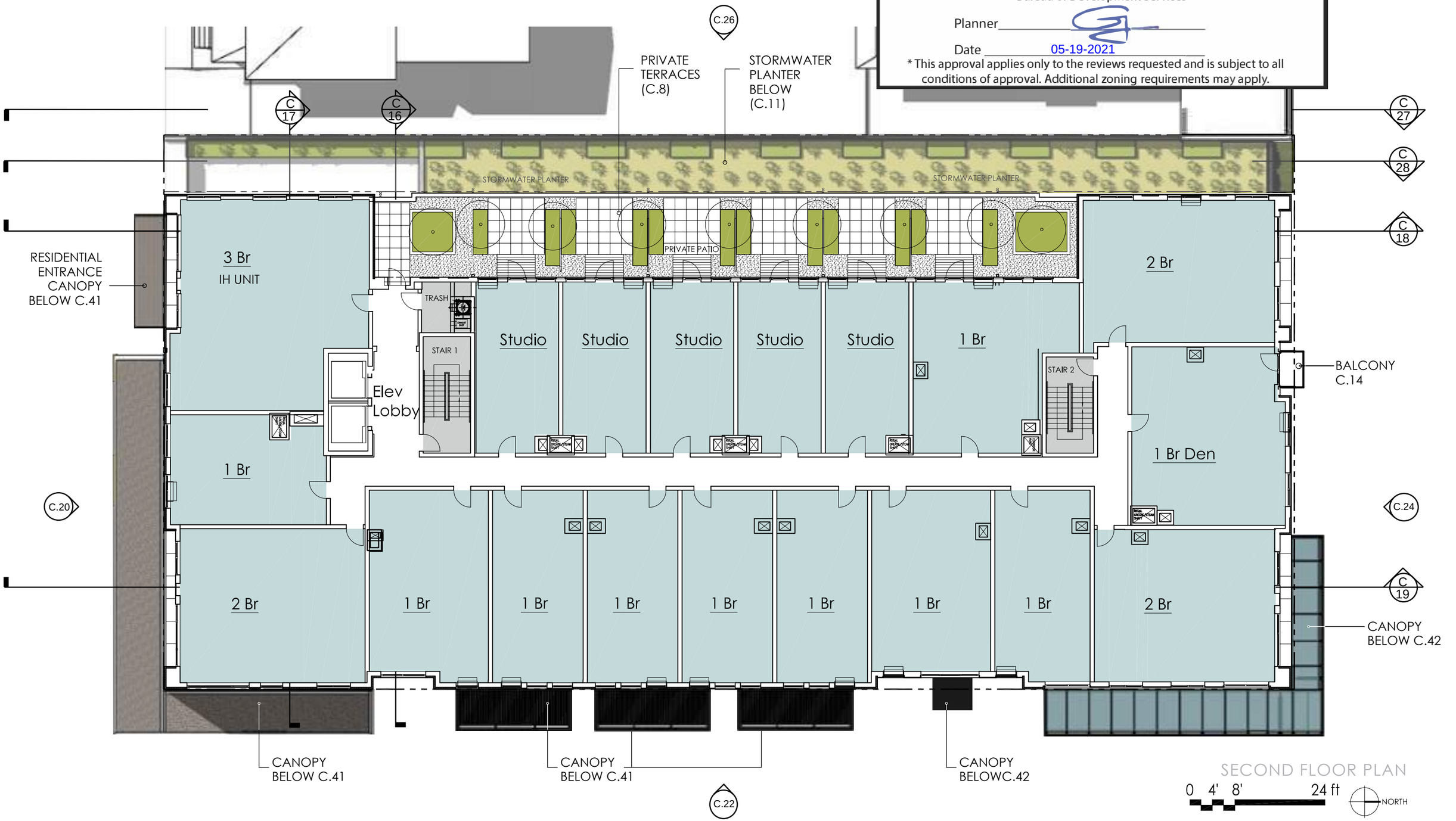
LU20-123610 DZM

UNDERGROUND R.O.W. ENCROACHMENT
STEEL GATES
PROPERTY LINE
10'-0" SETBACK
C 17
C 16
C.26
CONCRETE PAVING
STORMWATER PLANTER C.11
STORMWATER PLANTER
ADJACENT PROPERTY SINGLE CAR GARAGE
C 27
C 28
GAS METERS
C 18
GARAGE DOOR
PROPERTY LINE
20'-0"
20'-11 1/2"
2'-8"
RAMP DOWN
MINIMUM 10'-0" VERTICAL CLEARANCE FOR LOADING SPACE ACCESS
DN
STAIR TO PARKING
MAIL
LOBBY
UP
ELEV. LOBBY
TRASH
Womens-RR
Mens-RR
GENERATOR RM
1:12 ramp up
1:12 ramp up
1:12 ramp up
slope up
RETAIL SERVICE CORRIDOR
GARAGE EXHAUST
UP
DN
RETAIL LONG TERM BIKE PARKING
RETAIL A 2498 GSF
STEP IN SLAB
RETAIL B 1248 GSF
STEP IN SLAB
RETAIL C 1428 GSF
FUTURE STEP IN SLAB
RETAIL D 1461 GSF
STEP IN SLAB
RETAIL E 1381 GSF
FUTURE STEP IN SLAB
RETAIL F 2044 GSF
EL 108.00' Structural slab
BELOW GRADE ELECT. VAULT
Northwest Marshall Street
Northwest Northrup Street
C.20
PROPERTY LINE
3'-0"
11'-6"
2'-7"
2'-0"
2'-9"
2'-6"
4'-0"
3 FT SIDEWALK DEDICATION
PROPERTY LINE
EXISTING TREE
EXISTING TREE
STREETCAR / BUS STOP
CAR SHARE SPACE
C.19
C.24
C.22
Northwes

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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GROUND FLOOR PLAN
0 4' 8' 24 ft
NORTH

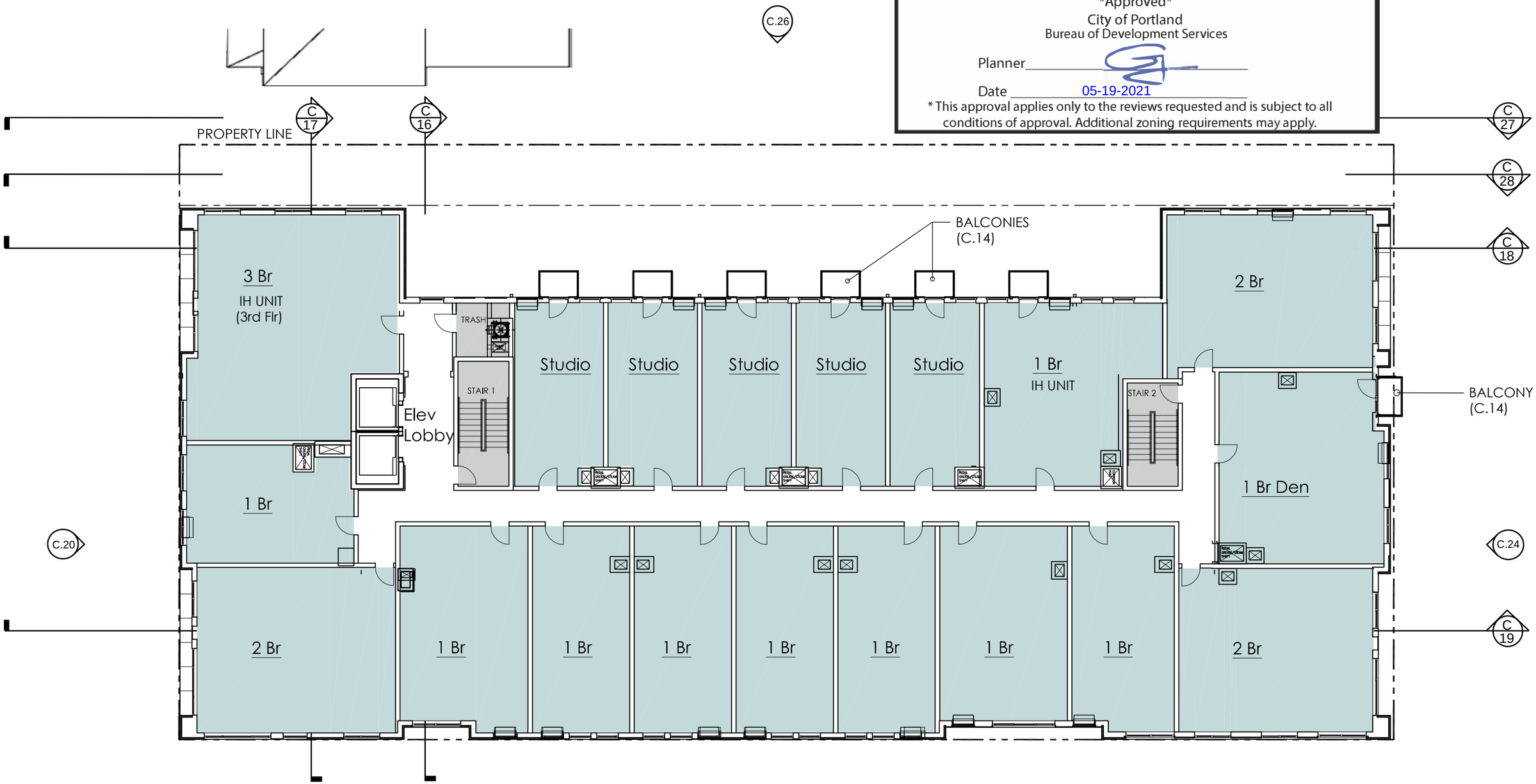
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
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SECOND FLOOR PLAN

0 4' 8' 24 ft NORTH

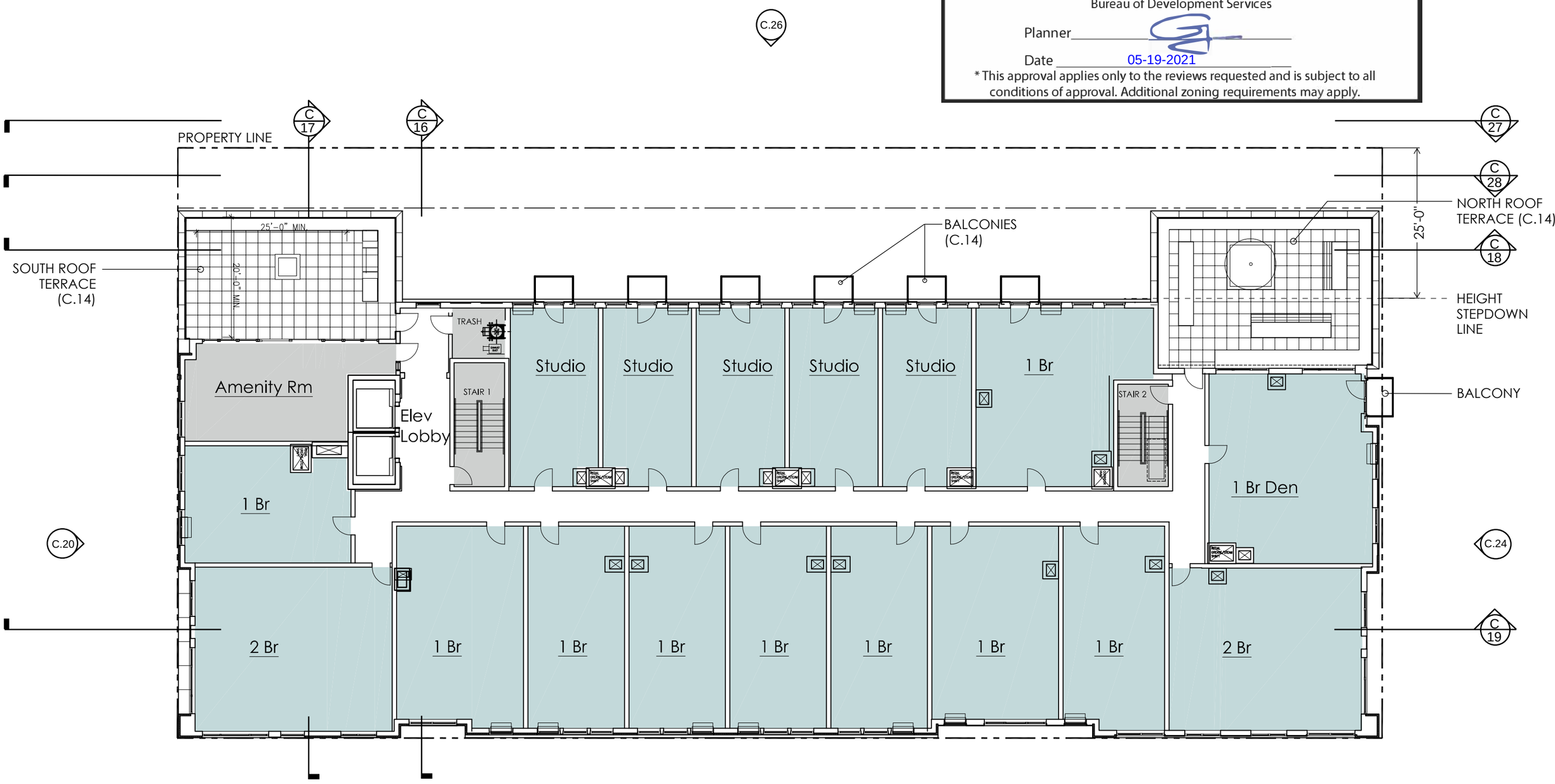
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
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THIRD and FOURTH FLOOR PLAN

0 4' 8' 24 ft NORTH

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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FIFTH FLOOR PLAN

0 4' 8' 24 ft NORTH



A. RTU PACKAGED AIR HANDLER

SIZE: 74 3/8"L X 46 3/4"W X 44"H

SEE CUTSHEETS D3

C.26



B. FUTURE RETAIL SPLIT SYSTEM HEAT PUMPS

SIZE: 35"L X 35"W X 39 1/8"H

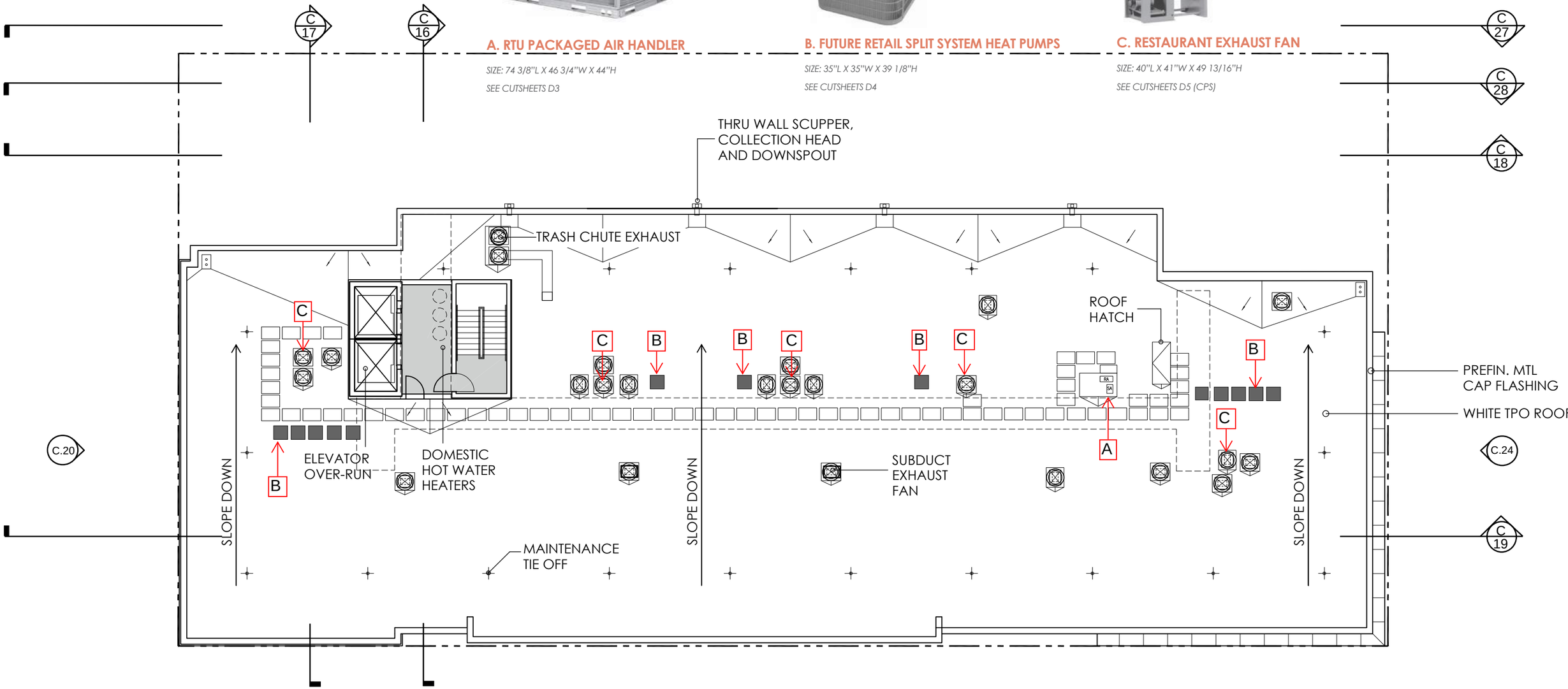
SEE CUTSHEETS D4



C. RESTAURANT EXHAUST FAN

SIZE: 40"L X 41"W X 49 13/16"H

SEE CUTSHEETS D5 (CPS)



Approved
City of Portland
Bureau of Development Services

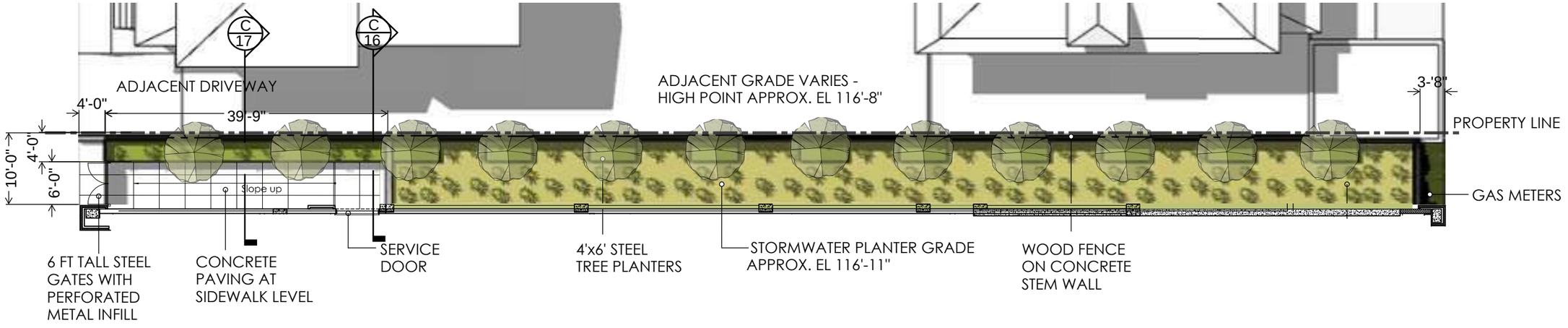
Planner _____

Date 05-19-2021

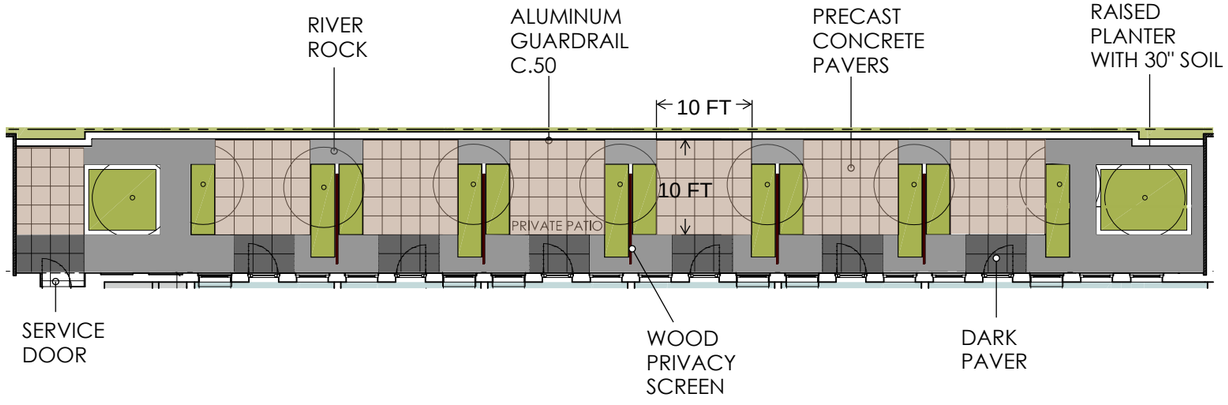
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ROOF PLAN

0 4' 8' 24 ft NORTH



SETBACK PLAN

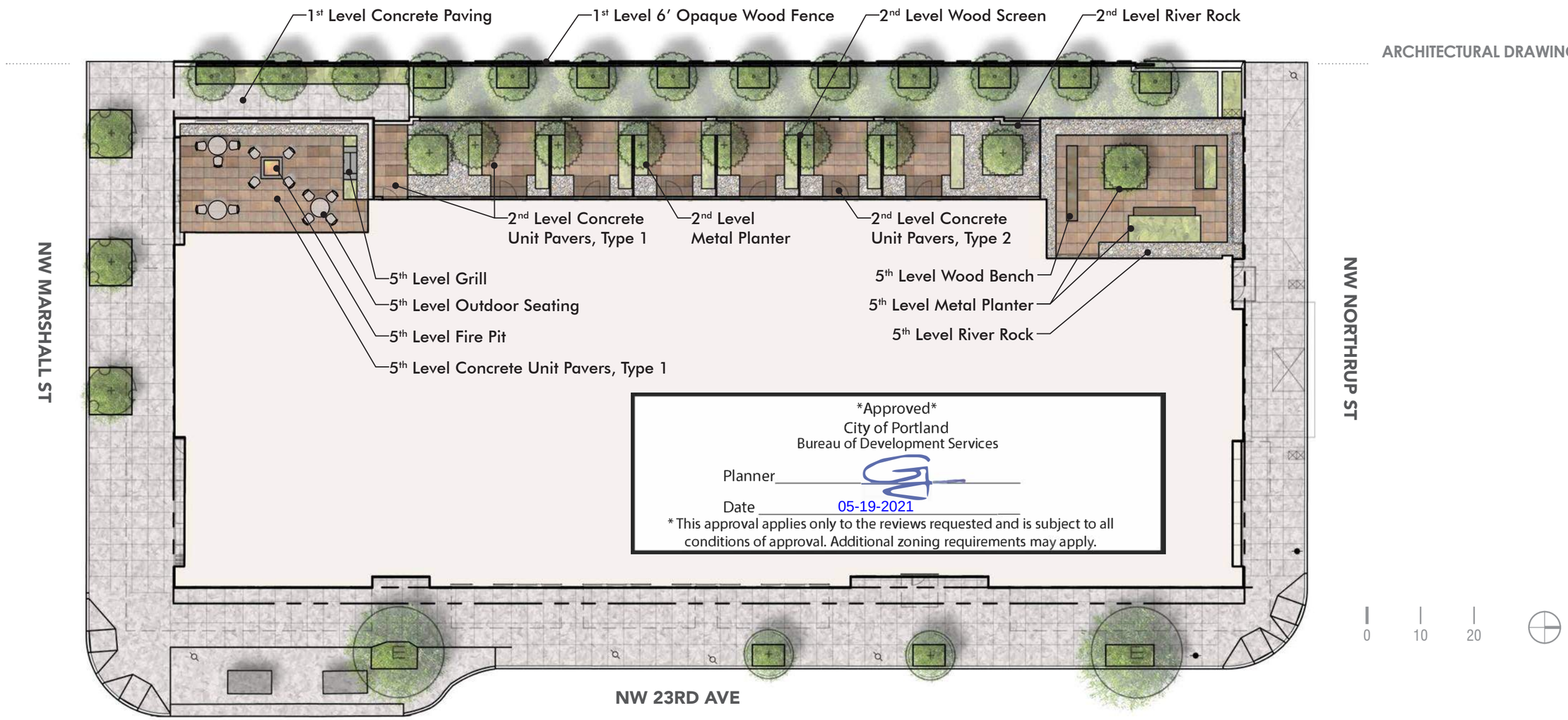


2ND FLOOR TERRACE PLAN

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SETBACK DIMENSION PLAN and
2ND FLOOR TERRACE
DIMENSION PLAN

0 4' 8' 24 ft NORTH



Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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Concrete Unit Pavers


Fire Pit

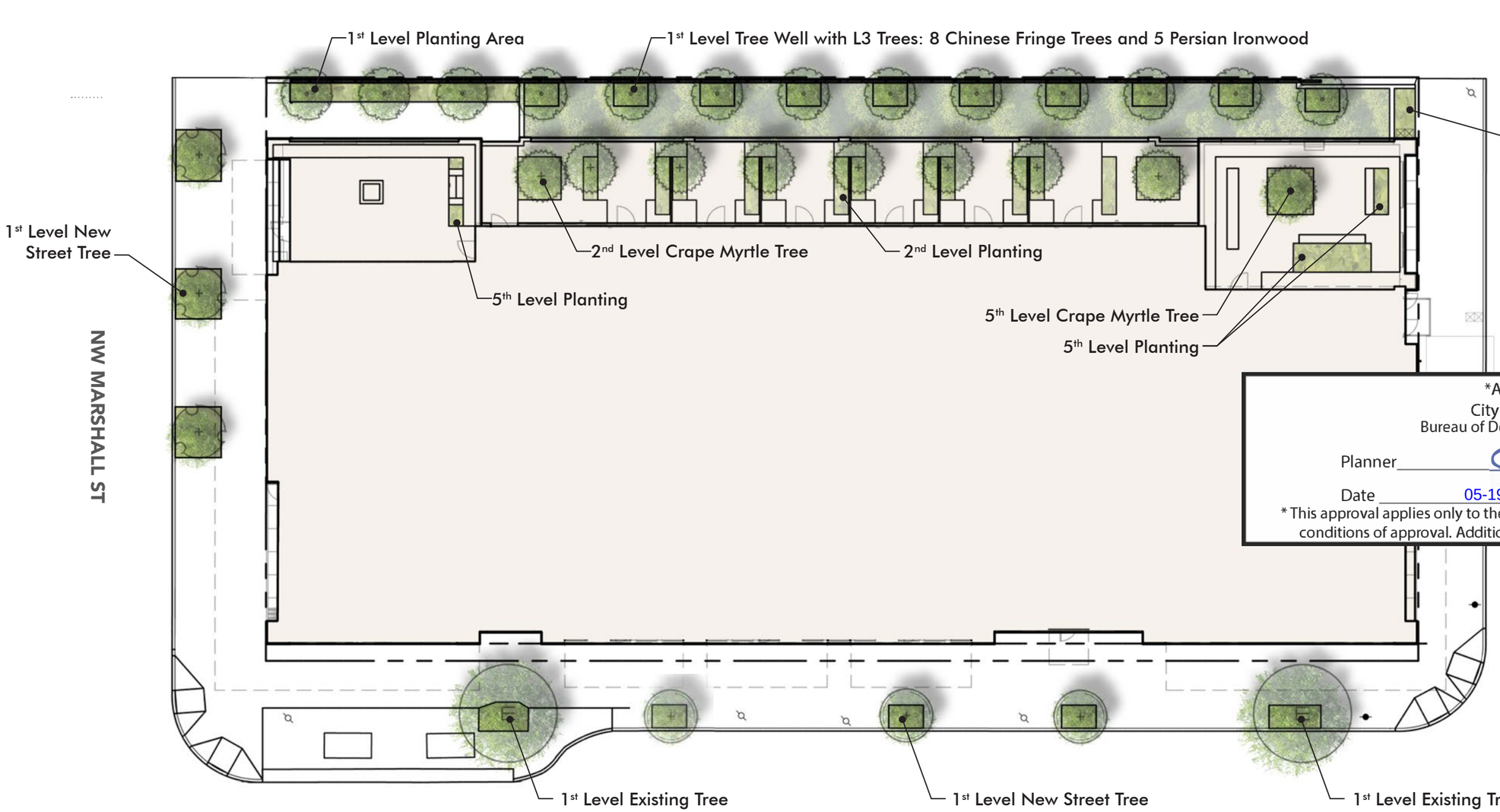

Grill


Steel Planters


Wood Bench


6' Opaque Wood Fence

LANDSCAPE MATERIALS PLAN



Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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1ST LEVEL
STORMWATER PLANTER


Red Twig Dogwood


New Zealand Orange Sedge


Slough Sedge

L3 TREES


Chinese Fringe Tree


Persian Ironwood

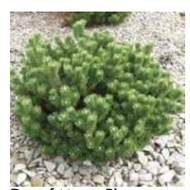

Star Jasmine Vine

2ND LEVEL / 5TH LEVEL
PLANTER


Mexican Feather Grass


Nandina


Lavender


Dwarf Mugo Pine


Lily Turf


Japanese Forest Grass

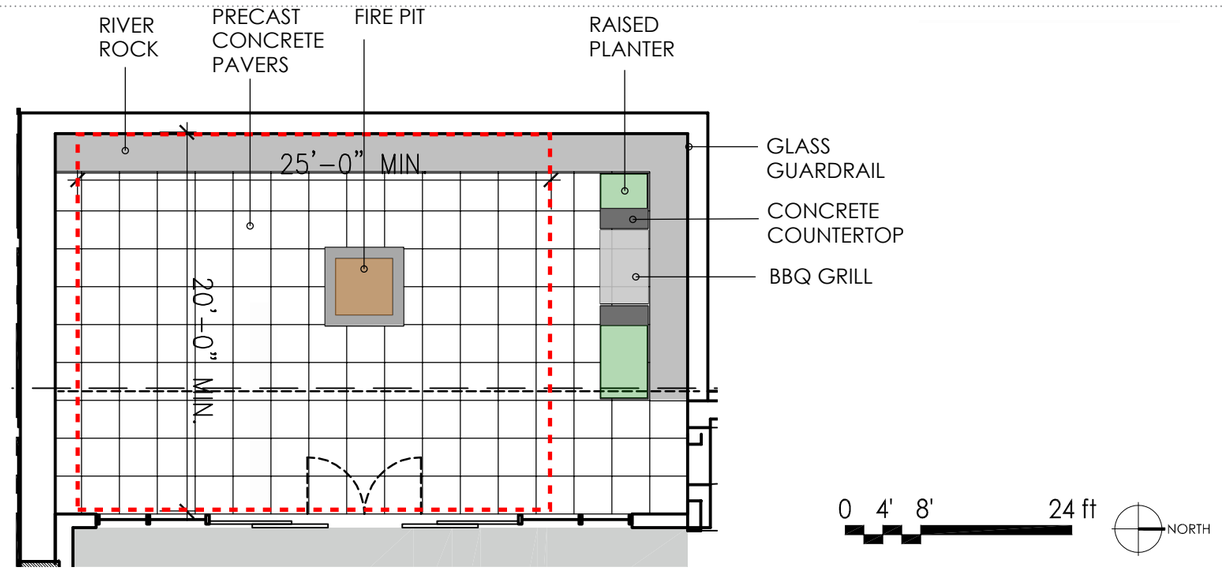

Flowering Crape Myrtle

NW MARSHALL AVENUE


European Hornbeam

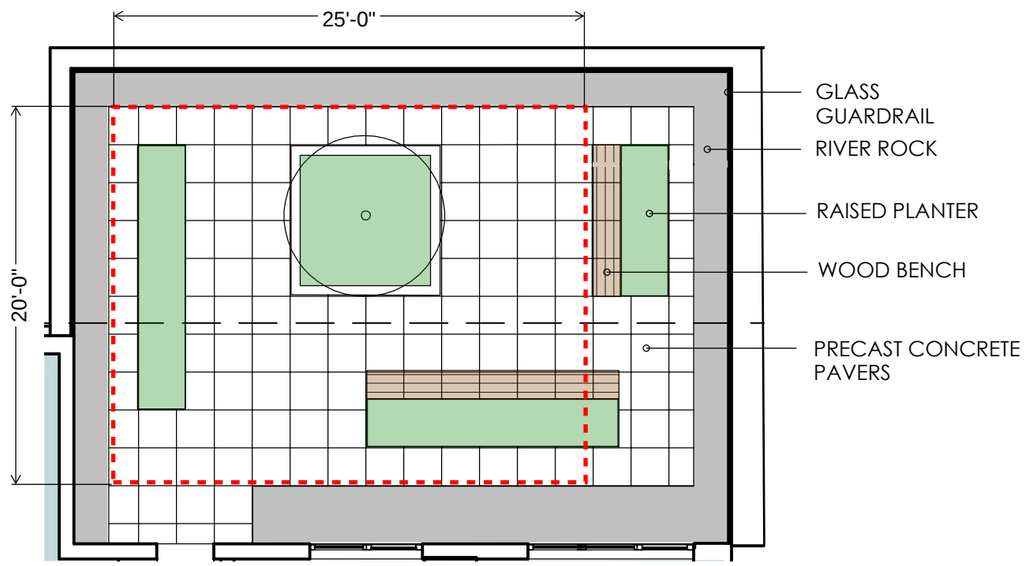
NW 23RD AVENUE


Frontier Elm

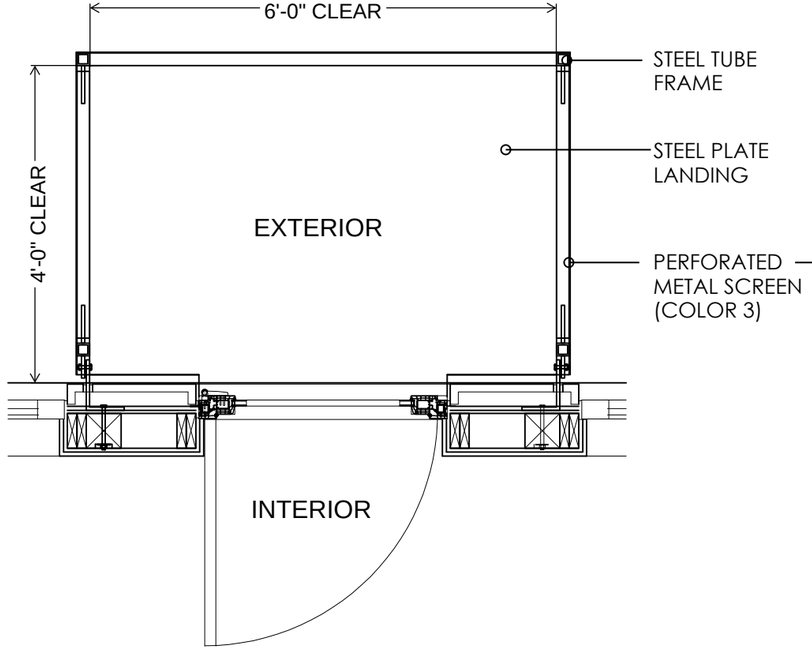


SOUTH TERRACE PLAN

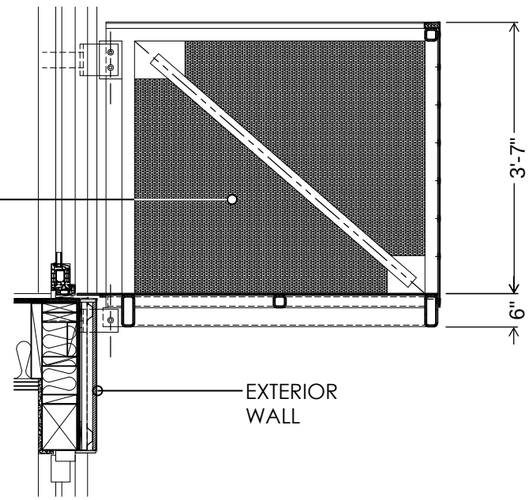
0 4' 8' 24 ft NORTH



NORTH TERRACE PLAN



TYPICAL BALCONY PLAN 1/2" = 1'-0"



TYPICAL BALCONY SECTION 1/2" = 1'-0"

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City of Portland
Bureau of Development Services
Planner
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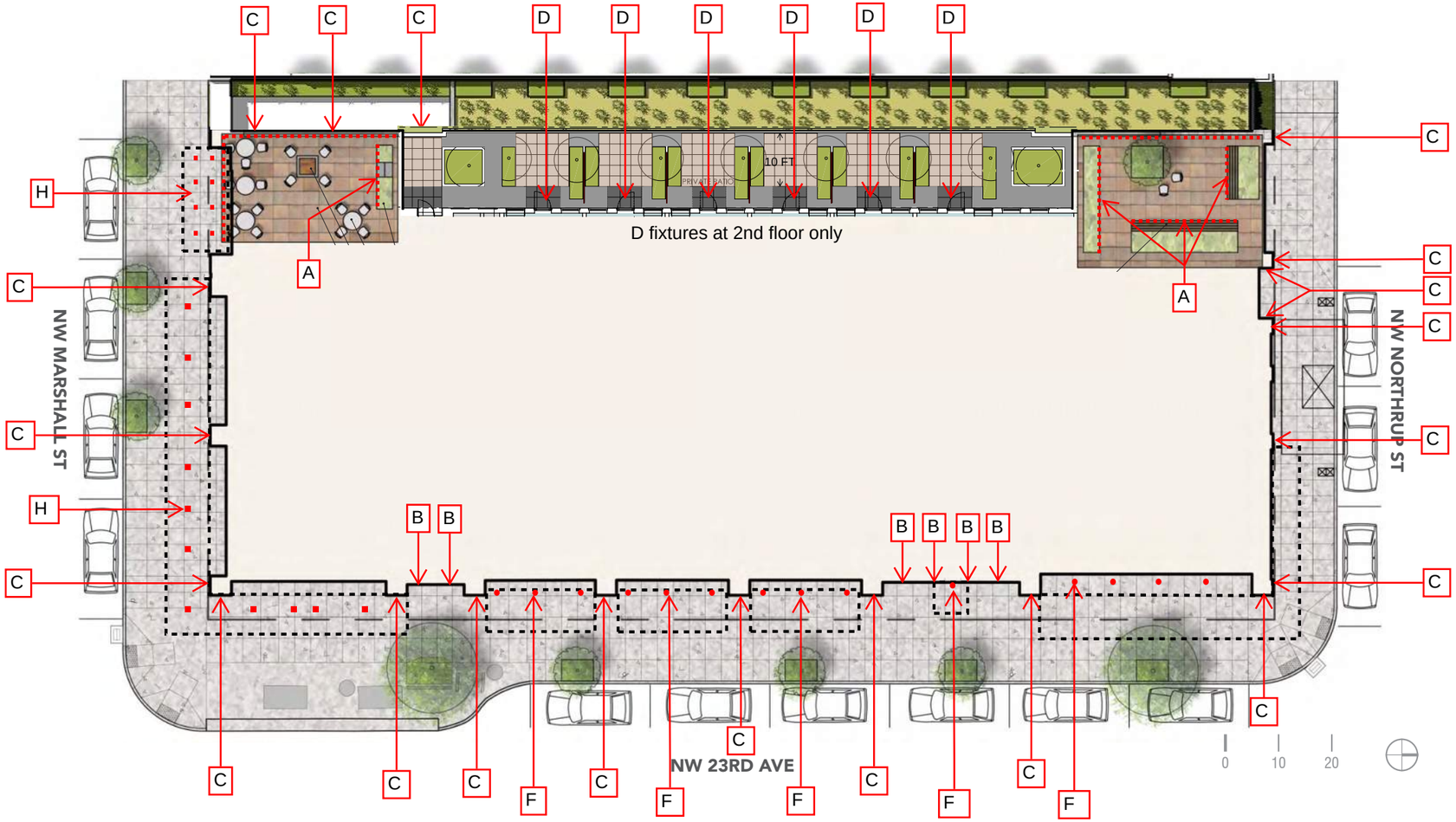
5TH FLOOR TERRACE DIMENSION PLAN & BALCONY DETAILS

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LIGHTING FIXTURE LEGEND



LIGHTING FIXTURE TYPE-A

DESCRIPTION: LED ROPE LIGHT ACCENT AT TERRACES



LIGHTING FIXTURE TYPE-B

DESCRIPTION: 12"DIAx12"H ANGLED SHADE W/23"Lx10"H ARM
COLOR: BLACK



LIGHTING FIXTURE TYPE-C

DESCRIPTION: 4" DIA LED WALL SCONCE DOWNLIGHT
COLOR: BLACK



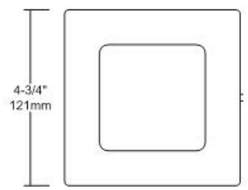
LIGHTING FIXTURE TYPE-D

DESCRIPTION: 4" DIA LED DOWNLIGHT
COLOR: BLACK



LIGHTING FIXTURE TYPE-F

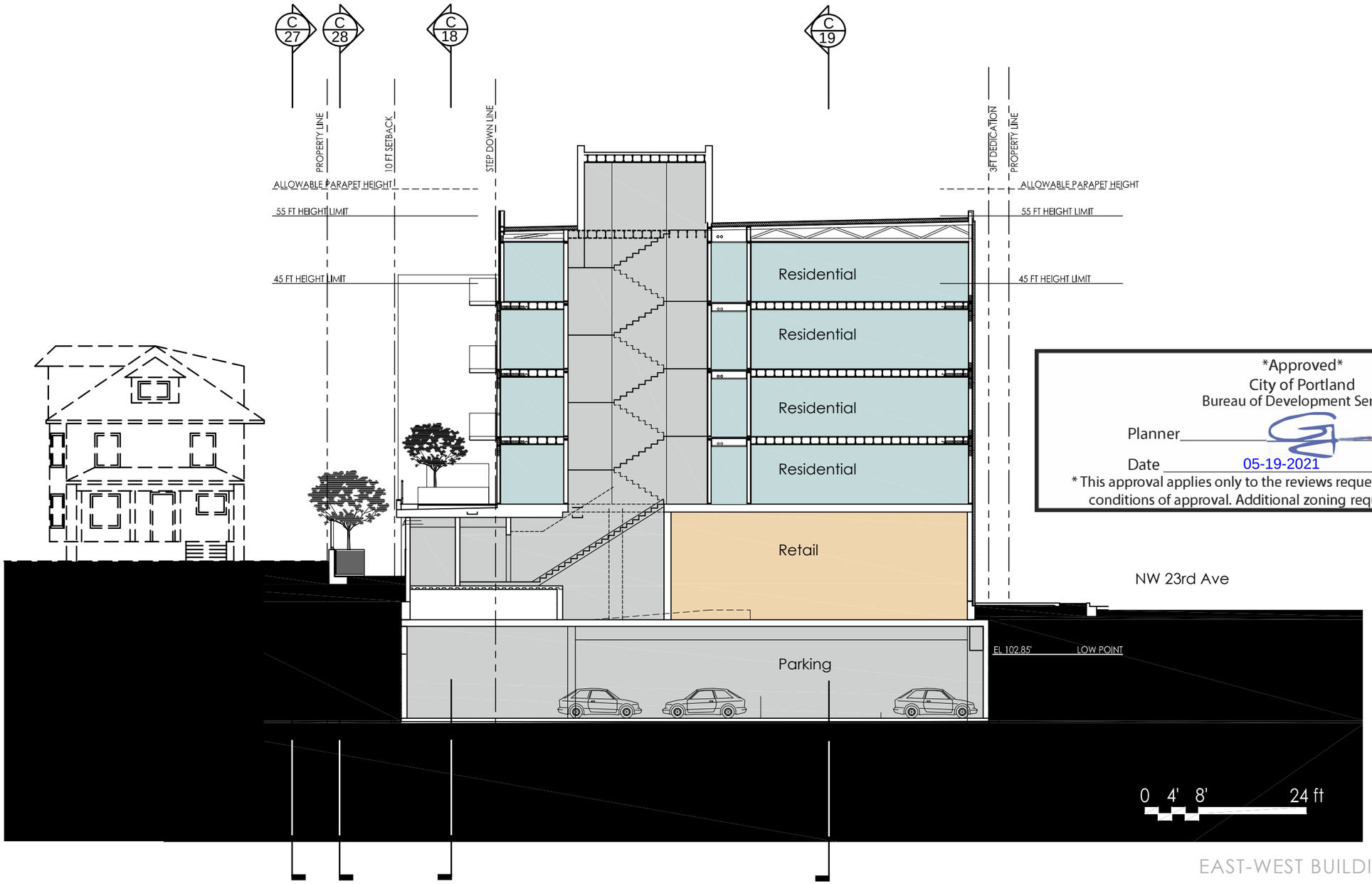
DESCRIPTION: 2.25"x4" CANOPY MOUNTED DOWNLIGHT AT RETAIL
COLOR: BLACK



LIGHTING FIXTURE TYPE-H

DESCRIPTION: RECESSED DOWNLIGHT AT RETAIL ENTRANCE
COLOR: BLACK

EXTERIOR LIGHTING PLAN



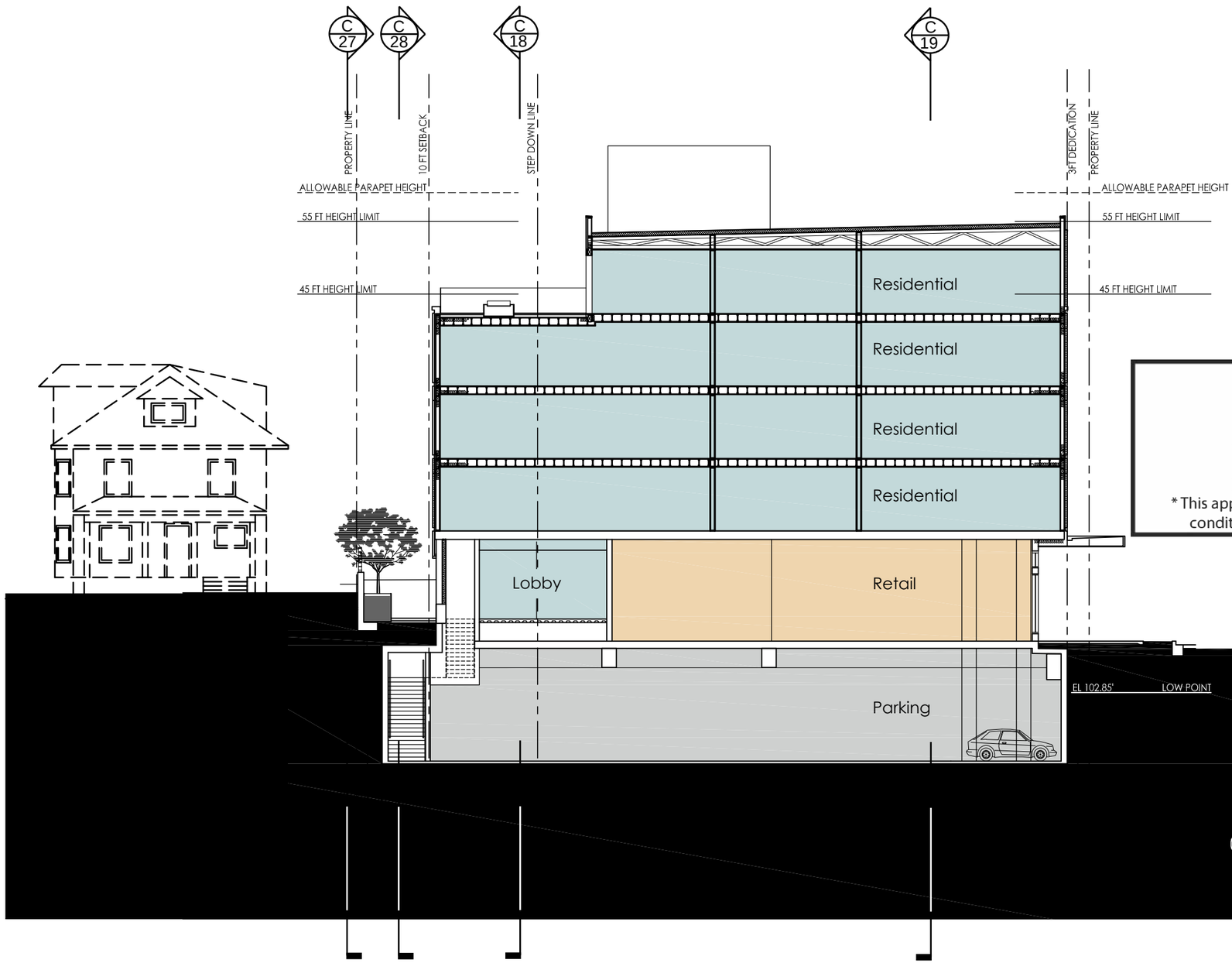
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EAST-WEST BUILDING SECTION



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City of Portland
Bureau of Development Services

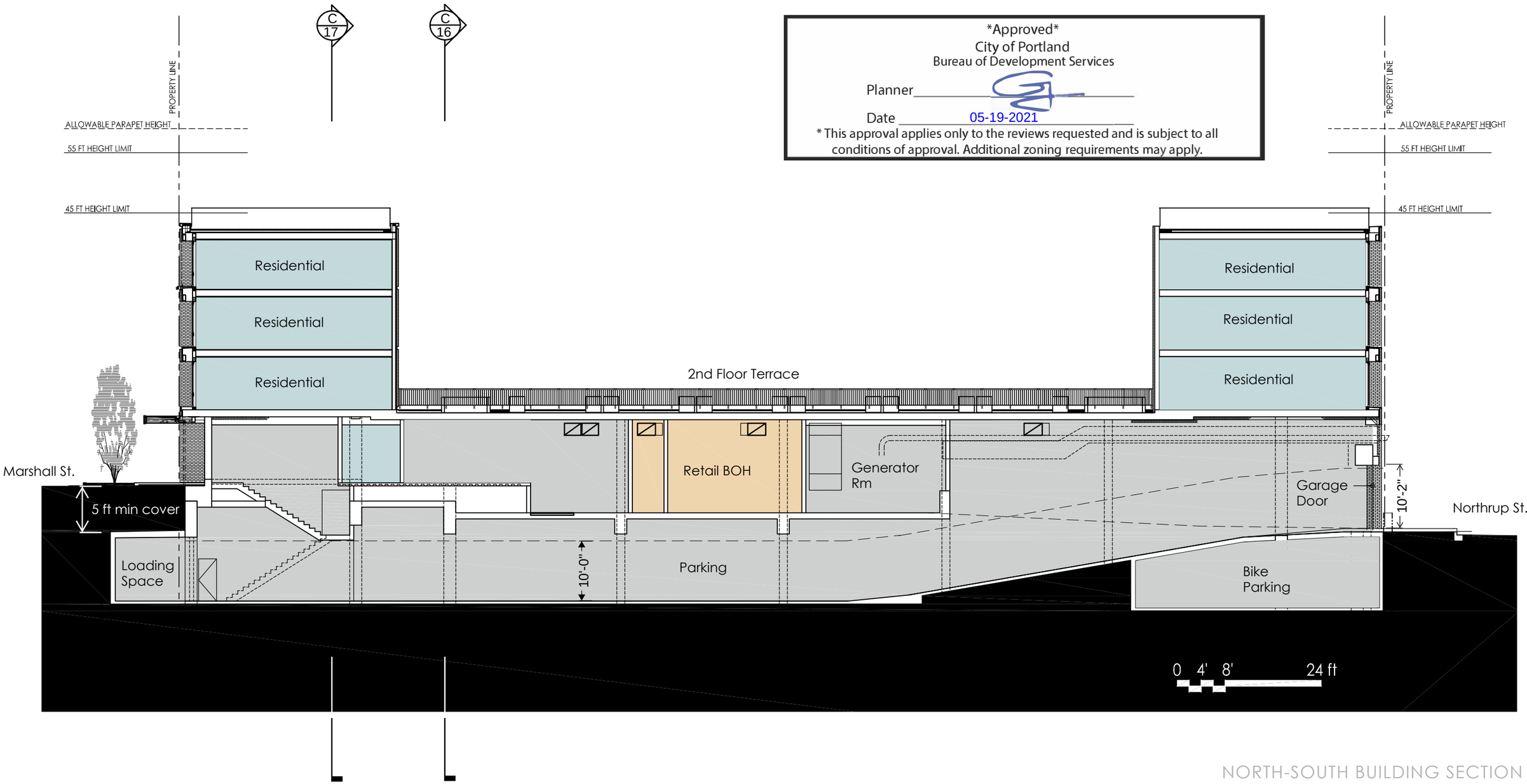
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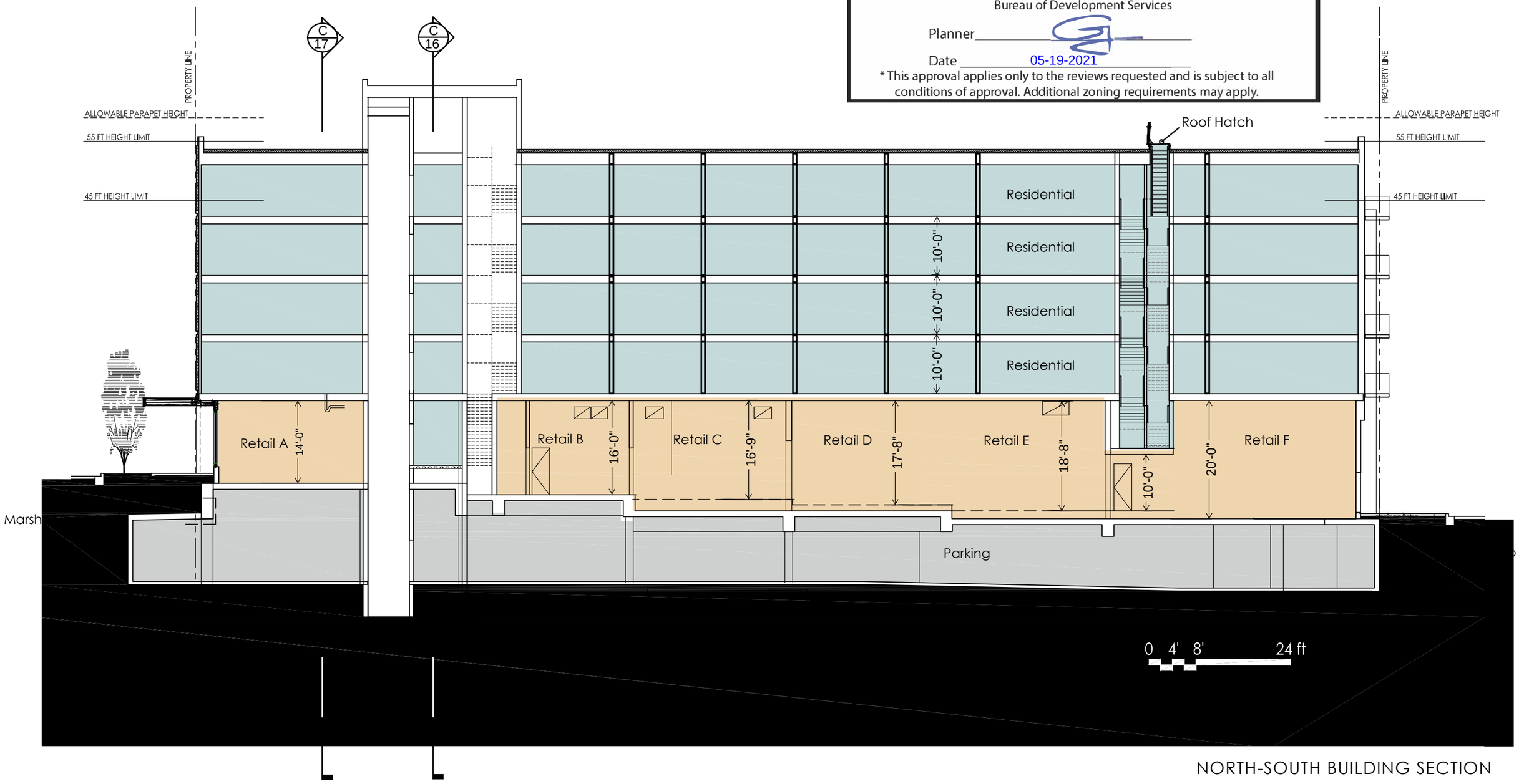
EAST-WEST BUILDING SECTION

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NORTH-SOUTH BUILDING SECTION

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Planner
Date 05-19-2021
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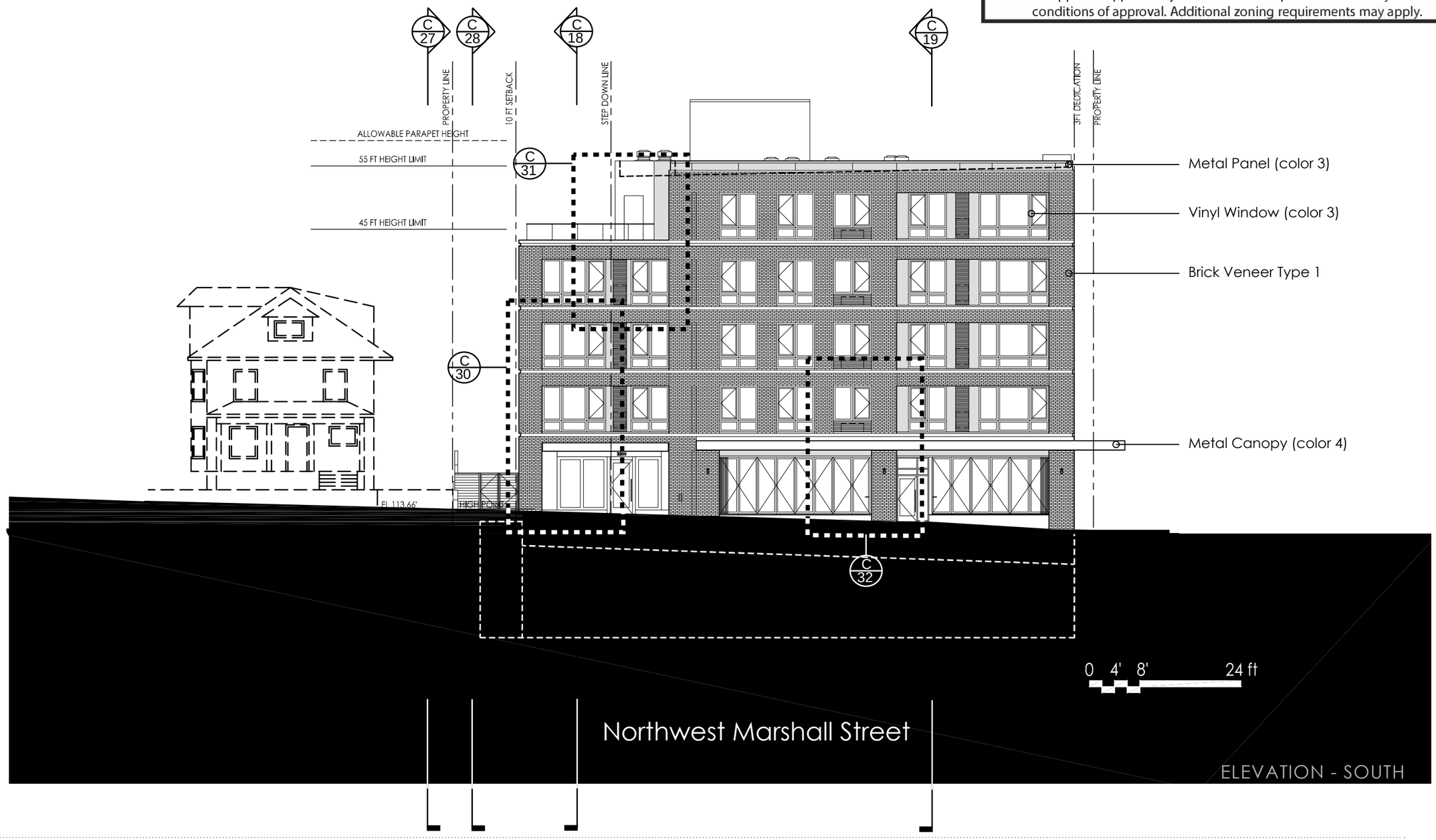
NORTH-SOUTH BUILDING SECTION

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ELEVATION - SOUTH

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ELEVATION - SOUTH

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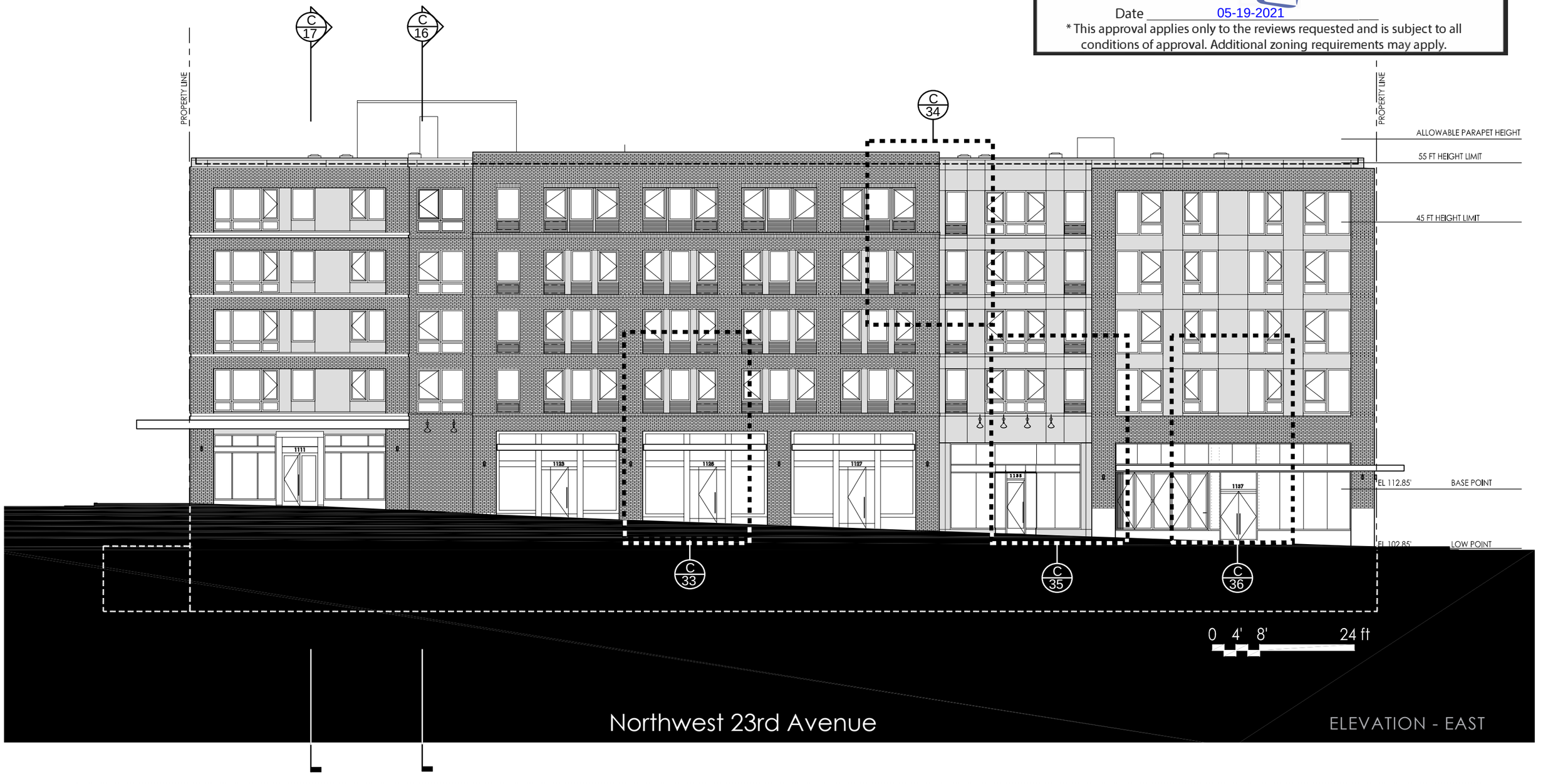
ELEVATION - EAST

Approved
City of Portland
Bureau of Development Services

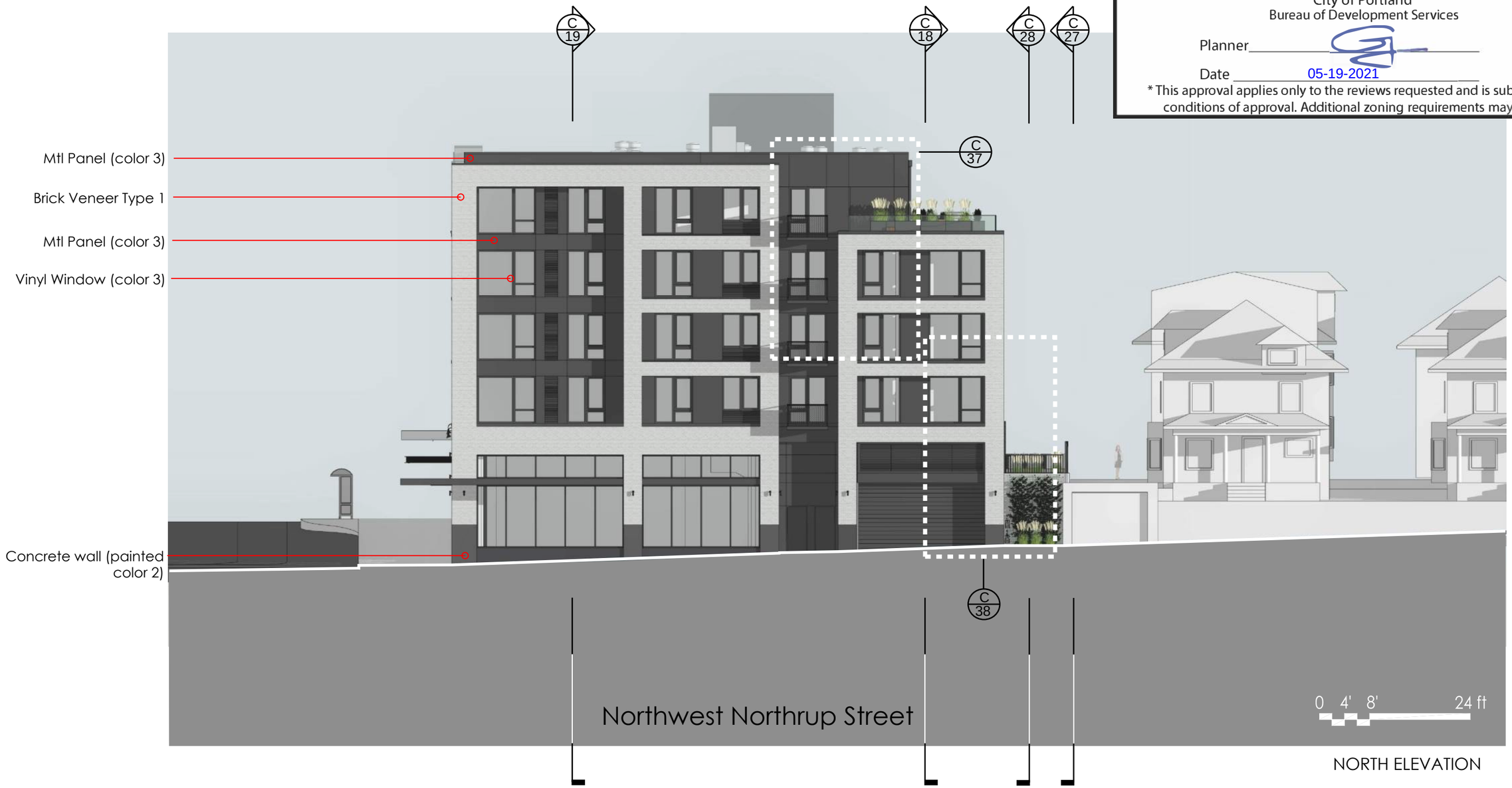
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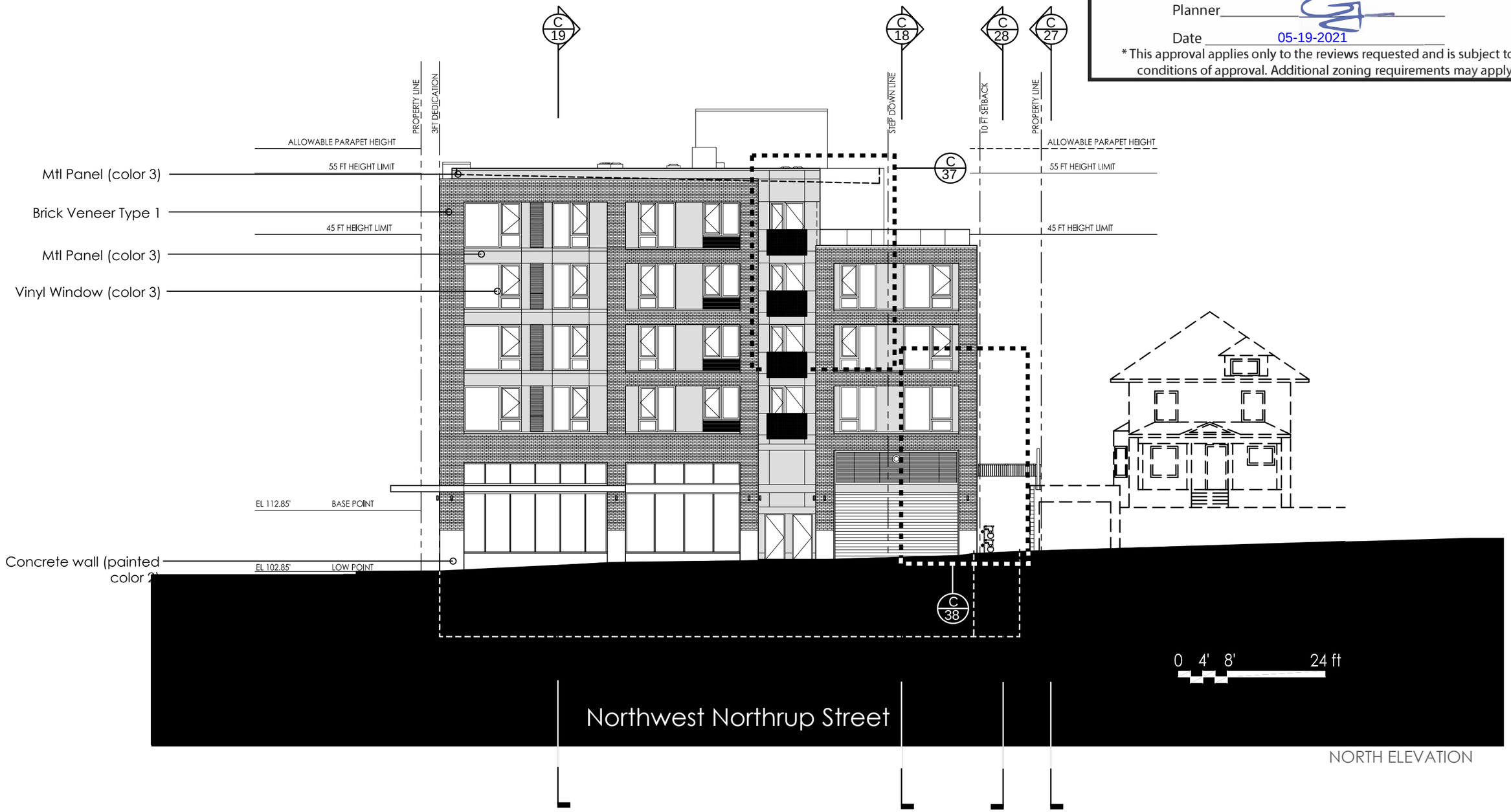
NORTH ELEVATION

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NORTH ELEVATION



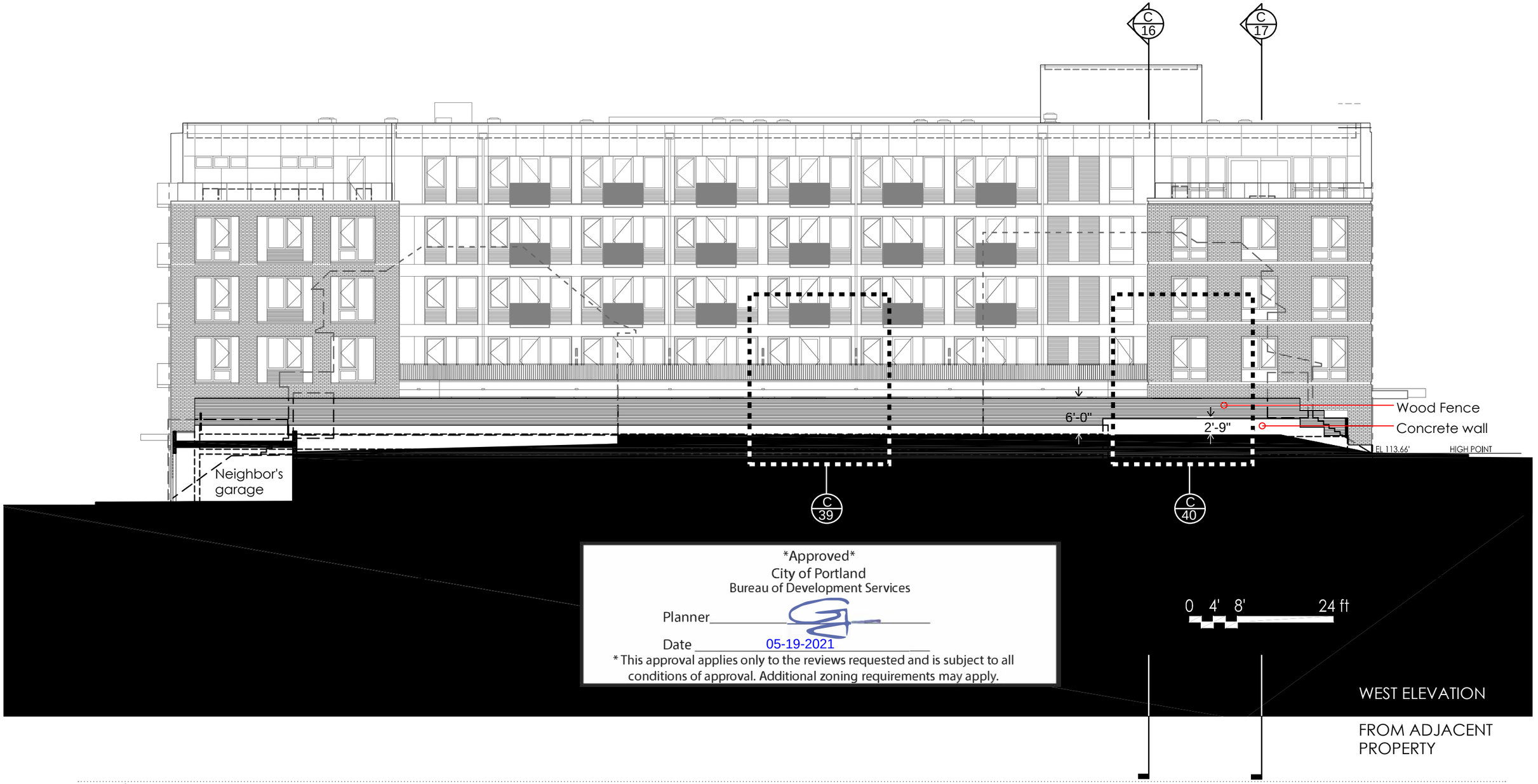
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WEST ELEVATION



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Bureau of Development Services

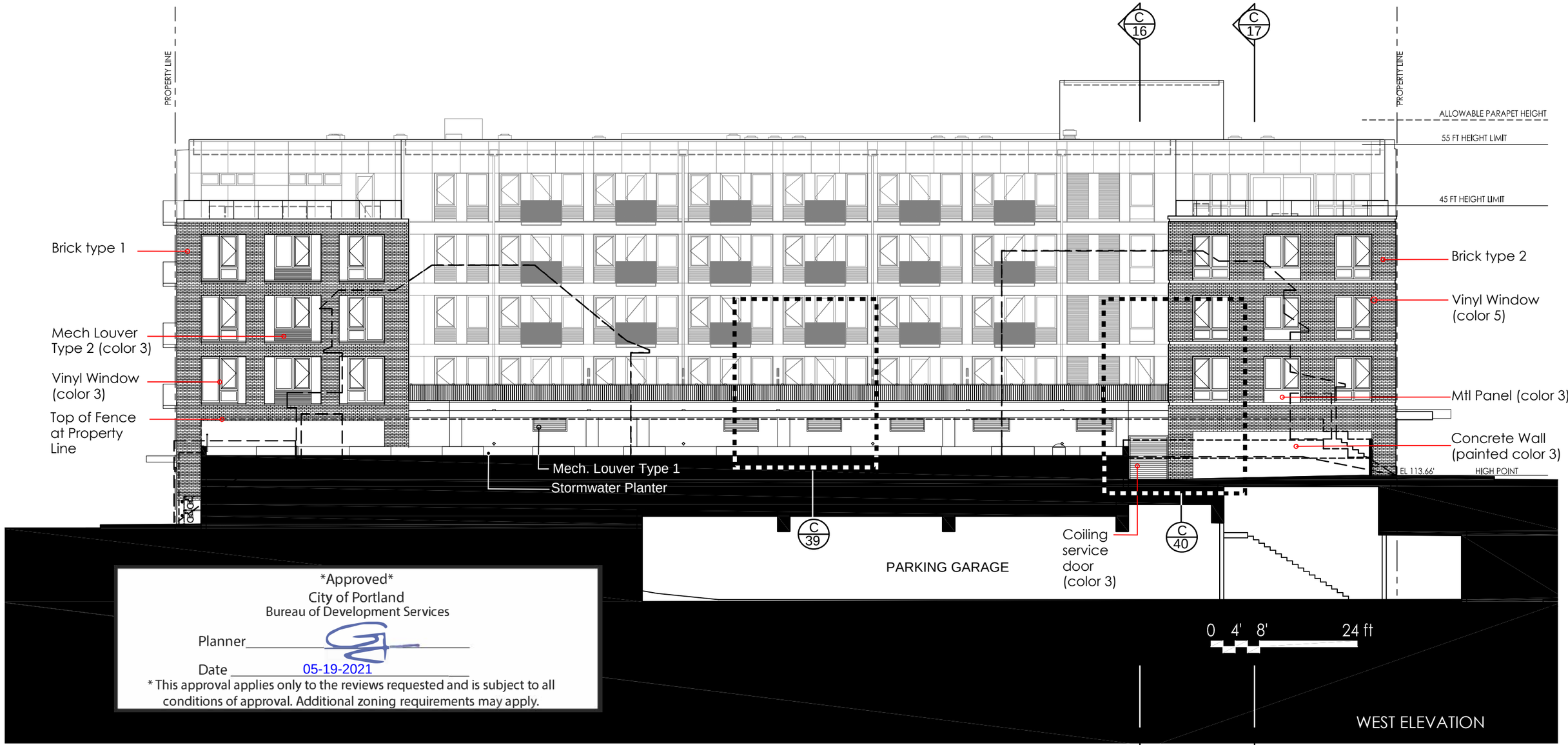
Planner _____

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WEST ELEVATION

FROM ADJACENT PROPERTY

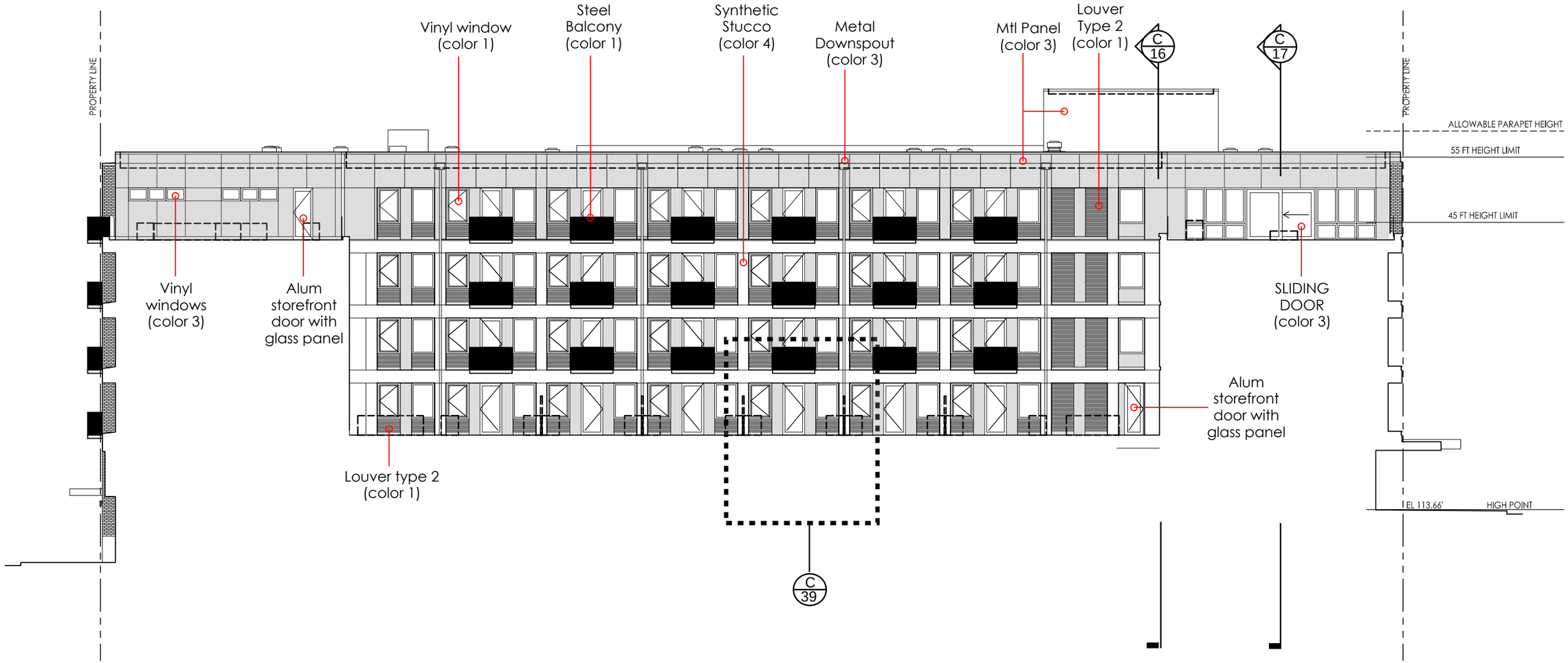


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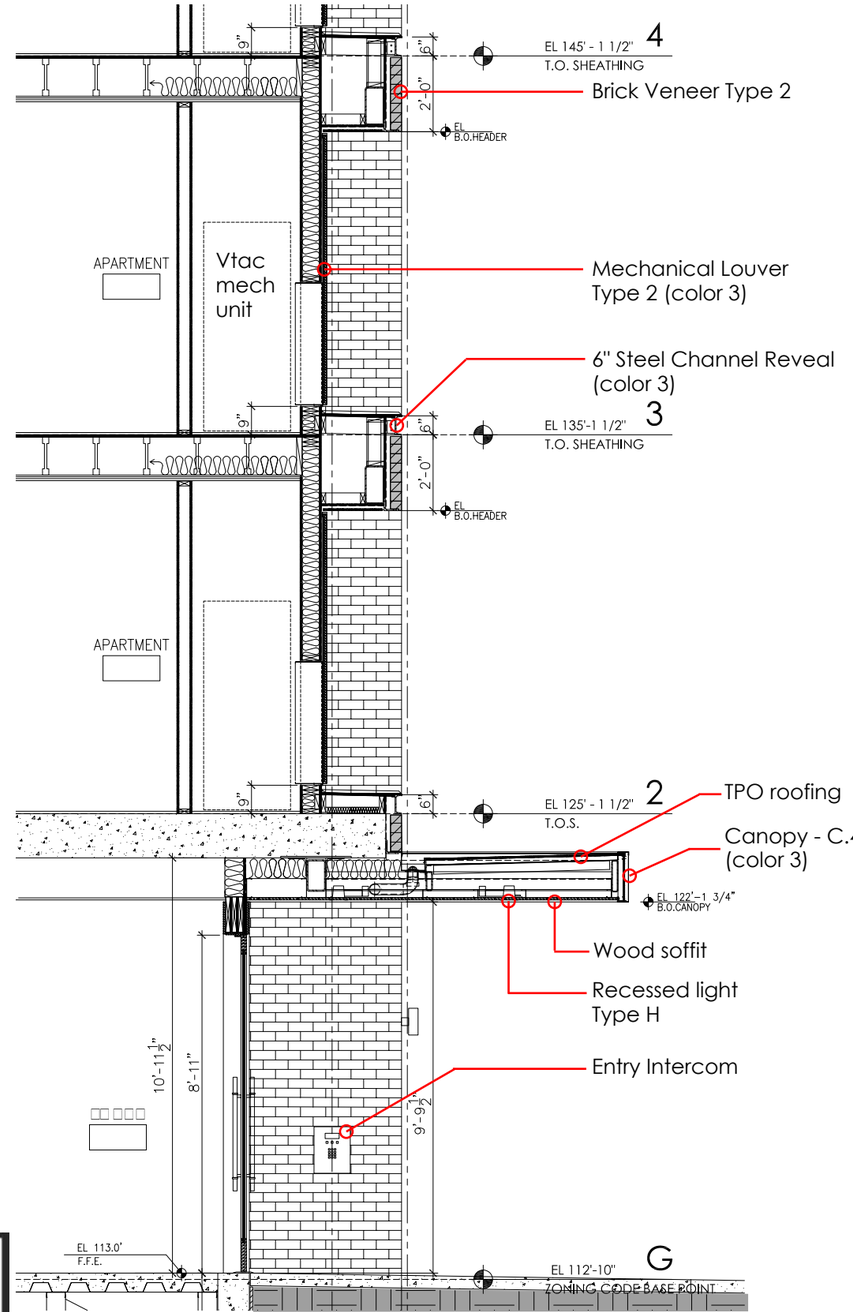
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WEST ELEVATION AT STEPDOWN PLANE



01 ENLARGED PARTIAL SOUTH



02 PARTIAL WALL SECTION 1/4"=1'-0"

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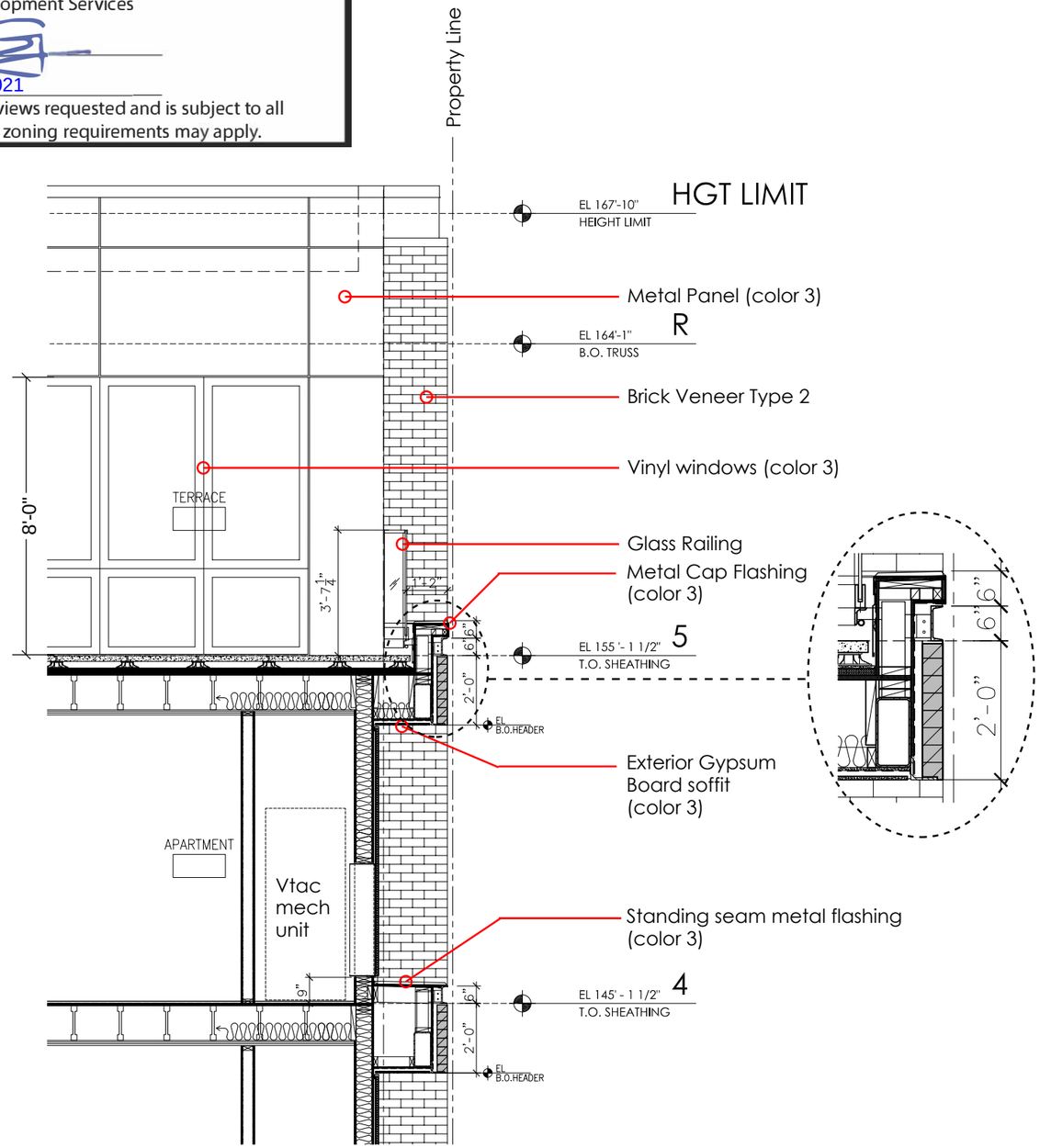
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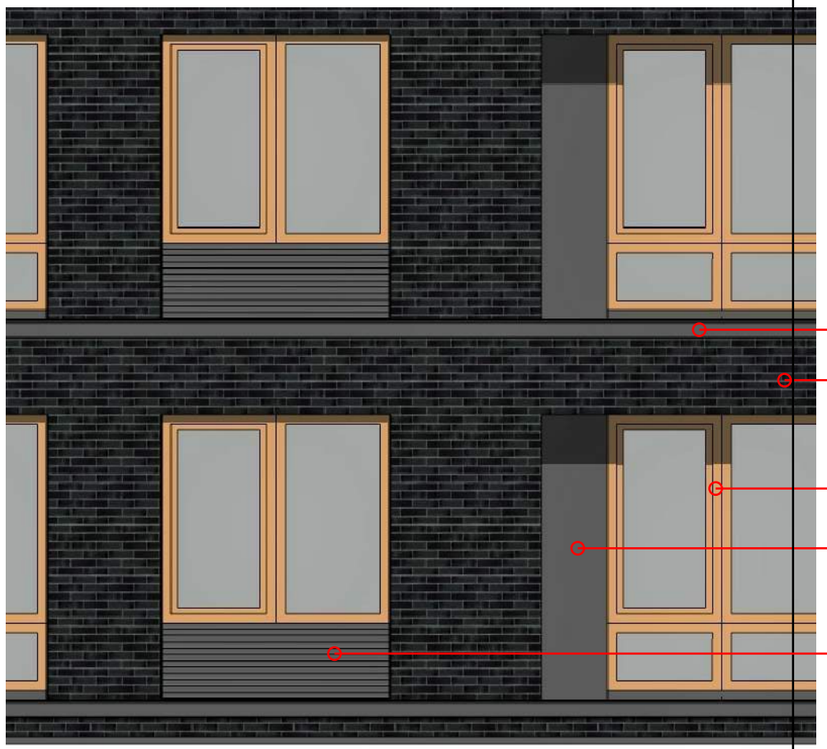


01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"

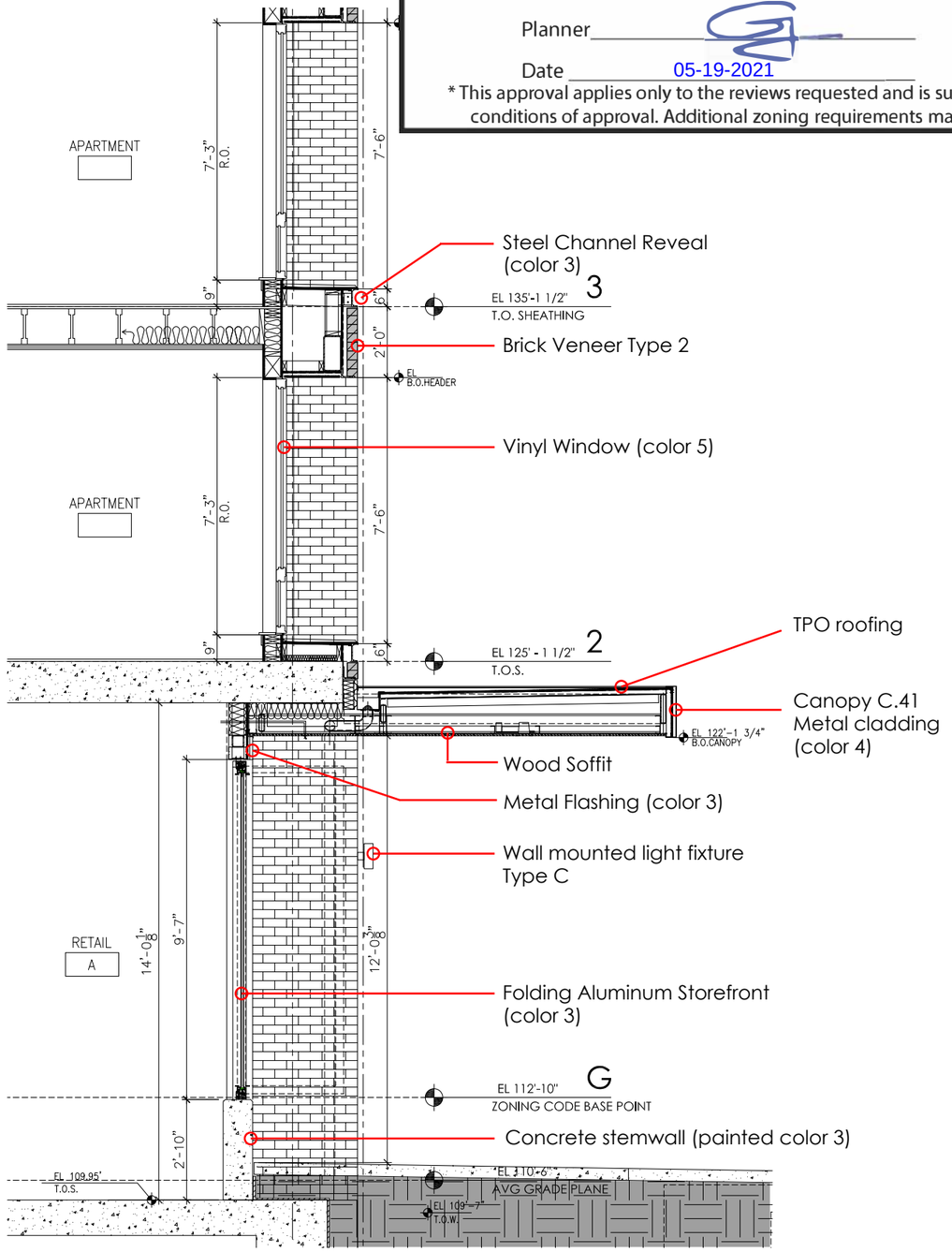


02 PARTIAL WALL SECTION 1/4"=1'-0"

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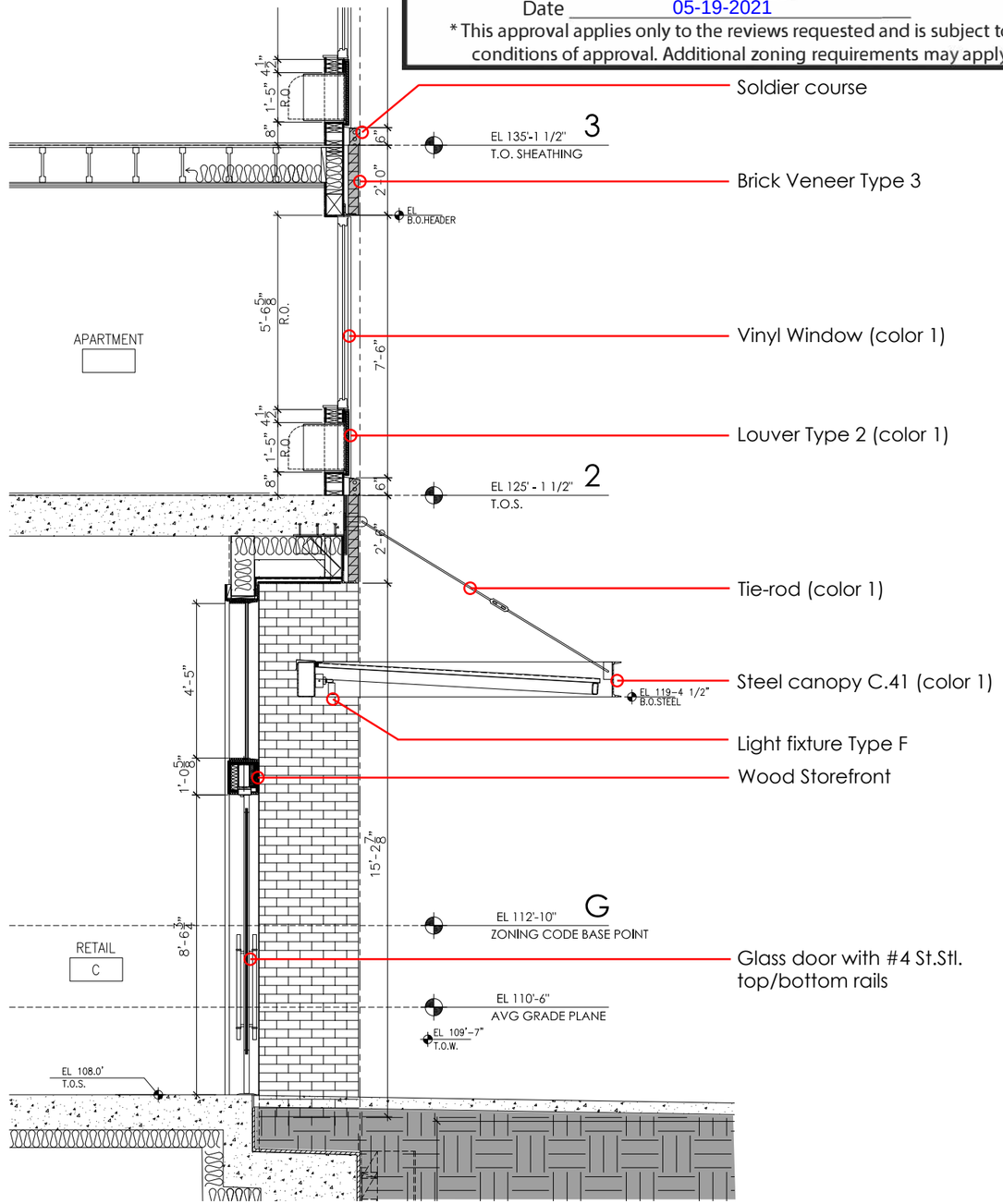
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

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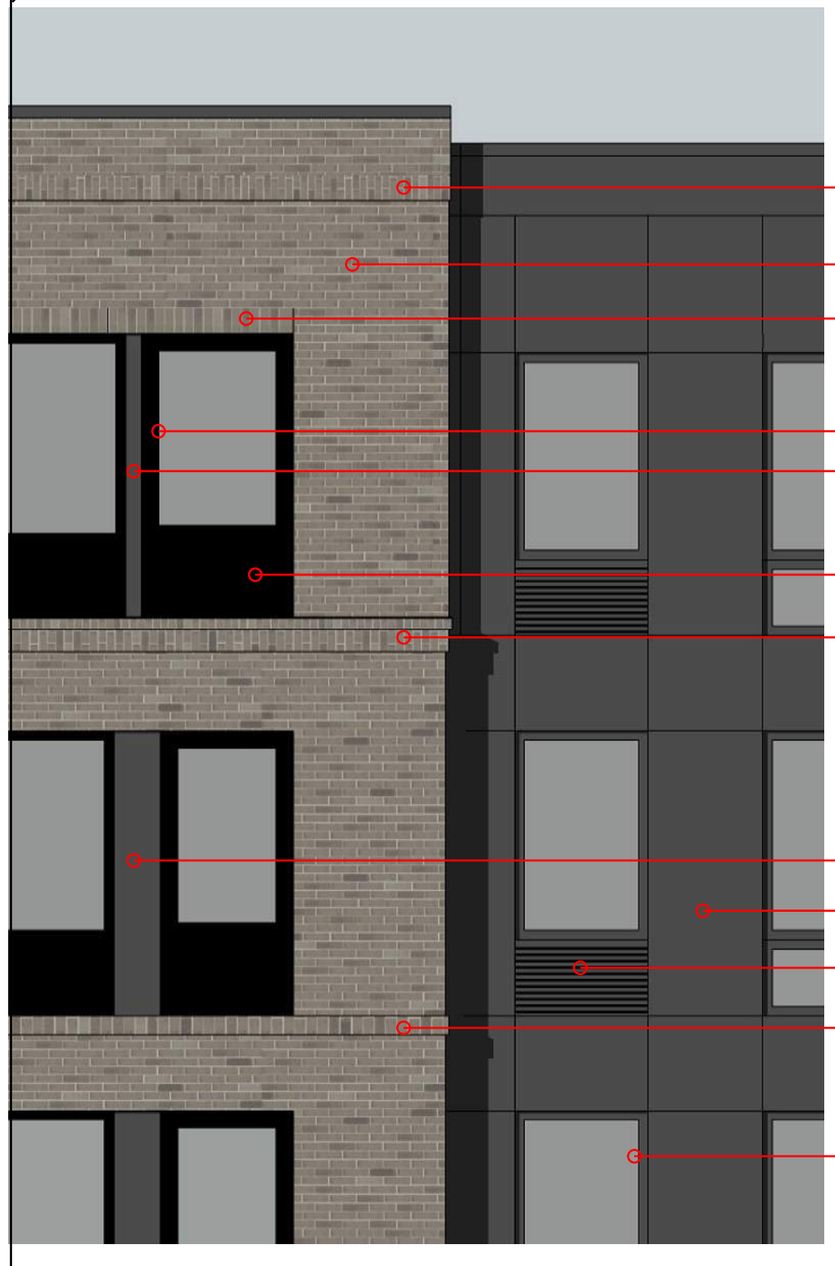
01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



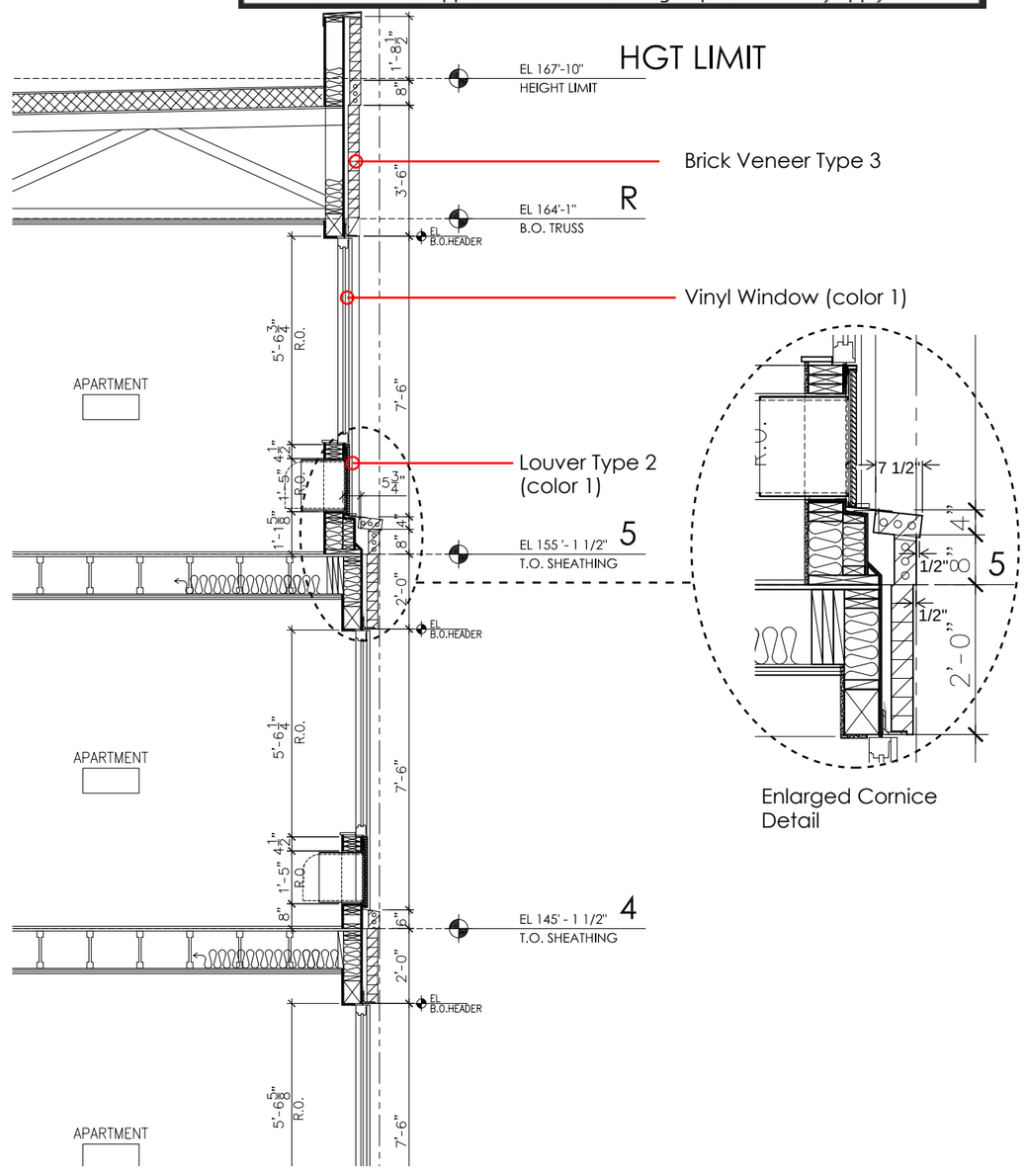
02 PARTIAL WALL SECTION 1/4"=1'-0"

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2
-



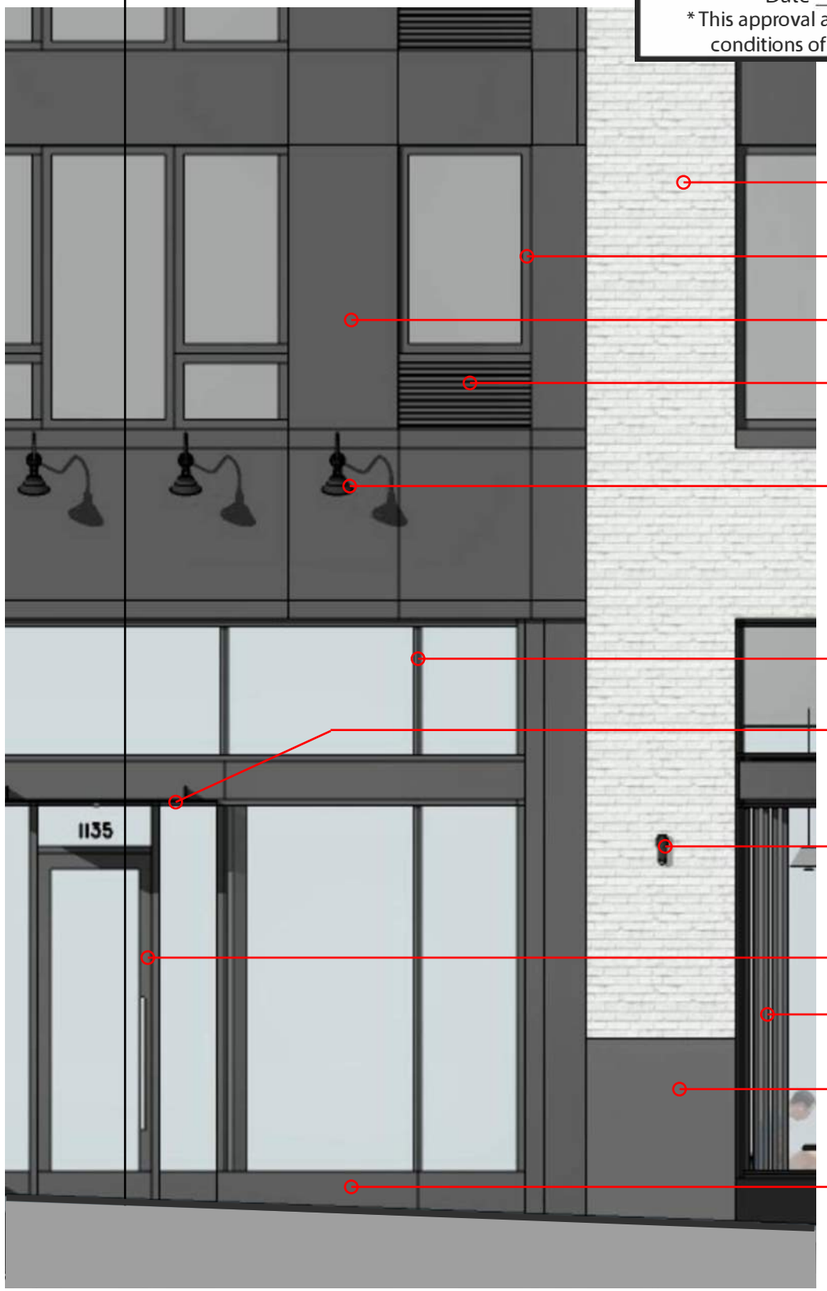
01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



Enlarged Cornice Detail

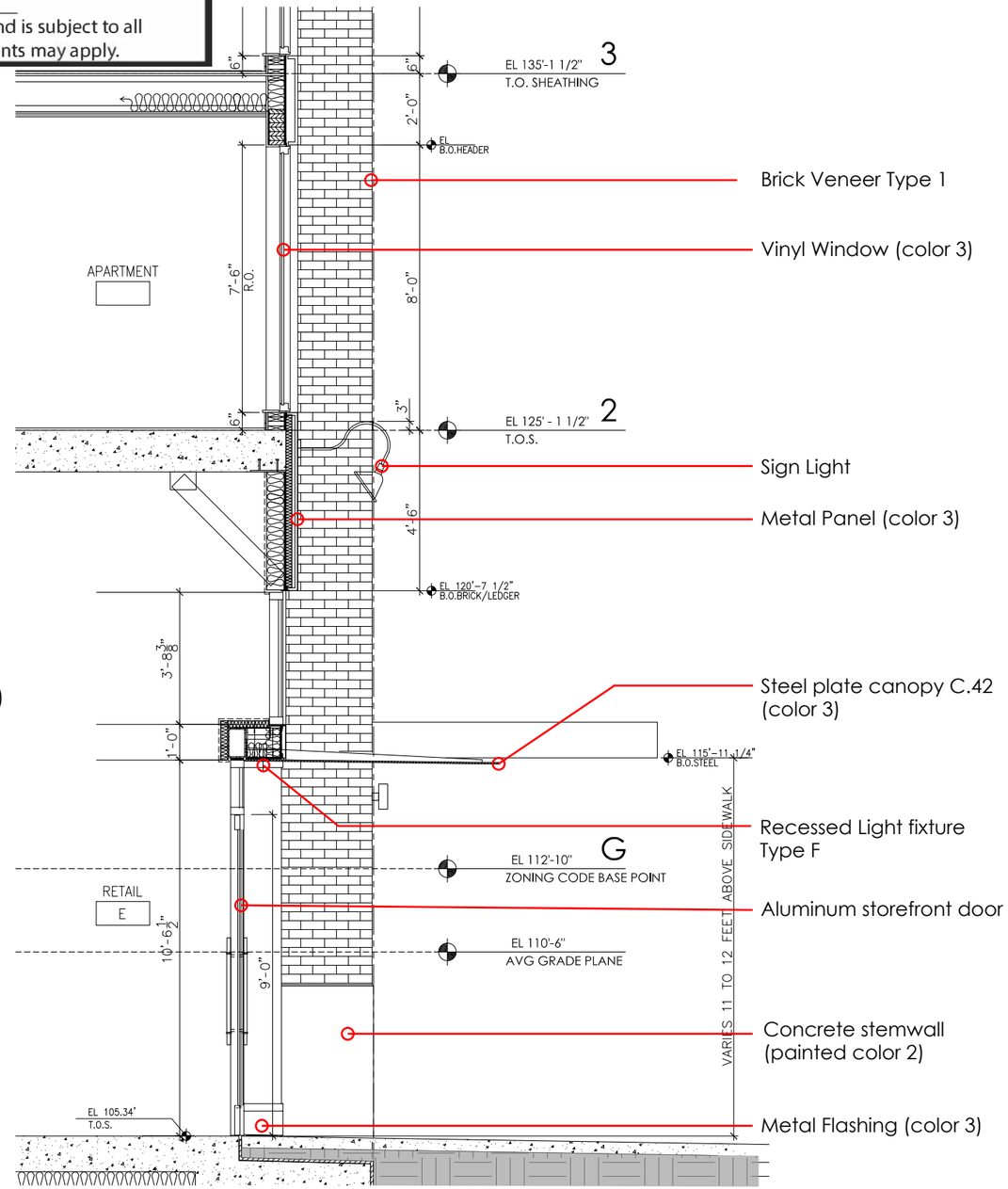
02 PARTIAL WALL SECTION 1/4"=1'-0"

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Brick Veneer Type 1
Vinyl Window (color 3)
Metal Panel (color 3)
Louver Type 2 (color 3)
Sign Light Type B
Aluminum Storefront Structural Silicone glazed at vertical joints.
Steel plate canopy (color 3)
Wall mounted Light Fixture Type C
Aluminum storefront door
Folding storefront (color 2)
Concrete stemwall (painted color 2)
Metal Flashing (color 3)

01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



Brick Veneer Type 1
Vinyl Window (color 3)
Sign Light
Metal Panel (color 3)
Steel plate canopy C.42 (color 3)
Recessed Light fixture Type F
Aluminum storefront door
Concrete stemwall (painted color 2)
Metal Flashing (color 3)

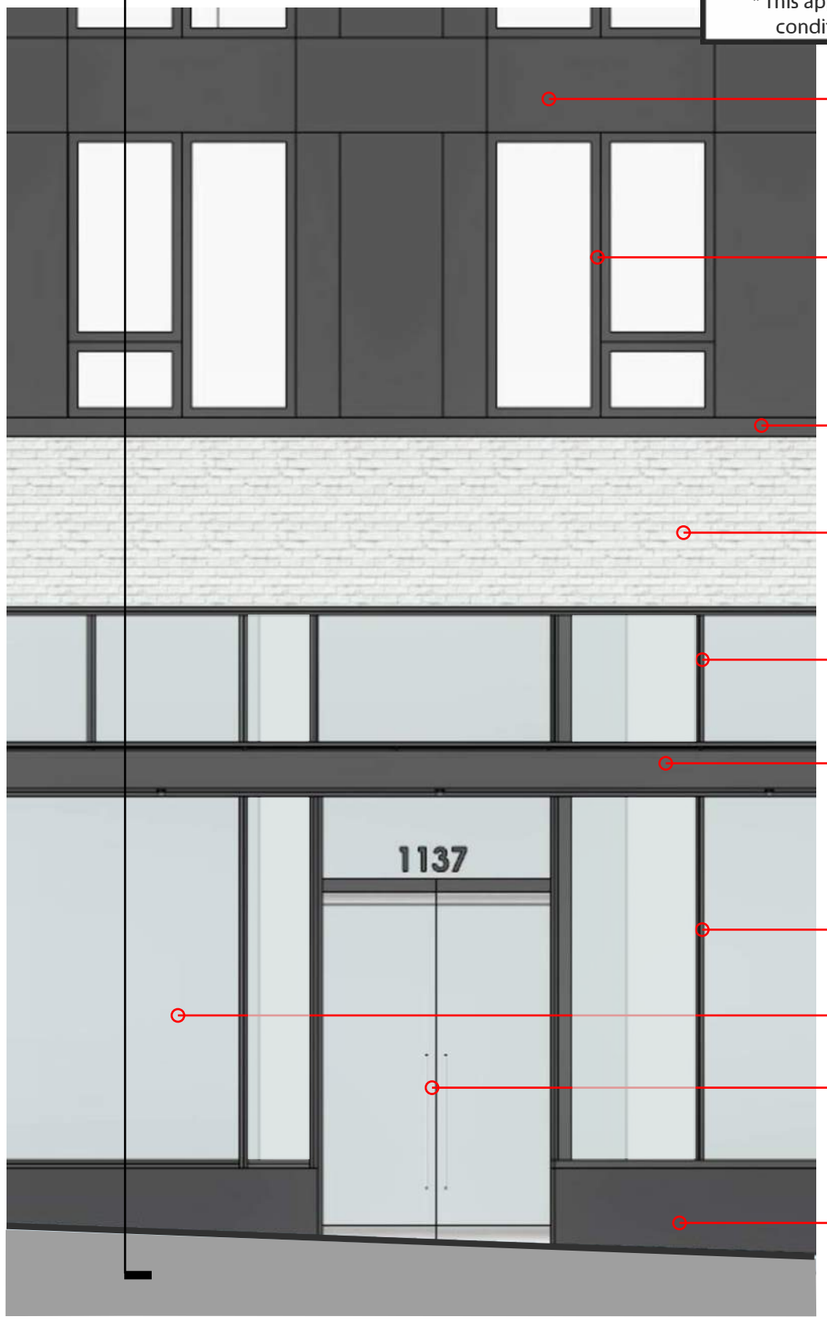
02 PARTIAL WALL SECTION 1/4"=1'-0"

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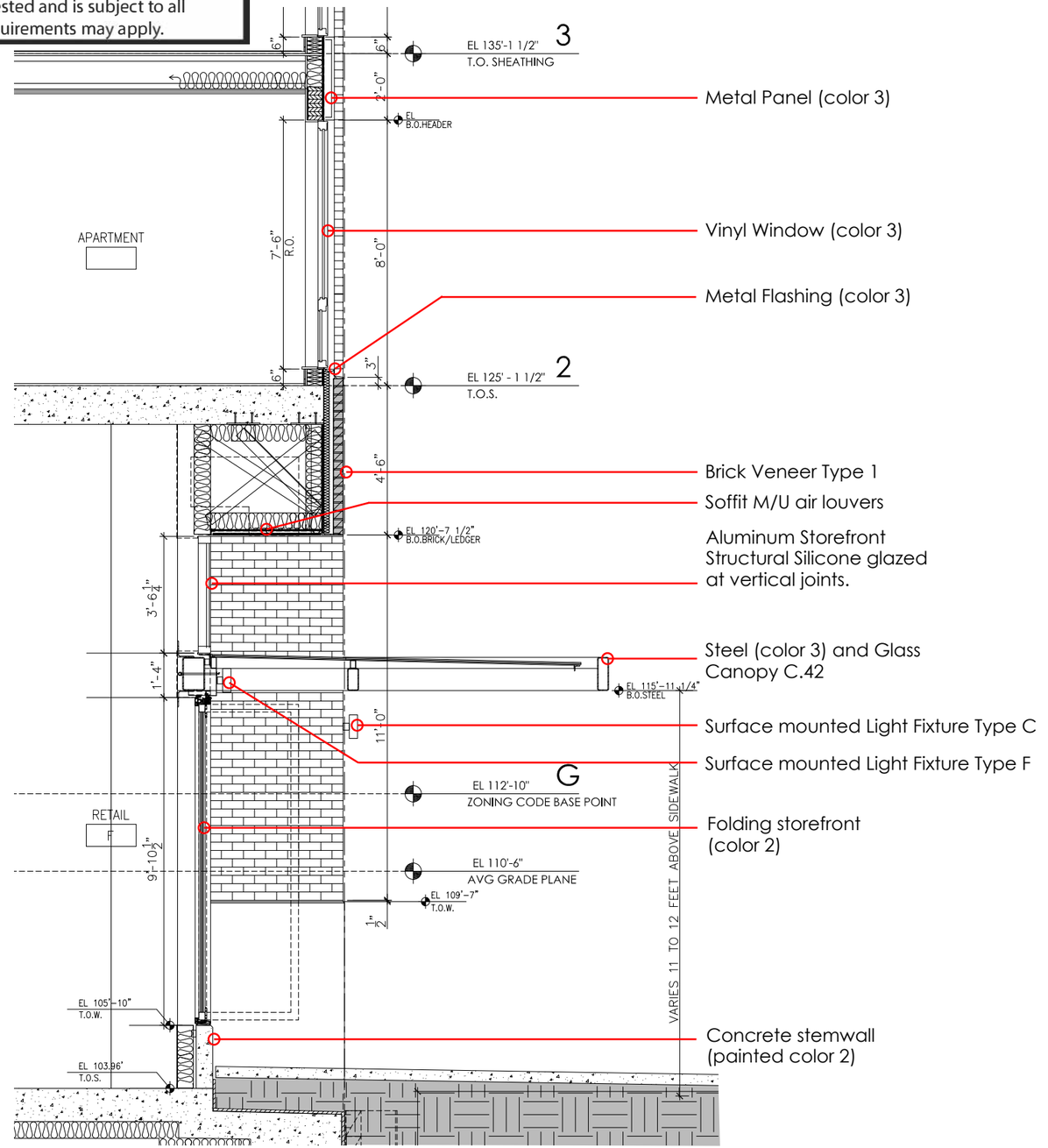
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01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

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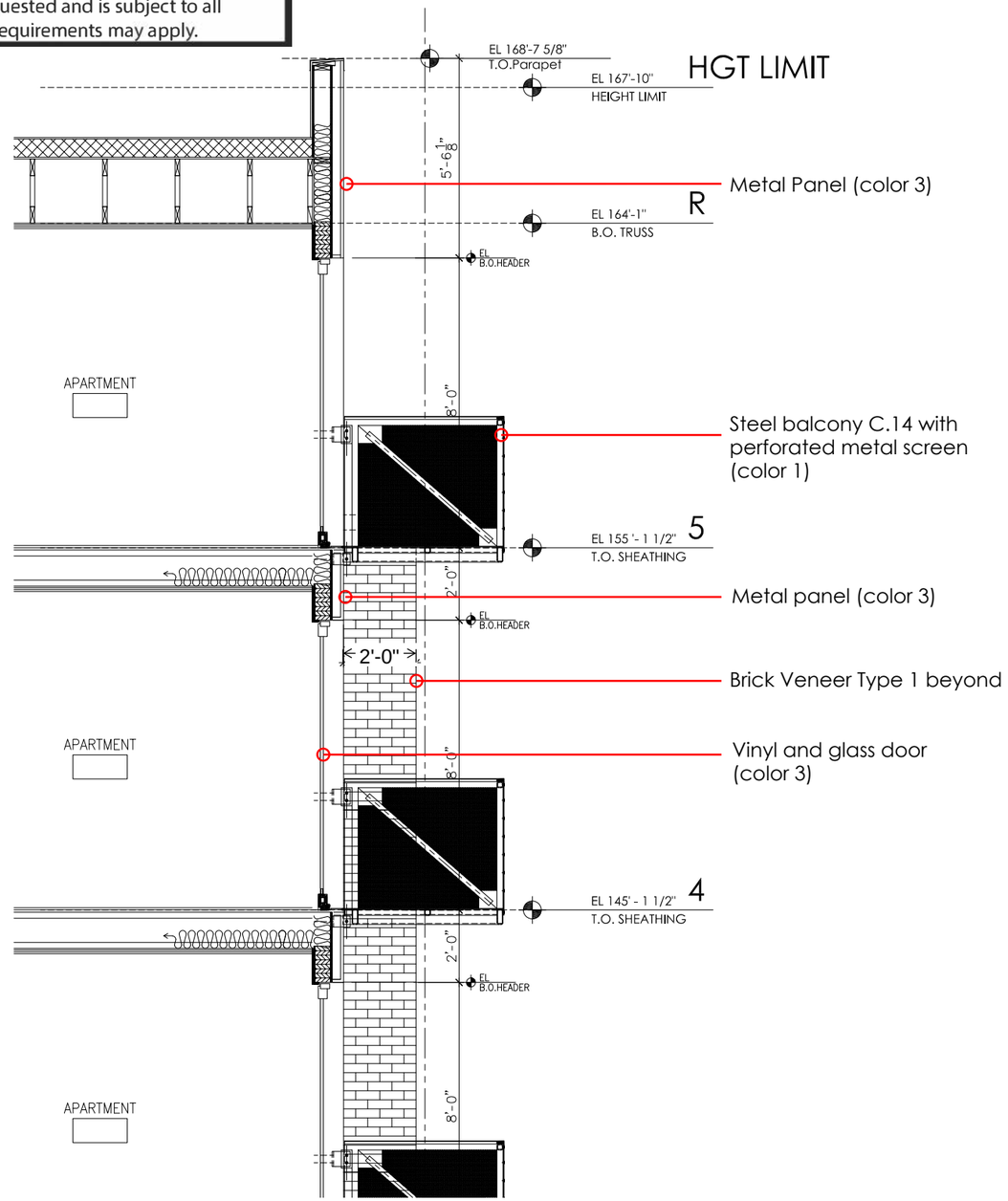
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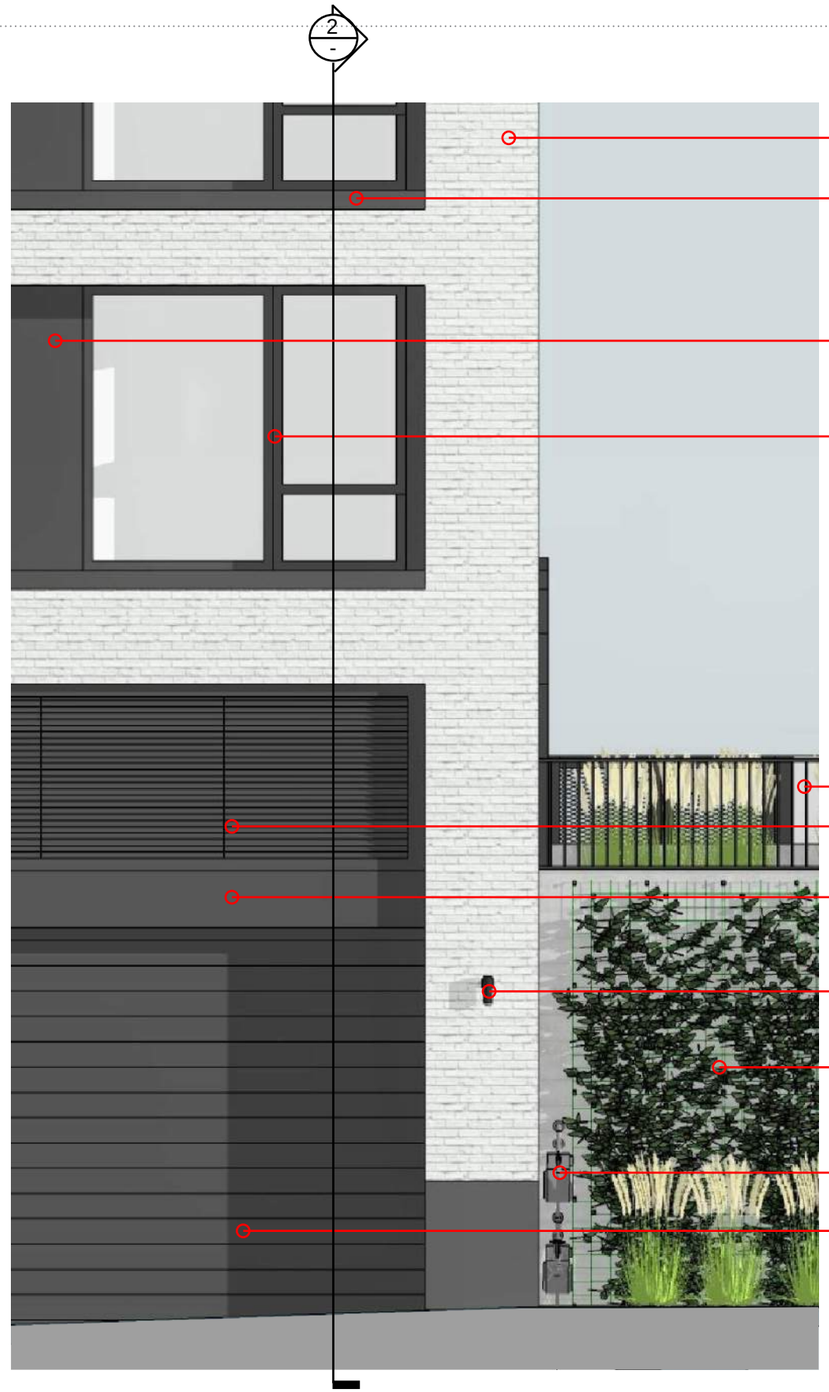
01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"



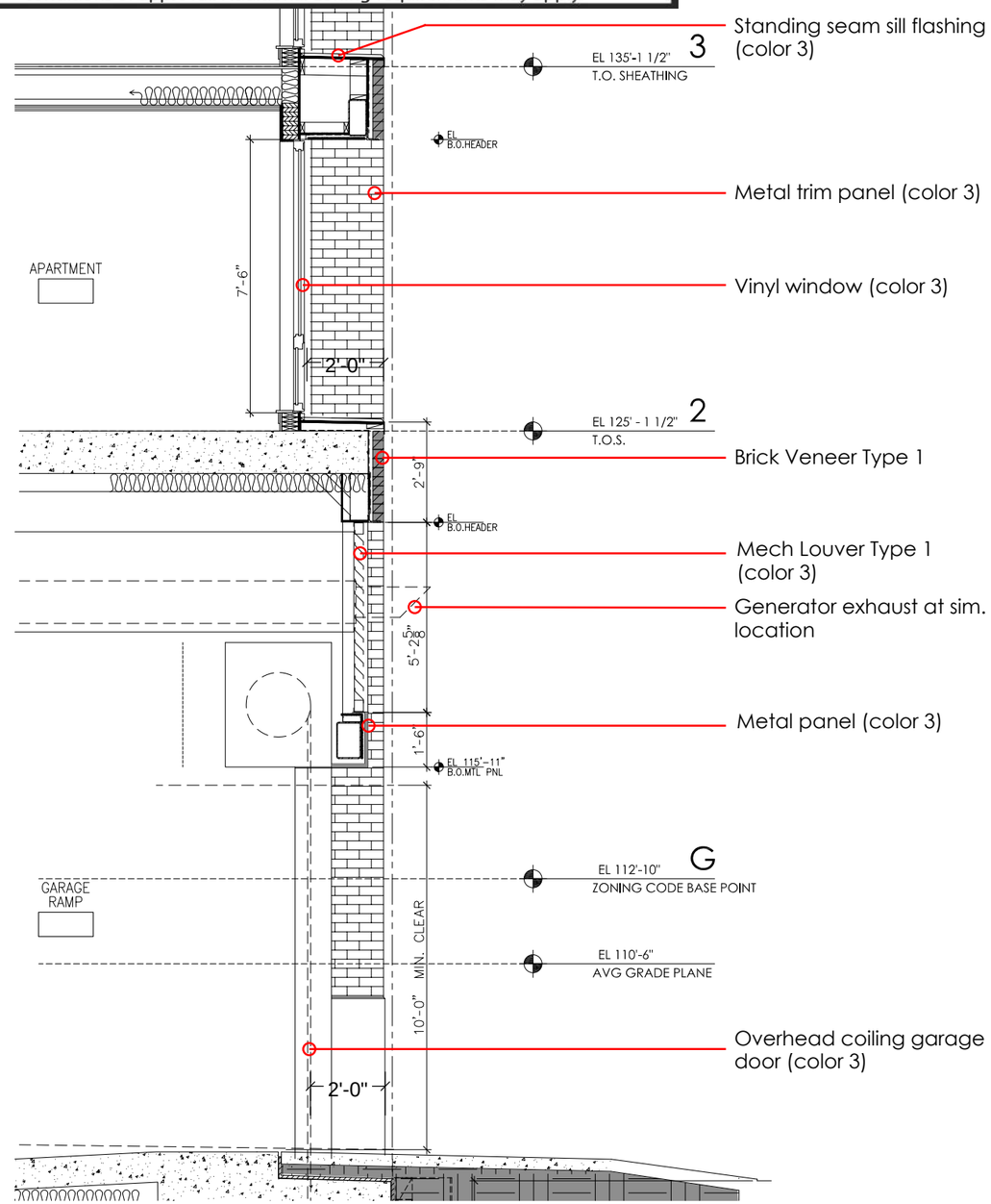
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

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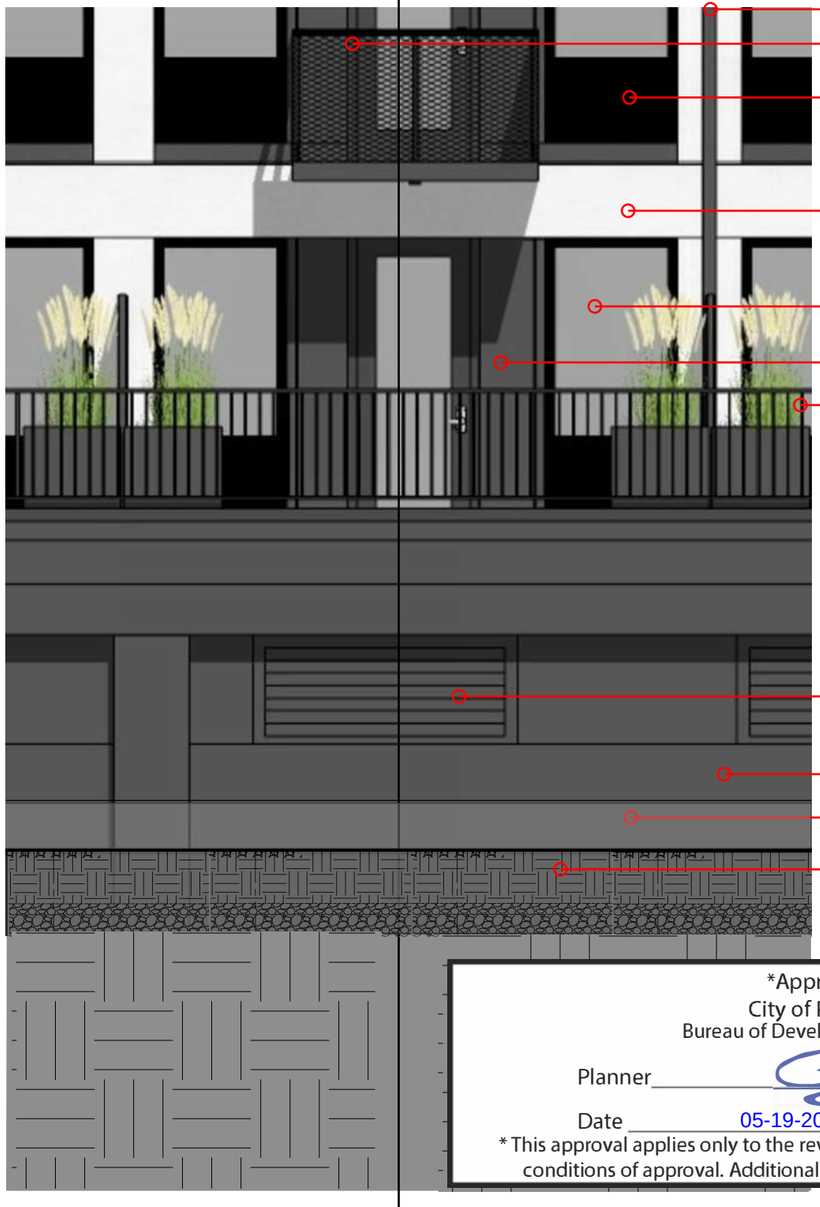


01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



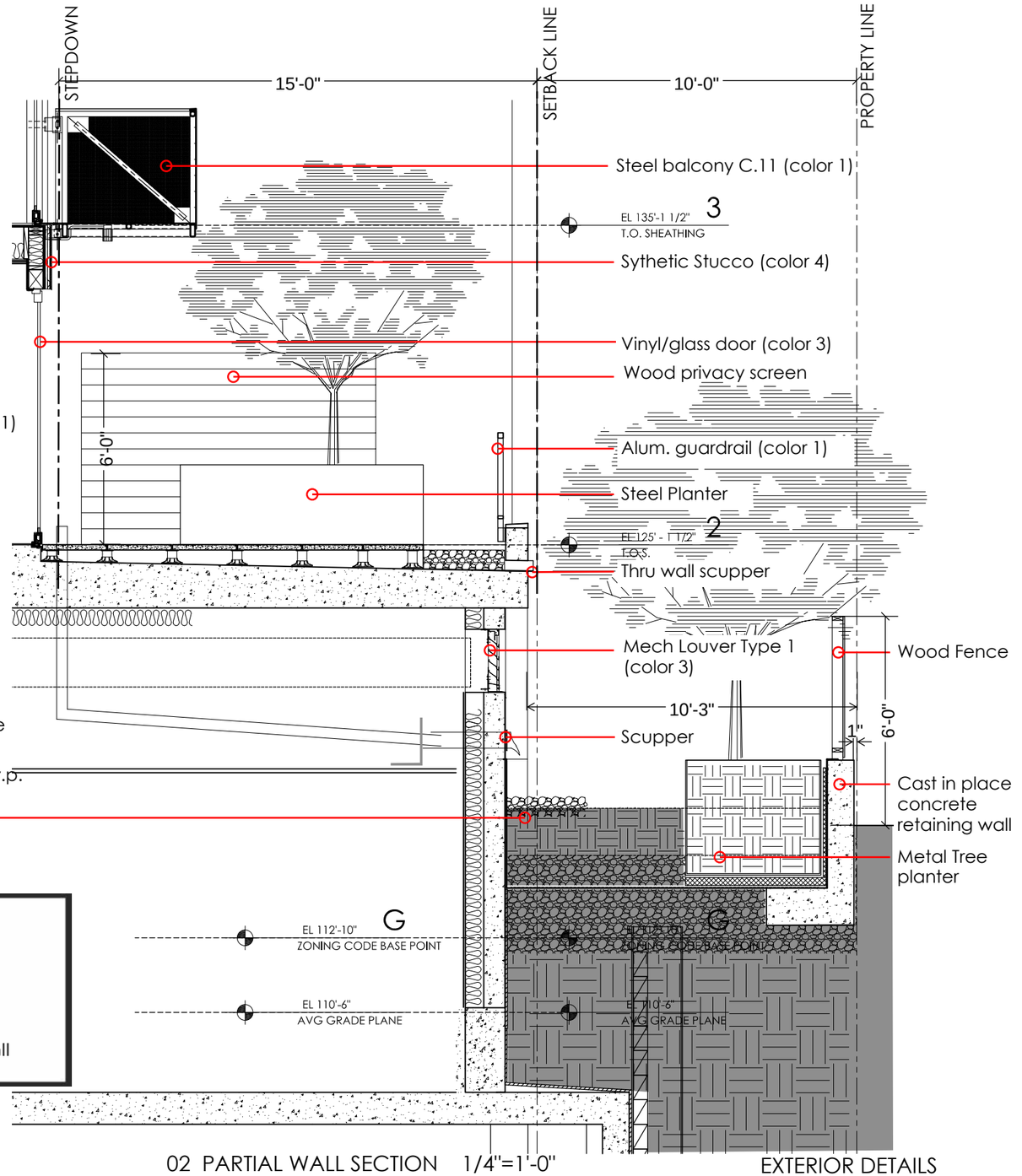
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01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS



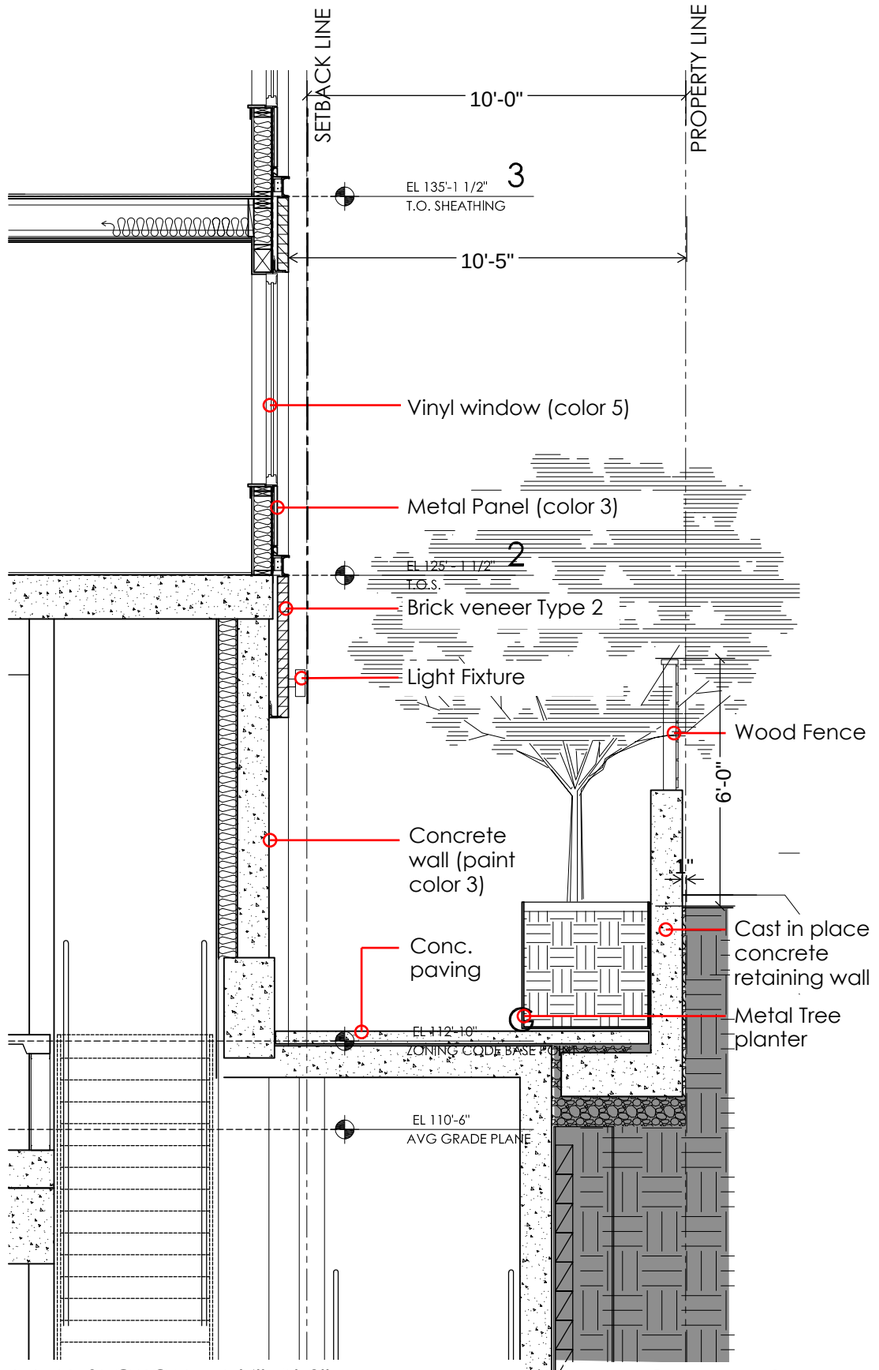
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Planner _____

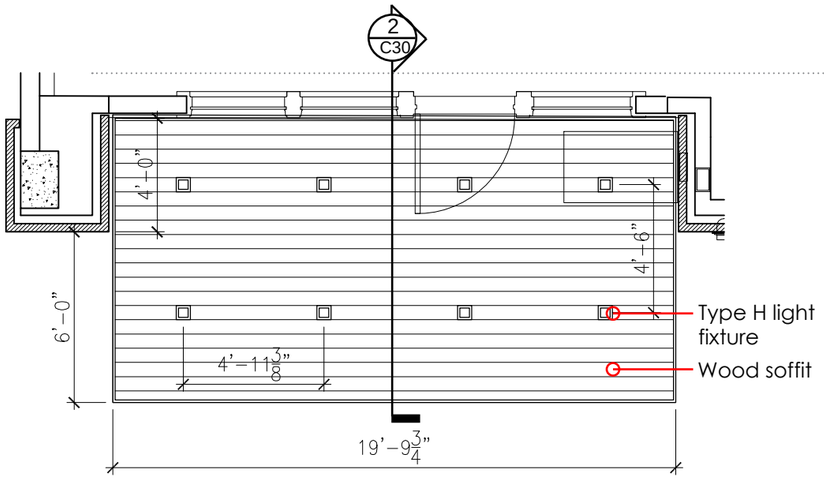
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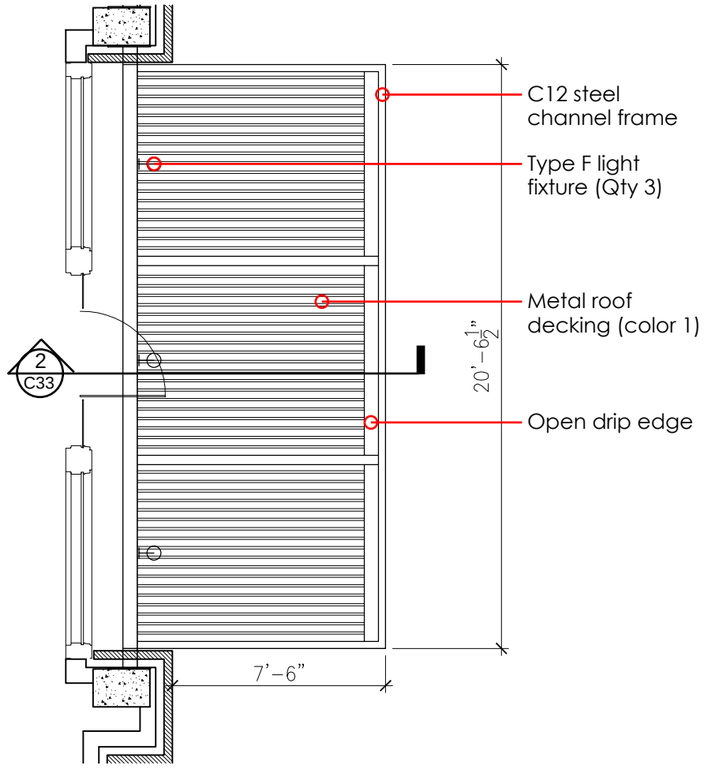
01 ENLARGED PARTIAL WEST ELEVATION 1/4"=1'-0"



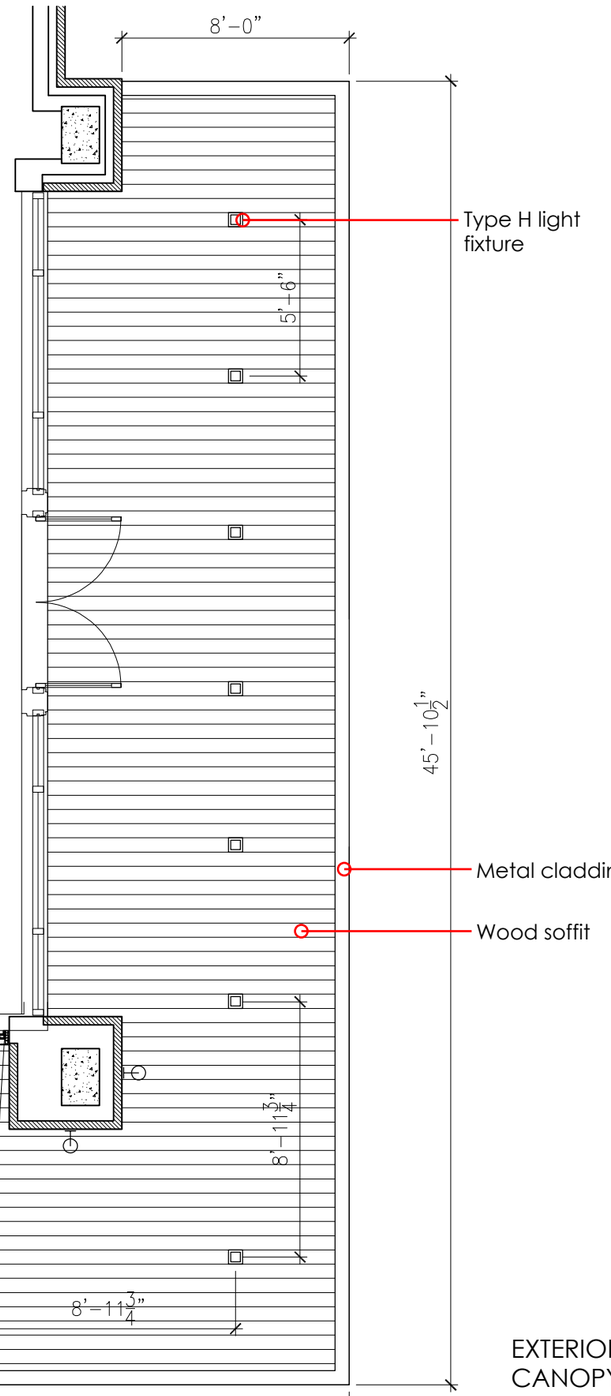
02 PARTIAL WALL SECTION 1/4"=1'-0"



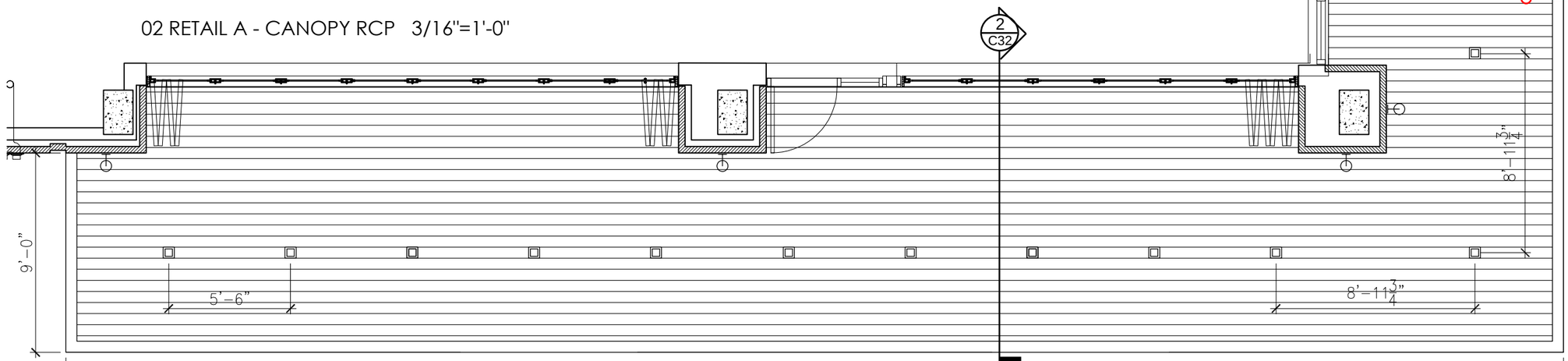
01 APARTMENT LOBBY - CANOPY RCP 3/16"=1'-0"



03 RETAIL B-C-D - CANOPY RCP 3/16"=1'-0"



02 RETAIL A - CANOPY RCP 3/16"=1'-0"



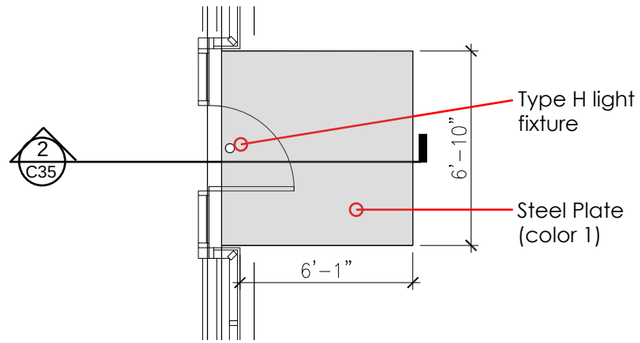
Approved
City of Portland
Bureau of Development Services

Planner _____

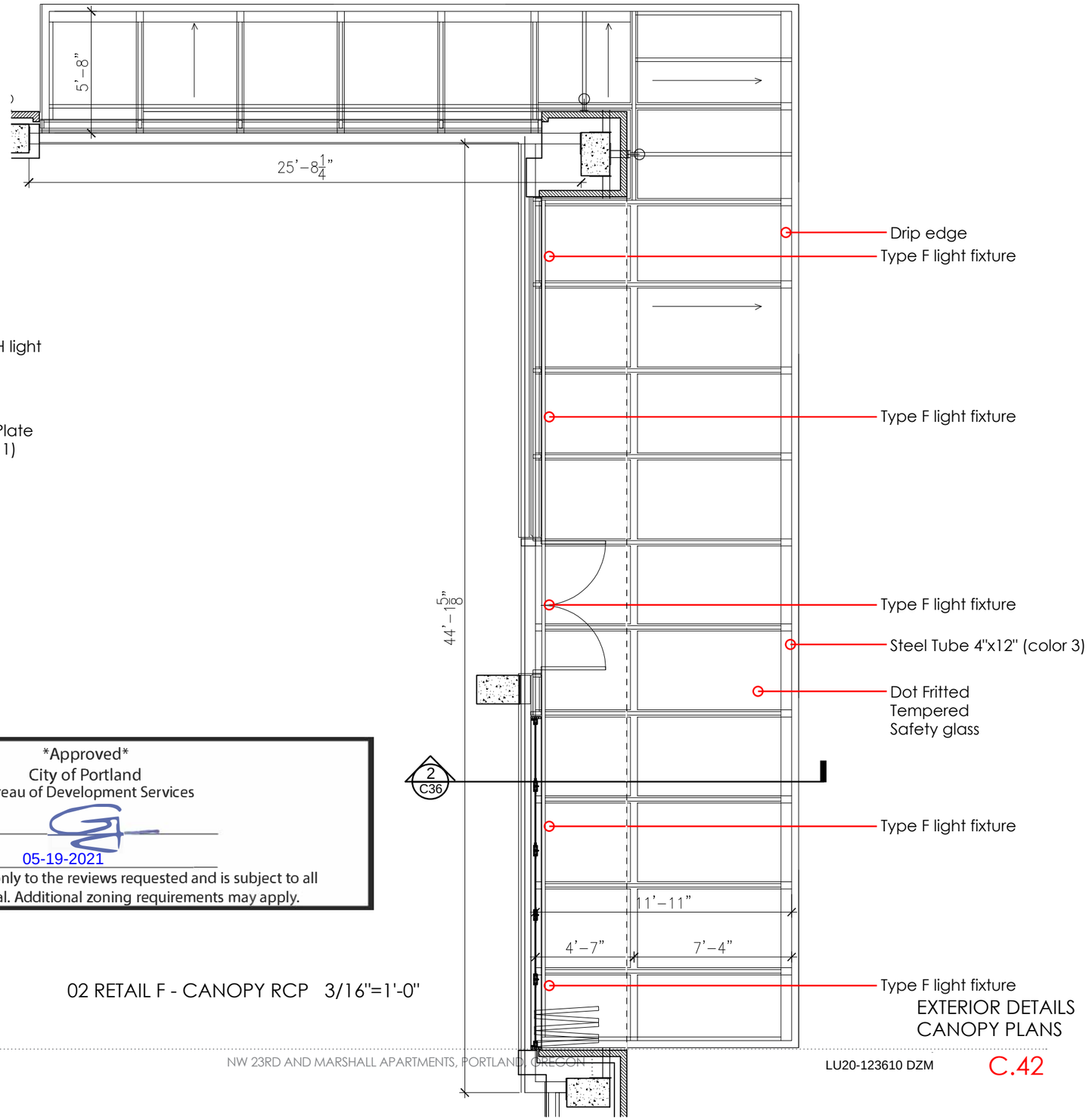
Date 05-19-2021

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EXTERIOR DETAILS
CANOPY PLANS



01 RETAIL E- CANOPY RCP 3/16"=1'-0"



02 RETAIL F - CANOPY RCP 3/16"=1'-0"

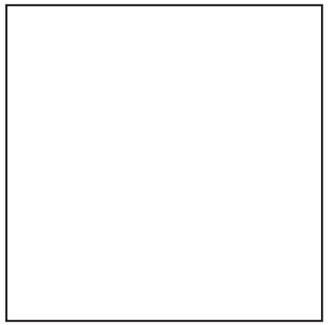
Approved
City of Portland
Bureau of Development Services

Planner _____

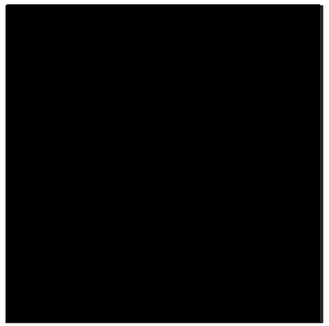
Date 05-19-2021

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EXTERIOR DETAILS
CANOPY PLANS



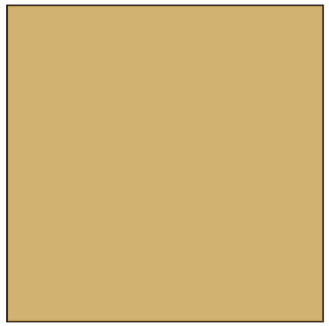
COLOR 4
WHITE



COLOR 1
BM - BLACK 2132-10 or similar



BRICK VENEER TYP 1 -
(SMOOTH) WHITE



COLOR 5
BM-Bryant Gold HC-7 or similar



COLOR 2
BM-CHARCOAL SLATE or similar



BOARD FORMED CONCRETE
and smooth cast in place concrete (painted and natural finish)



BRICK VENEER TYP 2 -
(SMOOTH) COAL CREEK

Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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COLOR 3
BM-2124-10 WROUGHT IRON or similar



WOOD STOREFRONT
MAHOGANY



BRICK VENEER TYP 3 -
(SMOOTH) WESTPORT

MATERIALS

25HCB3
Performance™ 13 Heat Pump
with Puron® Refrigerant
1–1/2 To 5 Nominal Tons

or SIMILAR

turn to the experts

48TC
Gas Heat/Electric Cooling
Packaged Rooftop
3 to 15 Nominal Tons

or SIMILAR

United Technologies
turn to the experts

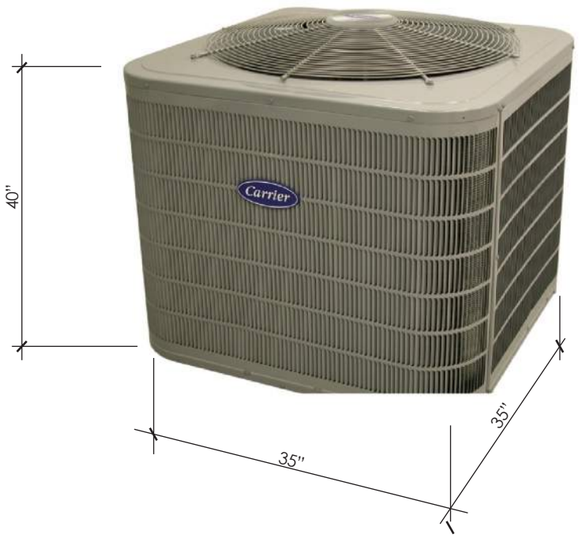
Product Data

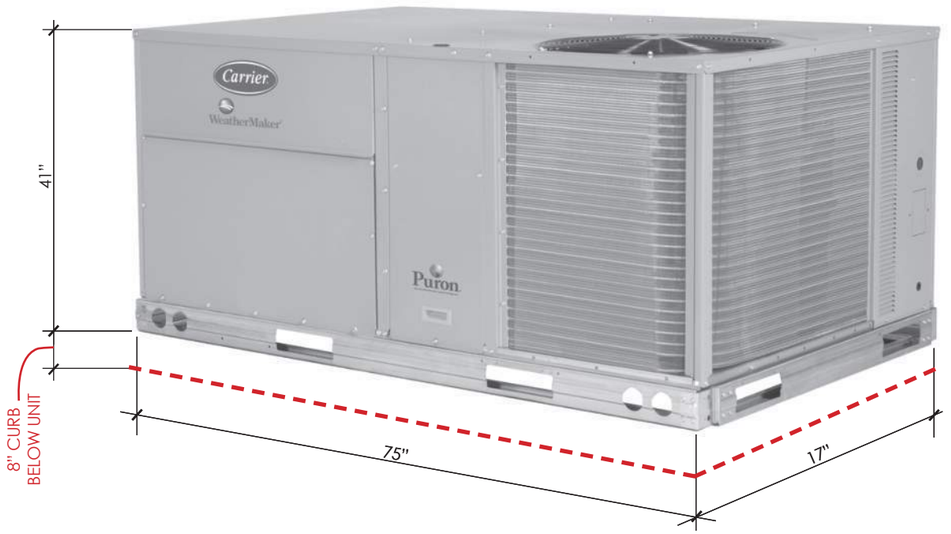
Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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C08613

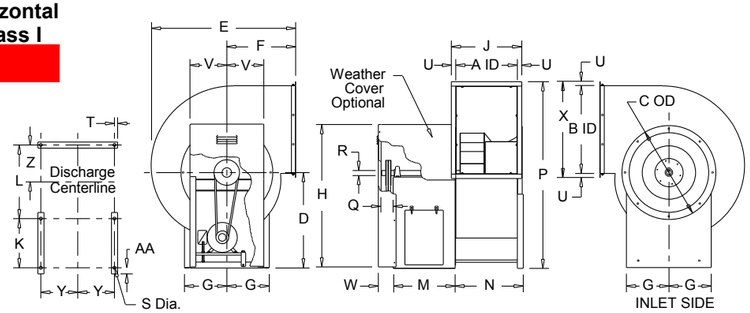
CUTSHEETS
ROOFTOP EQUIPMENT

COOK

MARK: EF-PARK

CPA

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	17-3/16	**L**	19-7/8	**W**	5
B	24-5/8	**M**	18-1/8	**X**	27-13/16
C	27-7/16	**N**	19	**Y**	11-1/8
D	27	**P**	53-1/16	**Z**	9-7/16
E	42-1/16	**Q**	4	**AA**	1-1/2
F	20-5/8	**R**	1-7/16		
G	11-7/8	**S**	9/16		
H	41	**T**	3/4		
J	20-7/16	**U**	1-5/8		
K	15	**V**	10-1/2		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	442	**Unit**	271

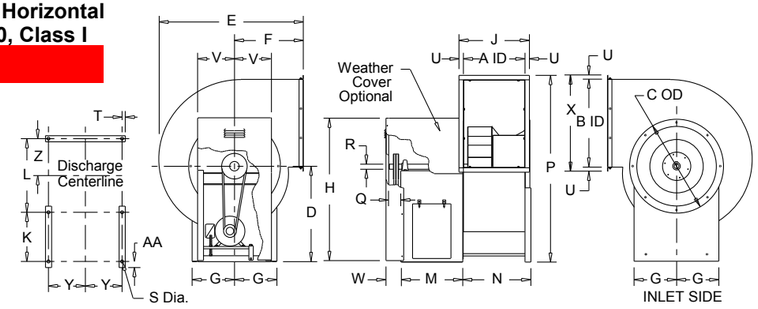
***Includes fan, motor & accessories.

COOK

MARK: EF-K

CPS

Flat Blade Centrifugal Blower
Clockwise Top Horizontal
Arrangement 10, Class I
or SIMILAR



Dimensions (inches)

A	16-1/16	**L**	18-3/4	**W**	5
B	23	**M**	18-1/8	**X**	26-3/16
C	25-15/16	**N**	17-7/8	**Y**	10-5/8
D	25-3/8	**P**	49-13/16	**Z**	8-7/8
E	40	**Q**	4	**AA**	1-1/2
F	20	**R**	1-7/16		
G	11-3/8	**S**	9/16		
H	38-7/8	**T**	3/4		
J	19-5/16	**U**	1-5/8		
K	15	**V**	10		

NOTE: Accessories may affect dimensions shown.

Weight(lbs)* **	**Shipping**	569	**Unit**	410

***Includes fan, motor & accessories.

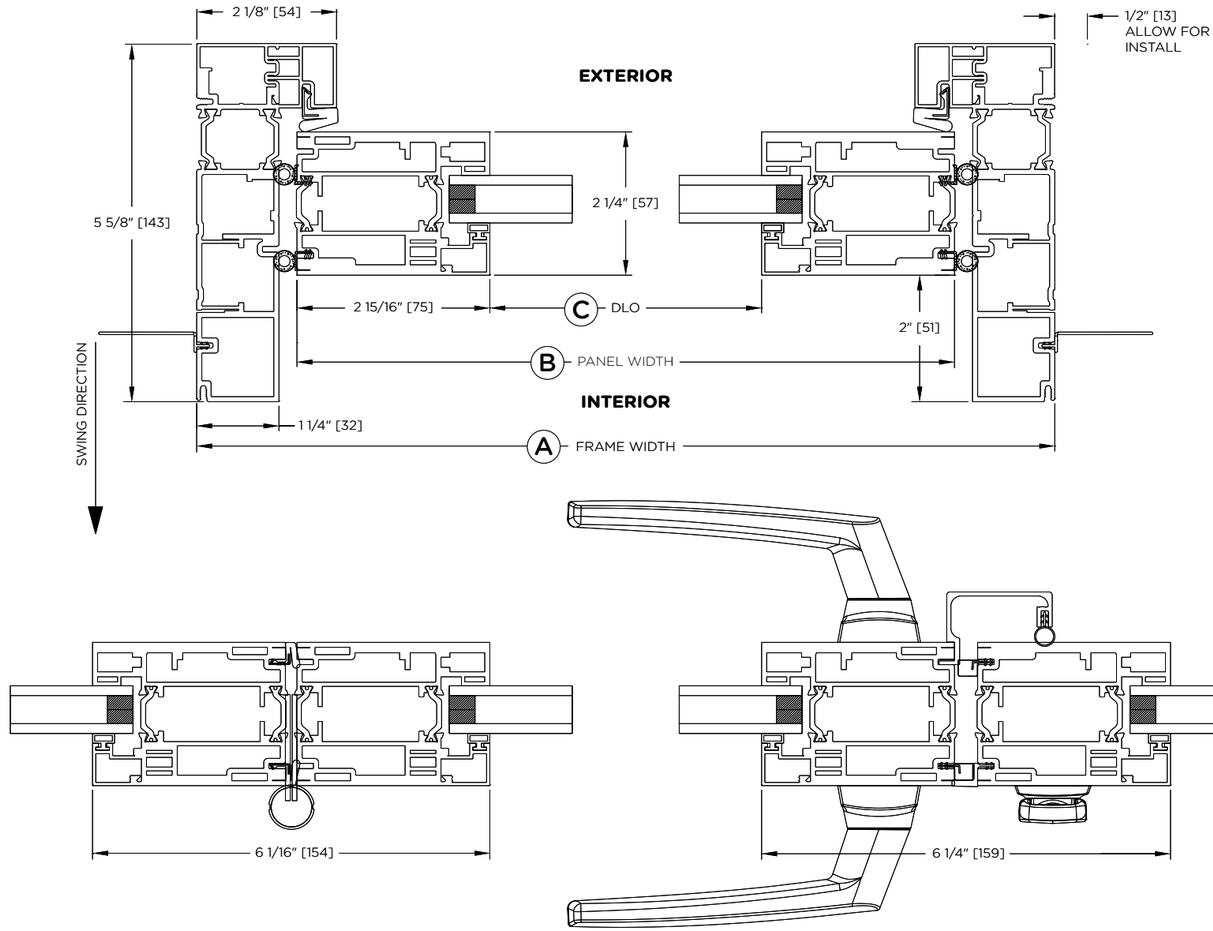
Approved
City of Portland
Bureau of Development Services
Planner_____
Date 05-19-2021
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CUTSHEETS
ROOFTOP EQUIPMENT

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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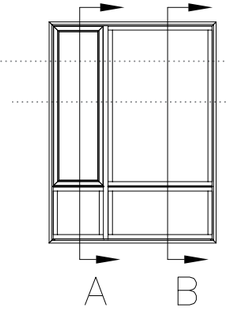
FOLDING | PLAN VIEW

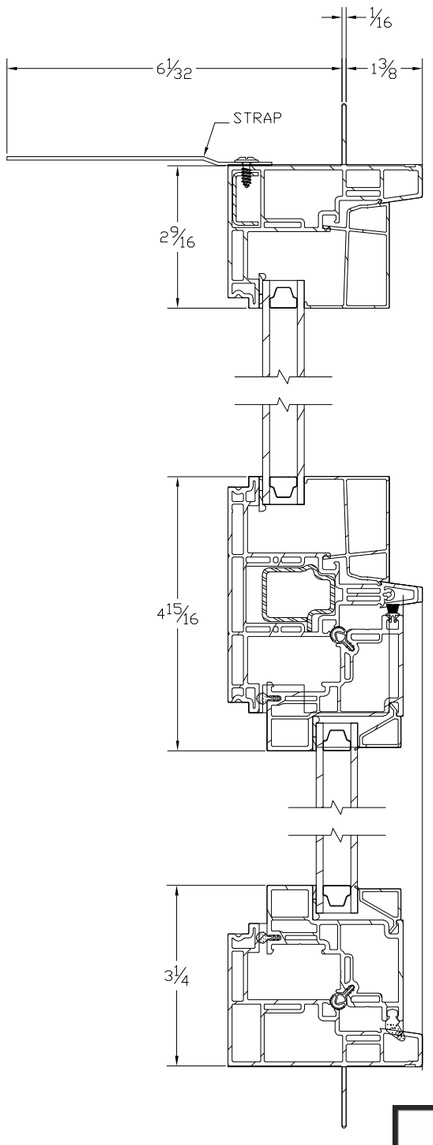
ALUMINUM THERMALLY CONTROLLED - INSWING ; OUTSWING SIMILAR



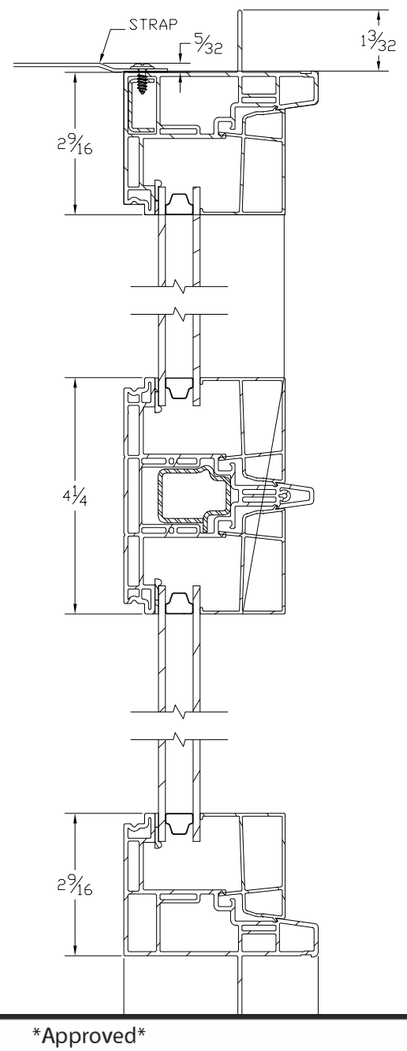
FOLDING STOREFRONT DOOR
NANA WALL; LA CANTINA; OR SIMILIAR

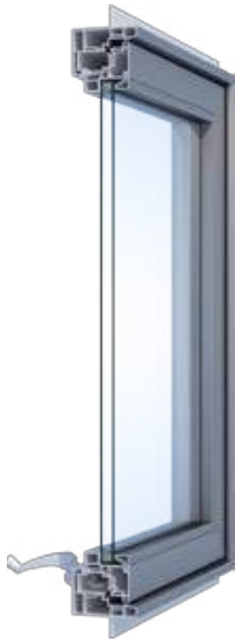
CUTSHEETS
FOLDING STOREFRONT DOOR



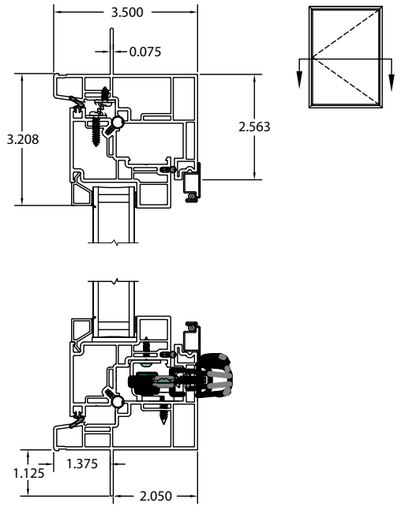


VIEW A

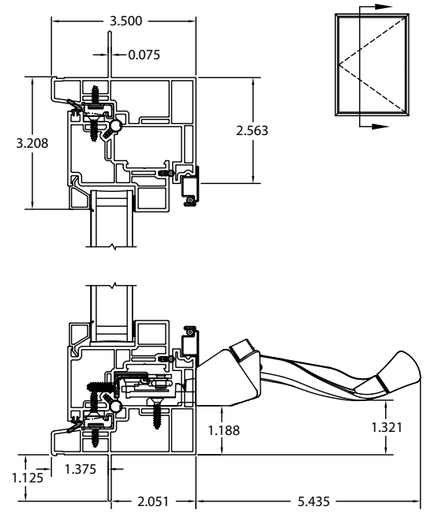




Casement Awning 3½" Frame Depth



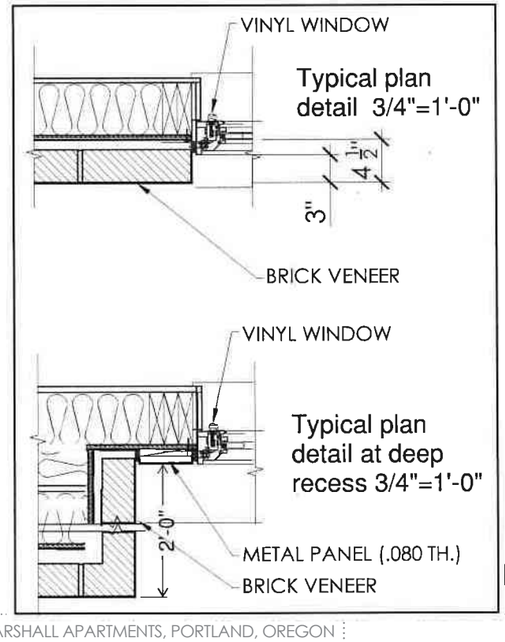
Casement Horizontal

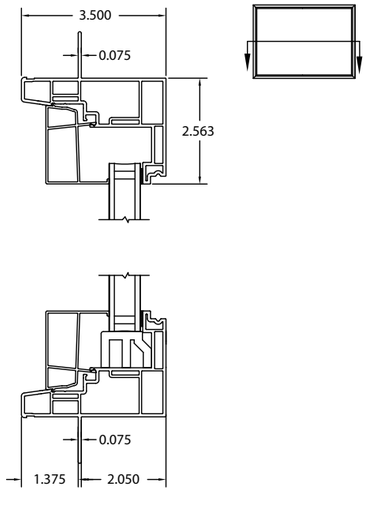


Casement Vertical



Fixed Window 3½" Frame Depth





Picture Window Vertical
lable with IGUs 3/4"–1-1/4"OA

CUTSHEETS
VINYL WINDOWS

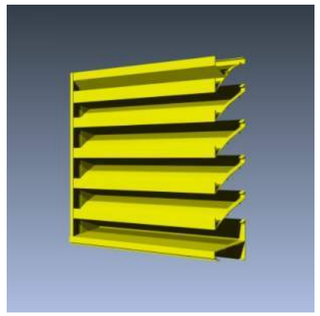
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
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TYPE 1 LOUVER

EXTERIOR WALL LOUVER

Industrial Louvers, Inc.

MODEL 458XP **or SIMILAR**



STANDARD CONSTRUCTION

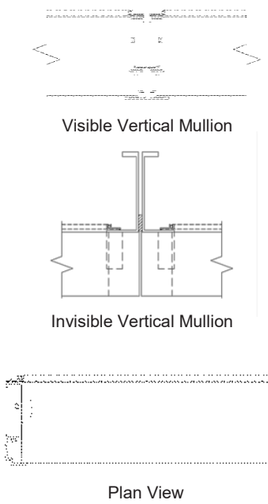
- Material: Extruded Aluminum 6063-T6
- Frame: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blades: 4” (102mm)deep, .081” (2.1mm) nominal wall thickness
- Blade Spacing: 3.875” (98mm) on center
- Screen: 1/2” x .063” flattened expanded bird screen and/or 18 x 14 mesh charcoal insect screen.
- Finish: Mill

OPTIONAL ACCESSORIES

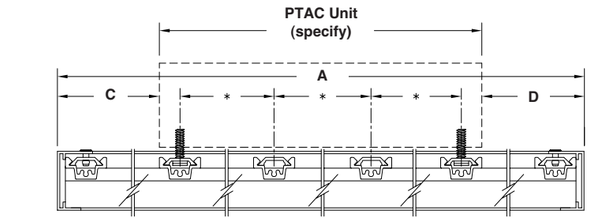
- Extended Sill Flashing
- Insulated and Non-insulated Blank-off Panels
- Flanged & Glazing Frames of various sizes
- Hinged Access Panels
- Sub-frames
- Visible Mullions
- Invisible Mullions for continuous blade appearance

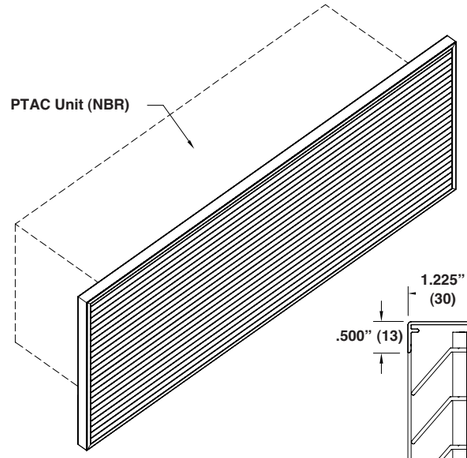
FINISHES

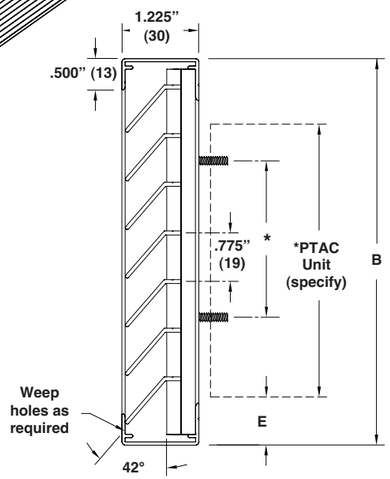
- 2 coat Fluropolymer: Kynar® 500 / Hylar® 5000 custom colors available in 70% PVDF (AAMA 2605) or 50% PVDF (AAMA 2604) formulas.
- 3 coat Fluropolymer: Kynar 500 / Hylar 5000 custom colors available in 70% PVDF (AAMA 2605) formulas.
- Anodic finishes: Class I and Class II in Clear, Light/Medium/Dark Bronze, Champagne, and Black.
- Prime coat
- Mill



TYPE 2 LOUVER







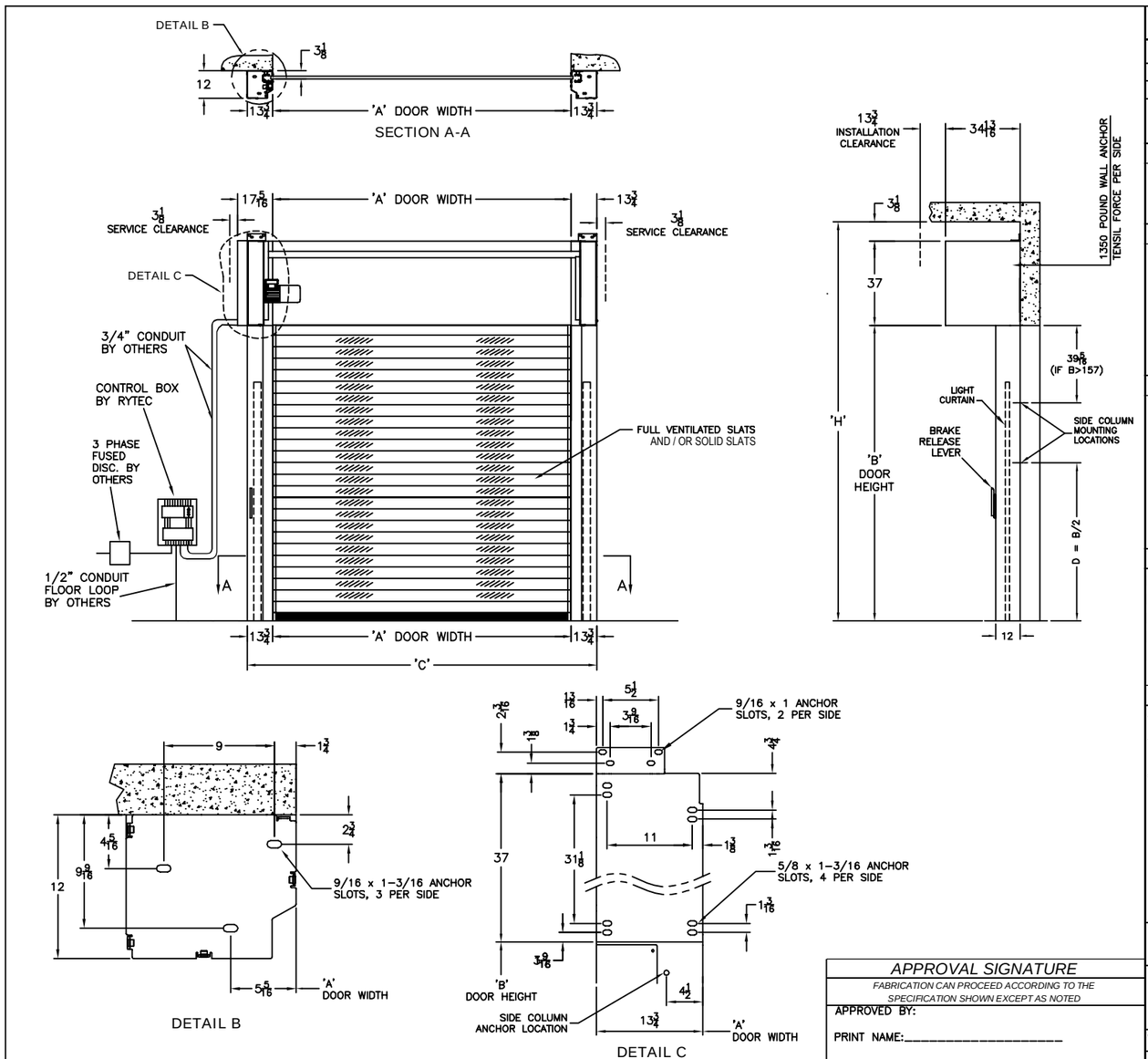
Approved
City of Portland
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Planner _____

Date 05-19-2021

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CUTSHEETS
MECHANICAL LOUVERS



REV	DESCRIPTION	DATE	BY

DIMENSIONAL VARIABLES

DRAWING NOT TO SCALE; DIMENSIONS IN INCHES

DOOR NO.	A	B	C	H
MILLIMETERS				

ACTUAL DOOR SIZE IS PRODUCED IN MILLIMETERS
REQUESTED DOOR SIZE IS CONVERTED TO MILLIMETERS AND ROUNDED UP TO THE NEAREST 10MM

ELECTRICAL OPTIONS

- ☐ 460v – 3ph
- ☐ 230v/208v – 3ph
- ☐ 230v/208v – 1ph
- ☐ 575v – 3ph (INCLUDES NEMA 4 METAL ENCLOSURE WITH 575/460 TRANSFORMER)

STANDARD FEATURES

1. SIDE COLUMN AND HEAD CONSOLE POWDER COATED RYTEC SILVER.
2. INTELLIGENT LIGHT CURTAIN SYSTEM IN DOOR LINE TO 6'–0" ABOVE FINISHED FLOOR.
3. VARIABLE DOOR OPENING SPEED; UP TO 118"/SEC.
4. PROGRAMMABLE UPPER AND LOWER LIMITS.
5. NEMA 4X SYSTEM 4 CONTROL BOX (8.5"X16.5").
6. BRAKE RELEASE LEVER ON SIDE COLUMN.
7. ELECTRICAL FAIL SAFE REVERSING EDGE.
8. ONE (1) SET PATHWATCH SAFETY SYSTEM.

STANDARD OPTIONS

BRAKE RELEASE LEVER
☒ SIDE COLUMN ☐ REMOTE MOUNT ☐ BOTH

- ☐ SLANT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FLAT HOOD (INCLUDES FRONT/BOTTOM COVERS)
- ☐ FRONT AND BOTTOM HEAD COVERS
- ☐ RIGHT HAND DRIVE
- ☐ ROTARY DISCONNECT
- ☐ SELECTOR SWITCH ON CONTROL BOX FUNCTION: _____
- ☐ FULLY VENTILATED SLATS
- ☐ PHOTOEYES IN LIEU OF LIGHT CURTAINS

ACTIVATION

- ☐ __ PUSHBUTTON
- ☐ __ PULL CORDS
- ☐ __ MOTION DETECTOR
- ☐ __ PRESENCE DET.
- ☐ __ MOTION/PRESENCE
- ☐ DUAL LOOP CONTROLLER
- ☐ RADIO CONTROL RCVR (INCLUDE MIN 2 XMIT)
  - __ 1 BTN TRANSMITTER
  - __ 2 BTN TRANSMITTER
  - __ 4 BTN TRANSMITTER

OPTION NOTES

ADDITIONAL NOTES:

– FULL VENTILATED SLAT ASSEN

PLEASE SPECIFY VOLTAGE

APPROVAL SIGNATURE

FABRICATION CAN PROCEED ACCORDING TO THE SPECIFICATION SHOWN EXCEPT AS NOTED

APPROVED BY:

PRINT NAME:_____

SIGNATURE: _____

DATE: _____

Approved
City of Portland
Bureau of Development Services

Planner_____

Date 05-19-2021

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RYTEC CORPORATION
ONE CEDAR PARKWAY, JACKSON, WI 53037–0403

APPROVAL DRAWING
SPIRAL FULL VENTILATED MODEL STT-
FOR DOOR WIDTH UP TO 20', HEIGHT UP TO 19'-8"

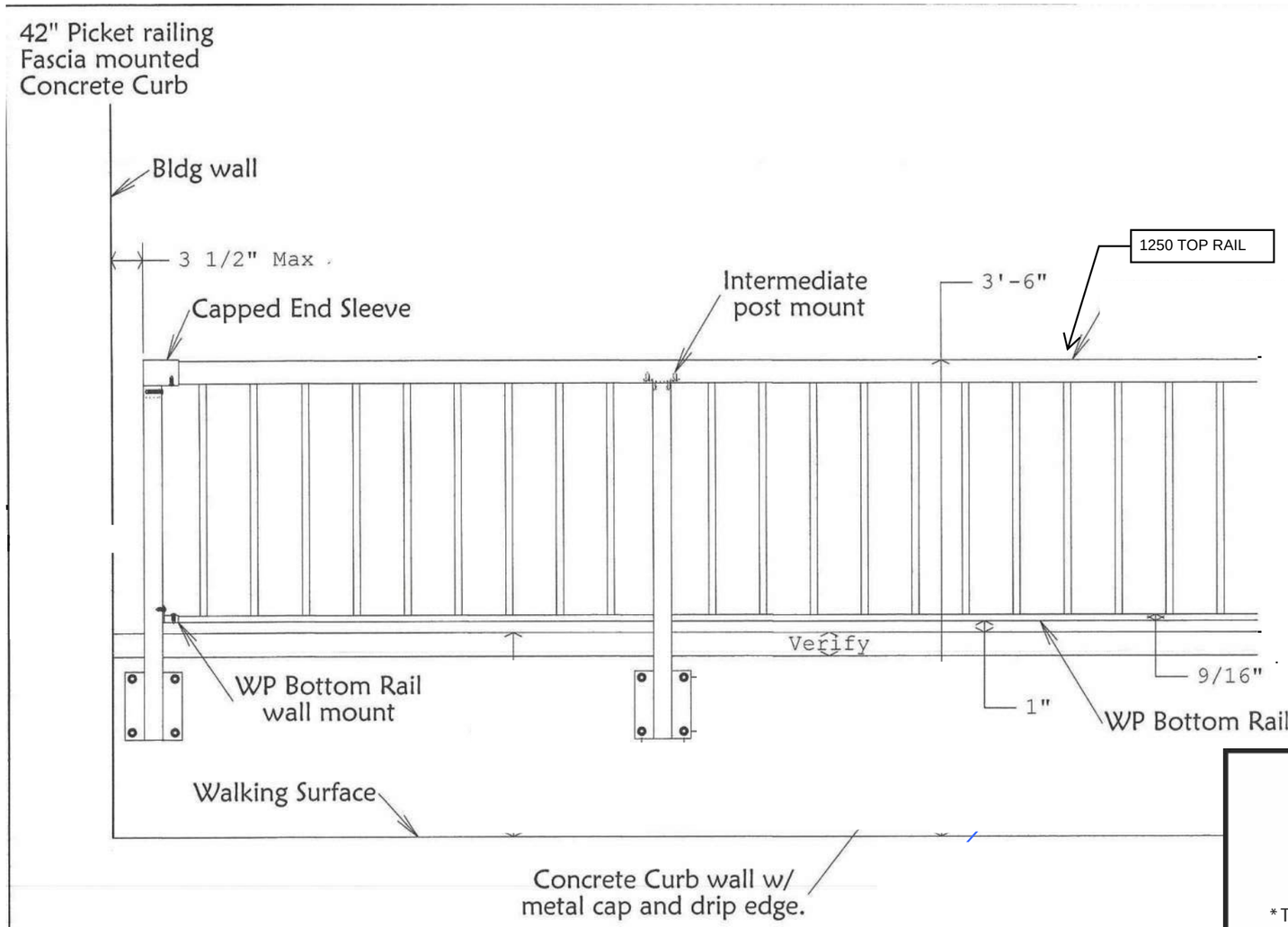
CUSTOMER:

LOCATION:

DATE: | REV.: —

DRAWING NO.: 729–02T

CUTSHEETS
GARAGE DOOR



VIEW FROM PATIO SIDE

RailPro RP RAILING SOLUTIONS	V6899	2nd level Patio Elevation	DATE	Approved for Installation
			DRAWN RR	

Approved
City of Portland
Bureau of Development Services
Planner _____
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CUTSHEETS
ALUMINUM GUARDRAIL

Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

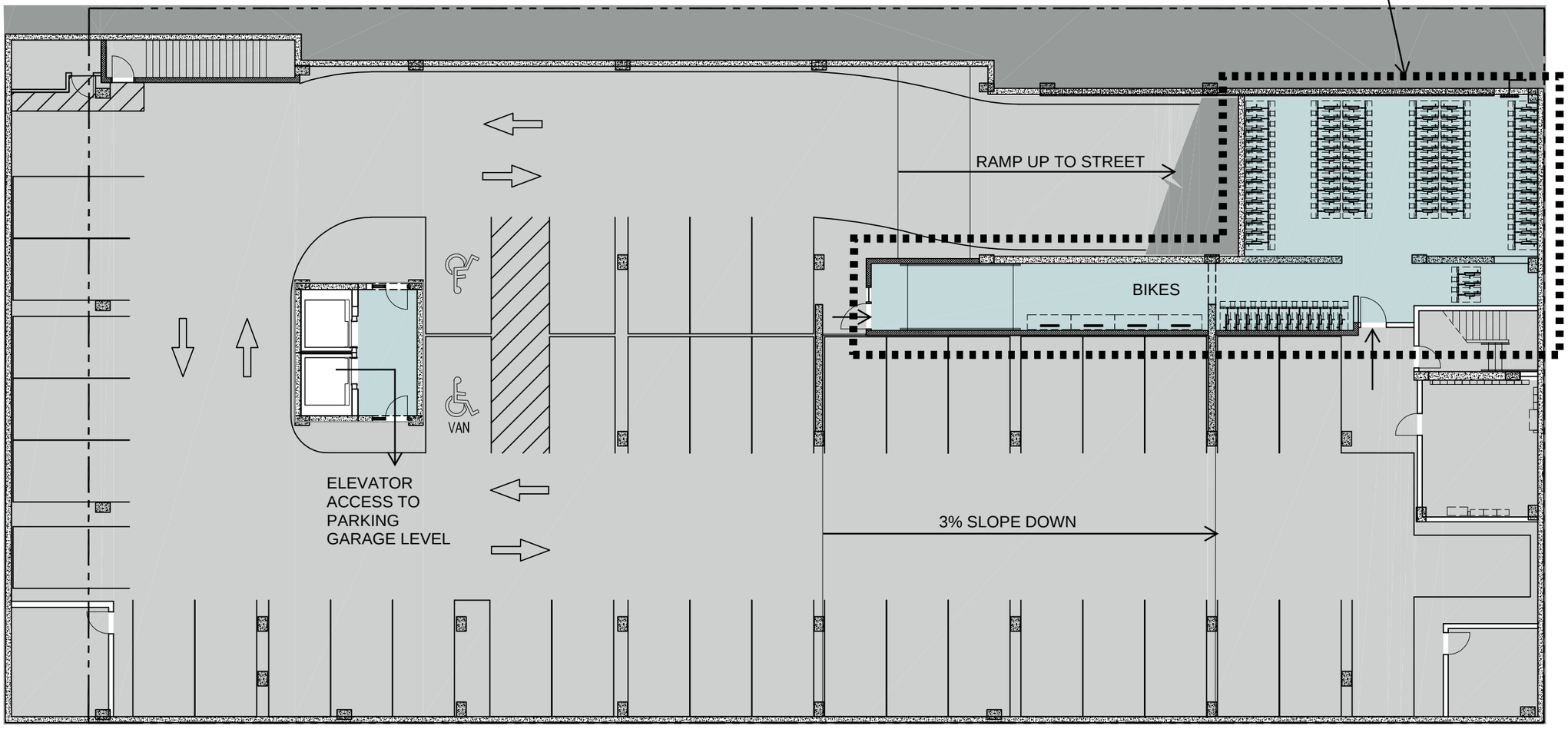
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BICYCLE PARKING SUMMARY

82 LONG TERM RESIDENTIAL BIKE PARKING
0 SHORT TERM RESIDENTIAL BIKE PARKING

2 LONG TERM RETAIL BIKE PARKING
0 SHORT TERM RETAIL BIKE PARKING

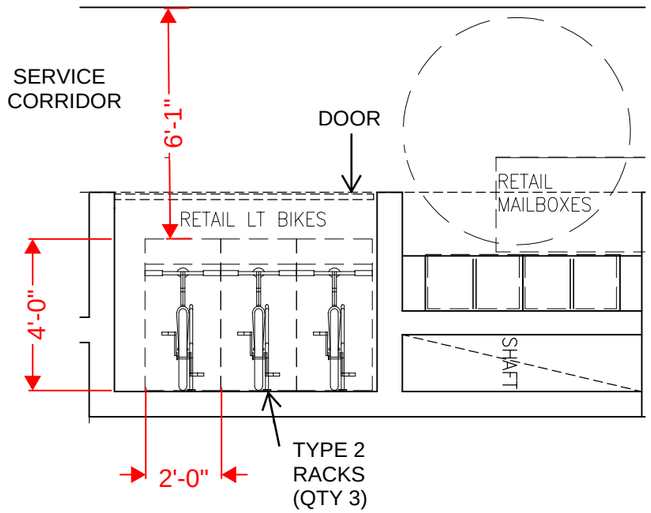
RESIDENTIAL LONG TERM BIKE PARKING
82 REQ'D / 90 PROVIDED
SEE C.52 FOR ENLARGED PLAN



BASEMENT FLOOR PLAN - BIKES

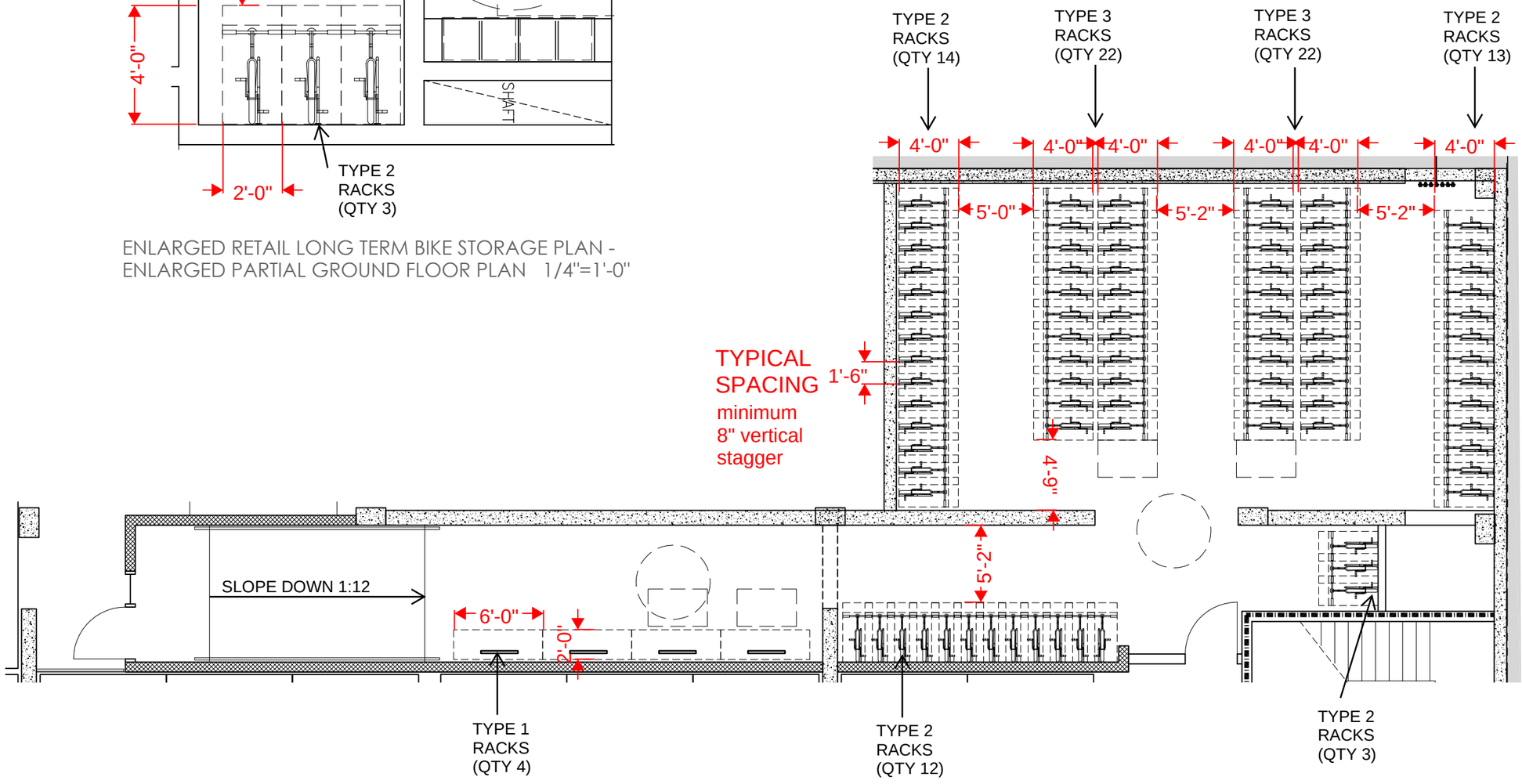
0 4' 8' 24 ft NORTH

BIKE PARKING PLAN



ENLARGED RETAIL LONG TERM BIKE STORAGE PLAN -
ENLARGED PARTIAL GROUND FLOOR PLAN 1/4"=1'-0"

Approved
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Bureau of Development Services
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RESIDENTIAL LONG TERM BIKE PARKING
ENLARGED PARTIAL BASEMENT PLAN 1/8"=1'-0"

90 BIKES TOTAL

BICYCLE PARKING SUMMARY

82 LONG TERM RESIDENTIAL BIKE PARKING
0 SHORT TERM RESIDENTIAL BIKE PARKING

2 LONG TERM RETAIL BIKE PARKING
0 SHORT TERM RETAIL BIKE PARKING



BICYCLE PARKING TYPE 1

LOTLIMIT *BIKE RACK*

DESCRIPTION: STAPLE RACK 24"X40"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 2

DERO *ULTRA SPACE SAVER SINGLE*

DESCRIPTION: VERTICAL WALL MOUNTED RACK 18"X48"

COLOR: BLACK POWDER COAT



BICYCLE PARKING TYPE 3

DERO *ULTRA SPACE SAVER SQUARED*

DESCRIPTION: FLOOR MOUNTED VERTICAL STAND ALONE RACK 18"X48"

COLOR: BLACK POWDER COAT

NOTE: SEE MODIFICATION FOR BIKE PARKING SIZE ADJUSTMENTS

0 4' 8' 24 ft NORTH

BIKE PARKING ENLARGED PLANS

Senergy®
(or similar)

Fine Finish

100% acrylic polymer finish coat

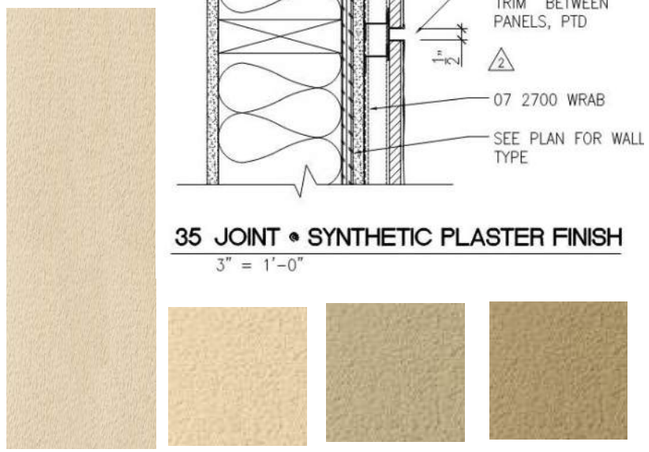
Product Bulletin

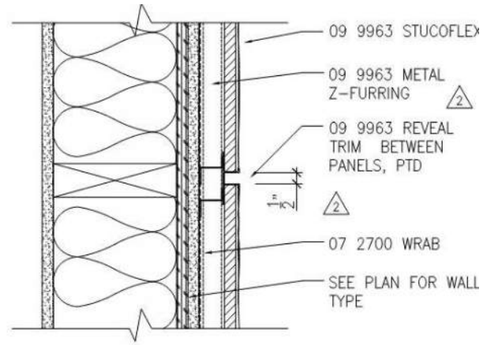
DESCRIPTION
Factory-mixed, 100% acrylic polymer finish coat. FINE Finish utilizes uniformly-sized aggregate for a smooth, fine texture.

PACKAGING
31.7-kg per 19-liter pail (70-lbs per 5-gallon pail).

COVERAGE
(Approximate) 14.8 m² (160 ft.²) per pail

COLORS
Available in a wide variety of standard and custom colors





35 JOINT • SYNTHETIC PLASTER FINISH
3" = 1'-0"

USES
1. Provides an aesthetically pleasing surface color and texture for the SENERGY Wall Systems.
2. Can also be utilized as a textured finish for poured concrete or unit masonry, conventional stucco, SENERGY STUCCO Wall System, SENERGY Cement-Board Stucco, certain insulating concrete forms, and interior veneer plaster or gypsum wallboard.

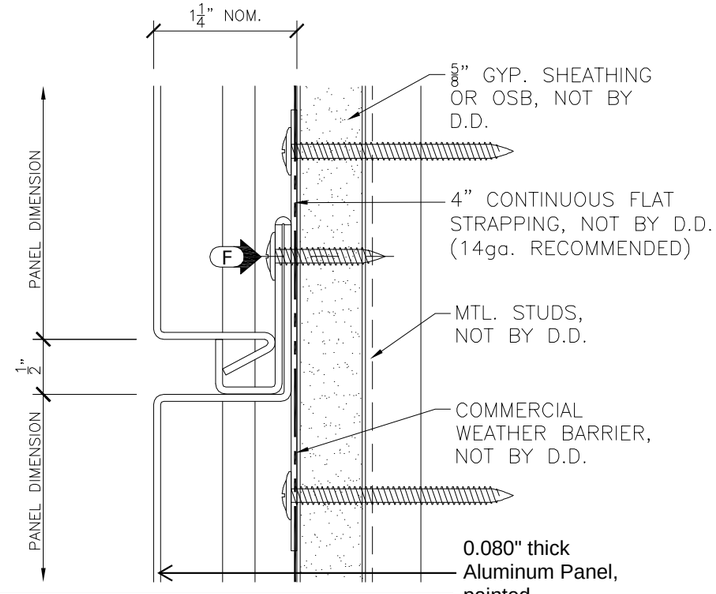
Features	Benefits
100% Acrylic polymer chemistry	Long-term durability and weather resistance
Integral color	Reduced maintenance and recoating
Weather resistant	Repels water and resists wind-driven rain
Seals existing, non-moving hairline cracks	Protects
Breathable	Doesn't blister, peel or flake

BASF
We create chemistry

dri-design® WALL PANEL SYSTEM

Mailing: P.O. Box 1286
Holland, MI 49424-1286
Phone: 616.355.2970
Fax: 616.355.2972
www.dri-design.com

DATE: February 05, 2010
DESCRIPTION:
TYPICAL HORIZONTAL JOINT OVER OSB OR GYP. SHEATHING



Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

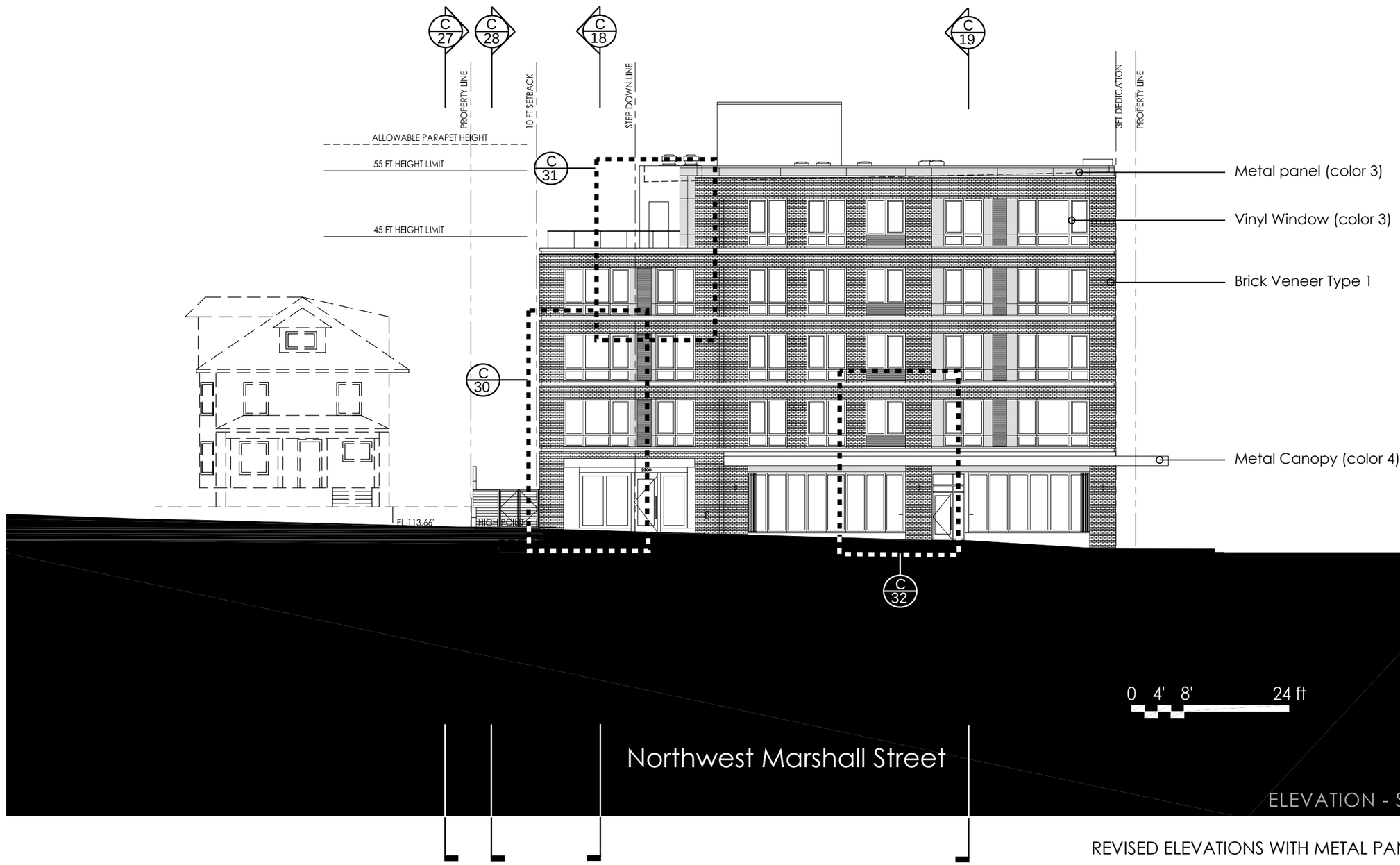
NOTE:
CONTACT DRI-DESIGN FOR HORIZONTAL REVEAL OPTIONS.

January 2010 All rights reserved. dri-design U.S. patent #6,694,694 (Canadian Patent #2,403,399)

Detail: 2A

CUTSHEETS
METAL PANEL and SYNTHETIC STUCCO

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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ELEVATION - SOUTH

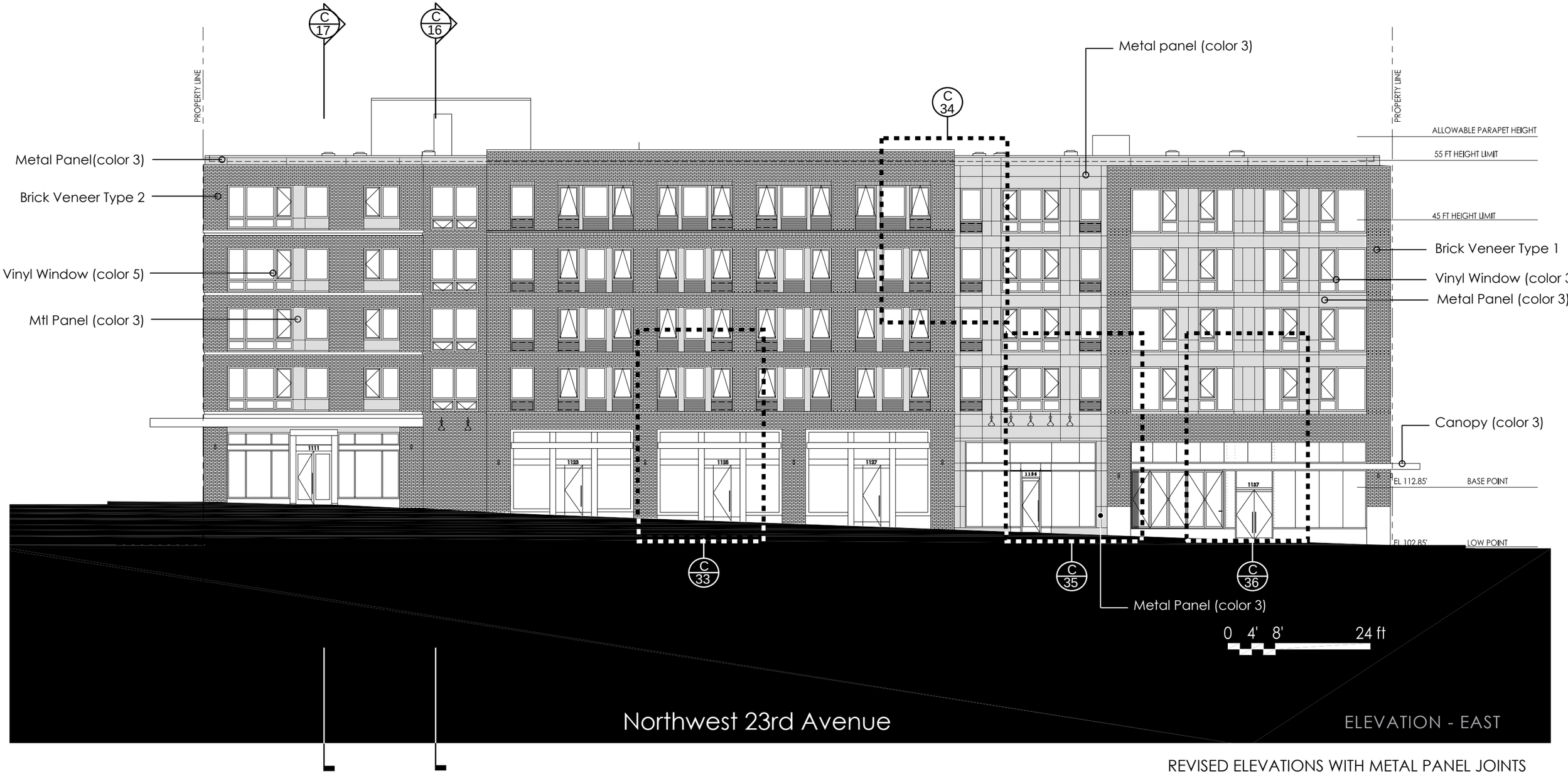
REVISED ELEVATIONS WITH METAL PANEL JOINTS

Approved
City of Portland
Bureau of Development Services

Planner _____

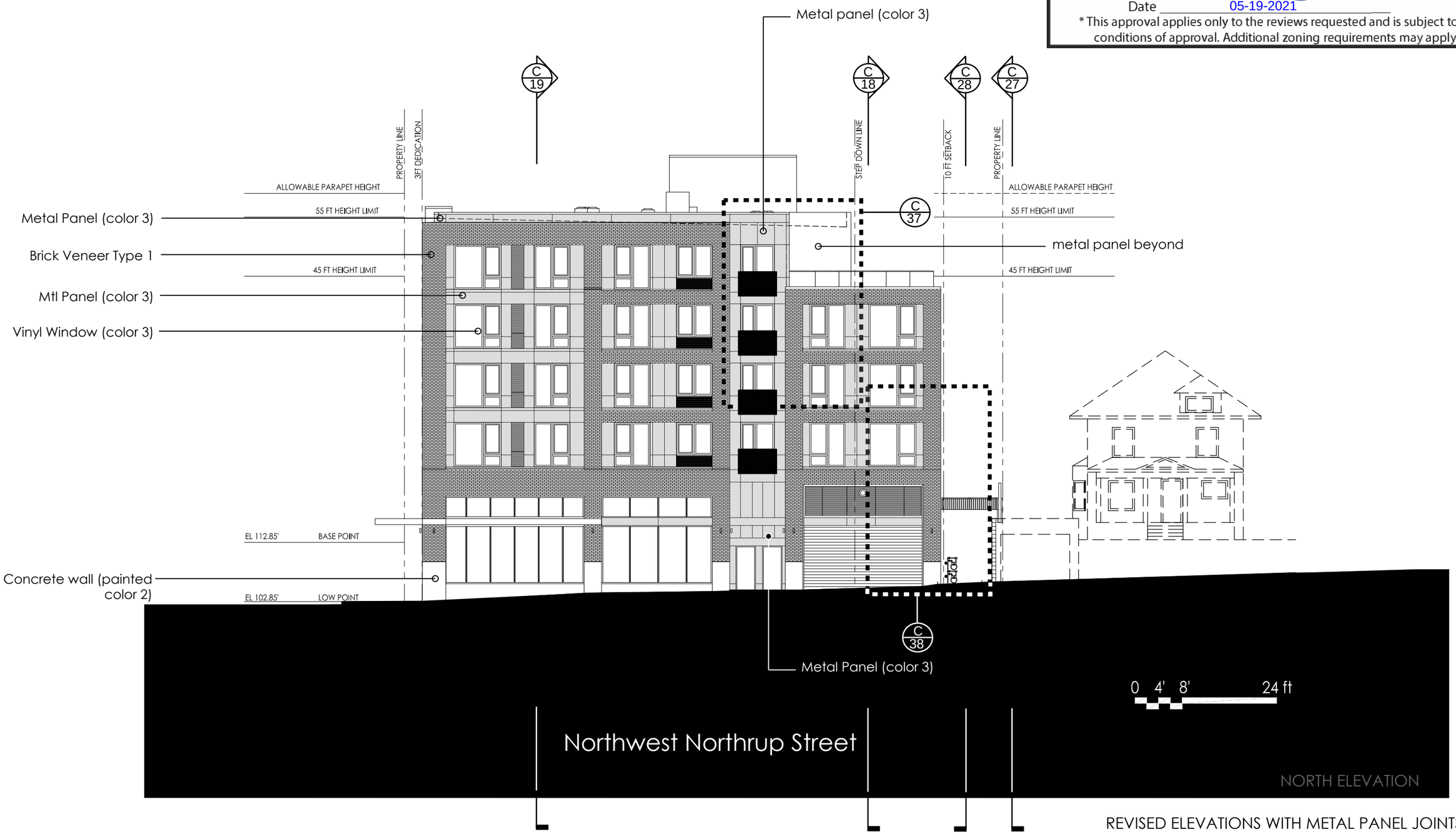
Date 05-19-2021

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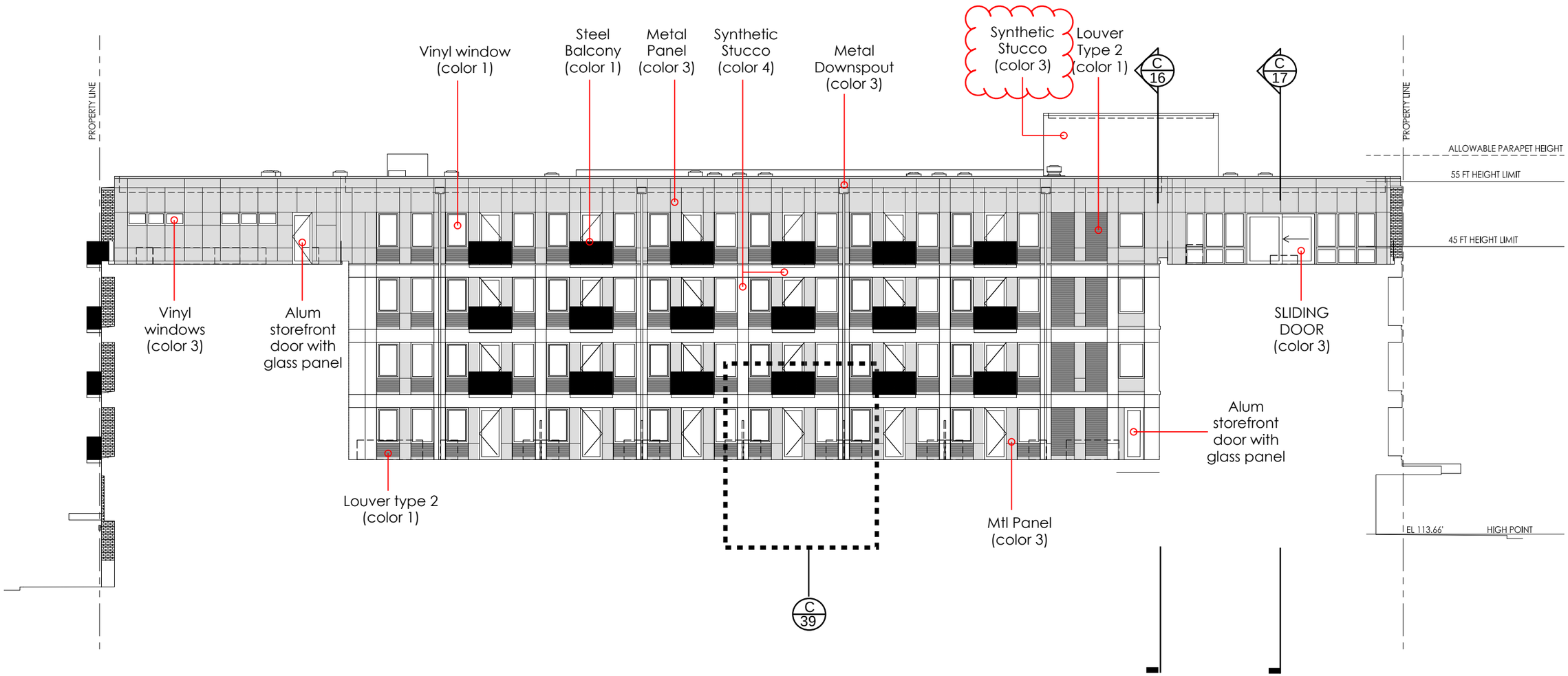


REVISED ELEVATIONS WITH METAL PANEL JOINTS

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



REVISED ELEVATIONS WITH METAL PANEL JOINTS



WEST ELEVATION AT STEPDOWN PLANE

Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

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REVISED ELEVATIONS WITH METAL PANEL JOINTS

Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

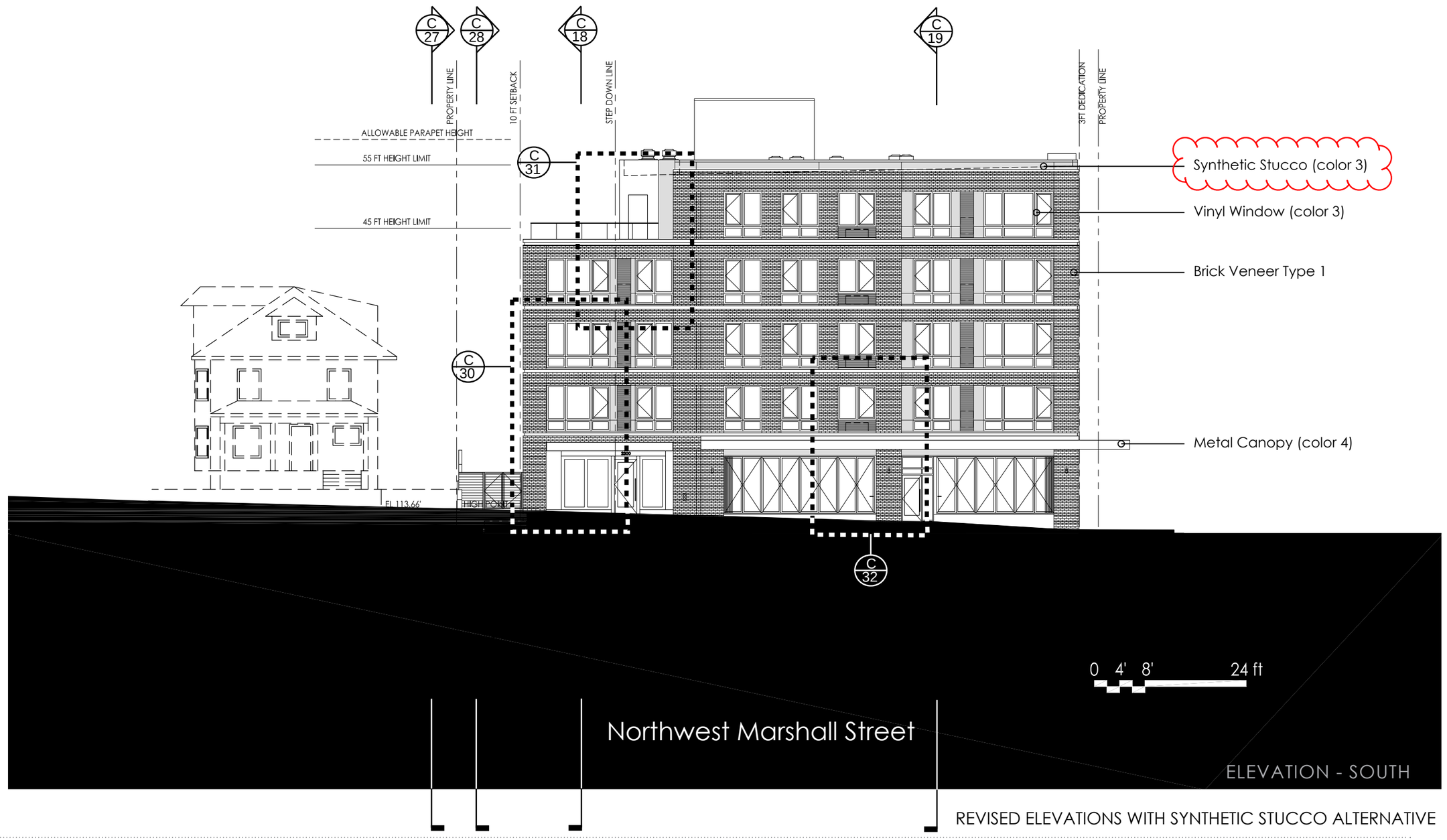
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



ELEVATION - SOUTH

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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ELEVATION - SOUTH

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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ELEVATION - EAST

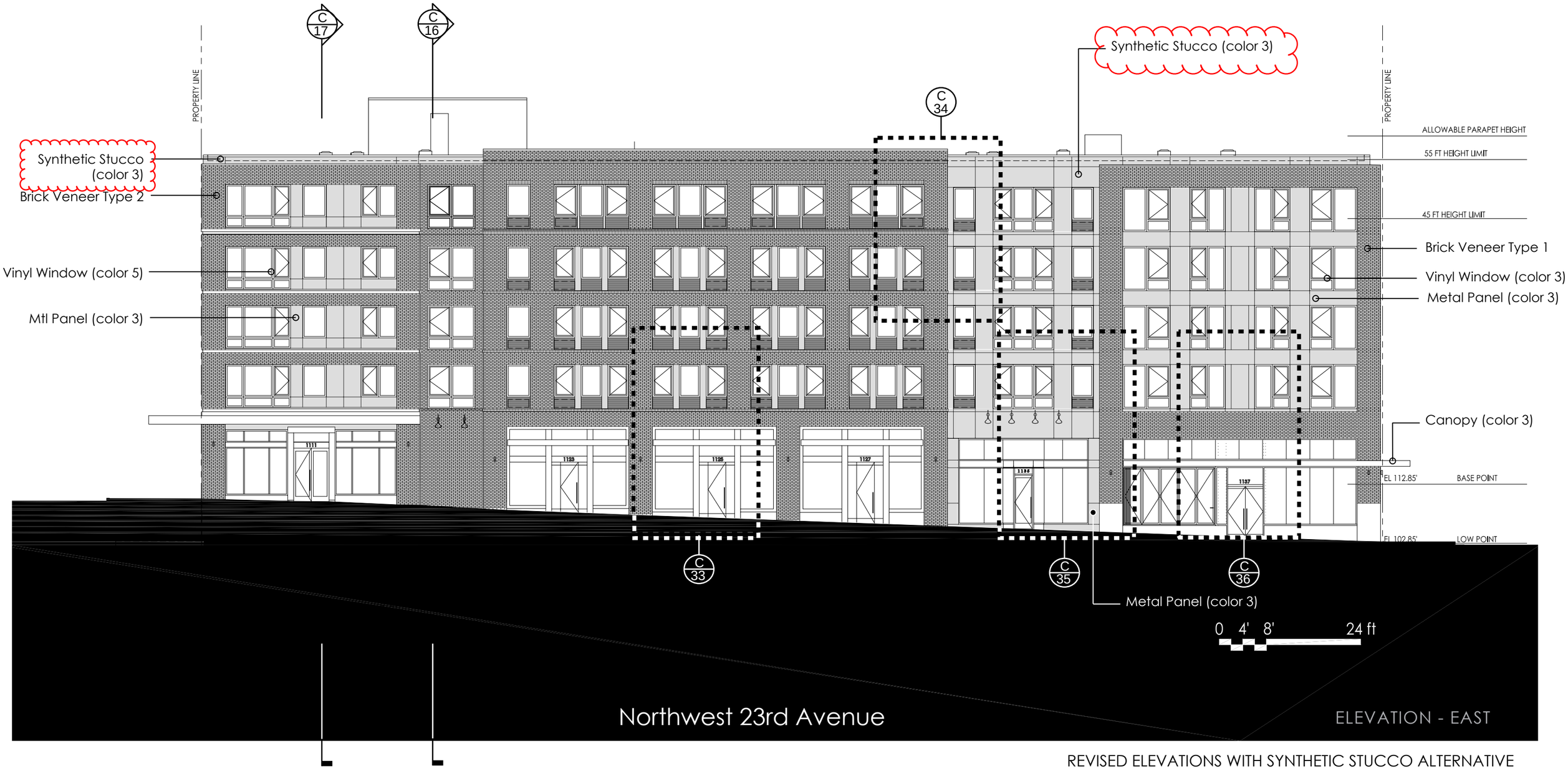
REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services

Planner _____

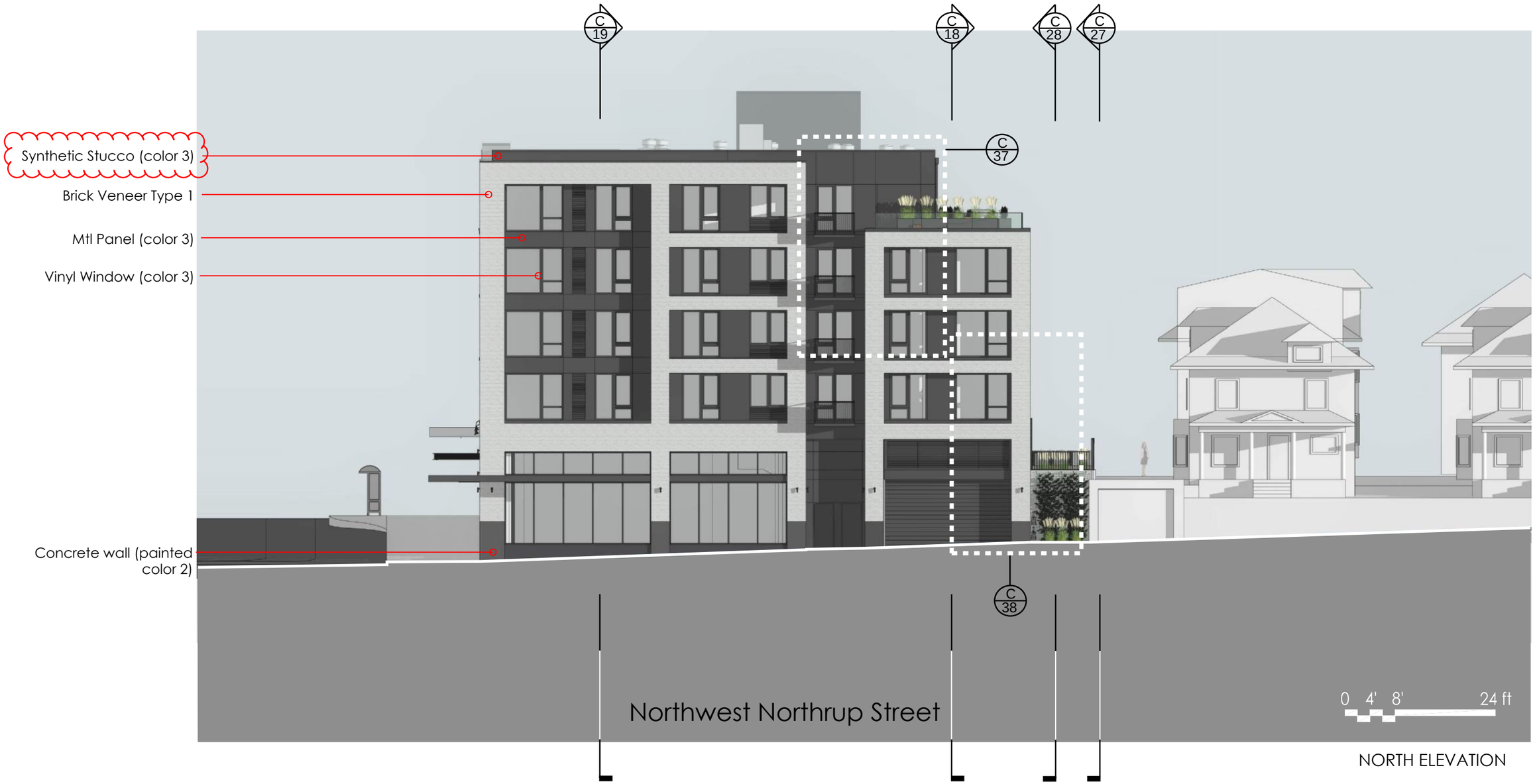
Date 05-19-2021

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REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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NORTH ELEVATION

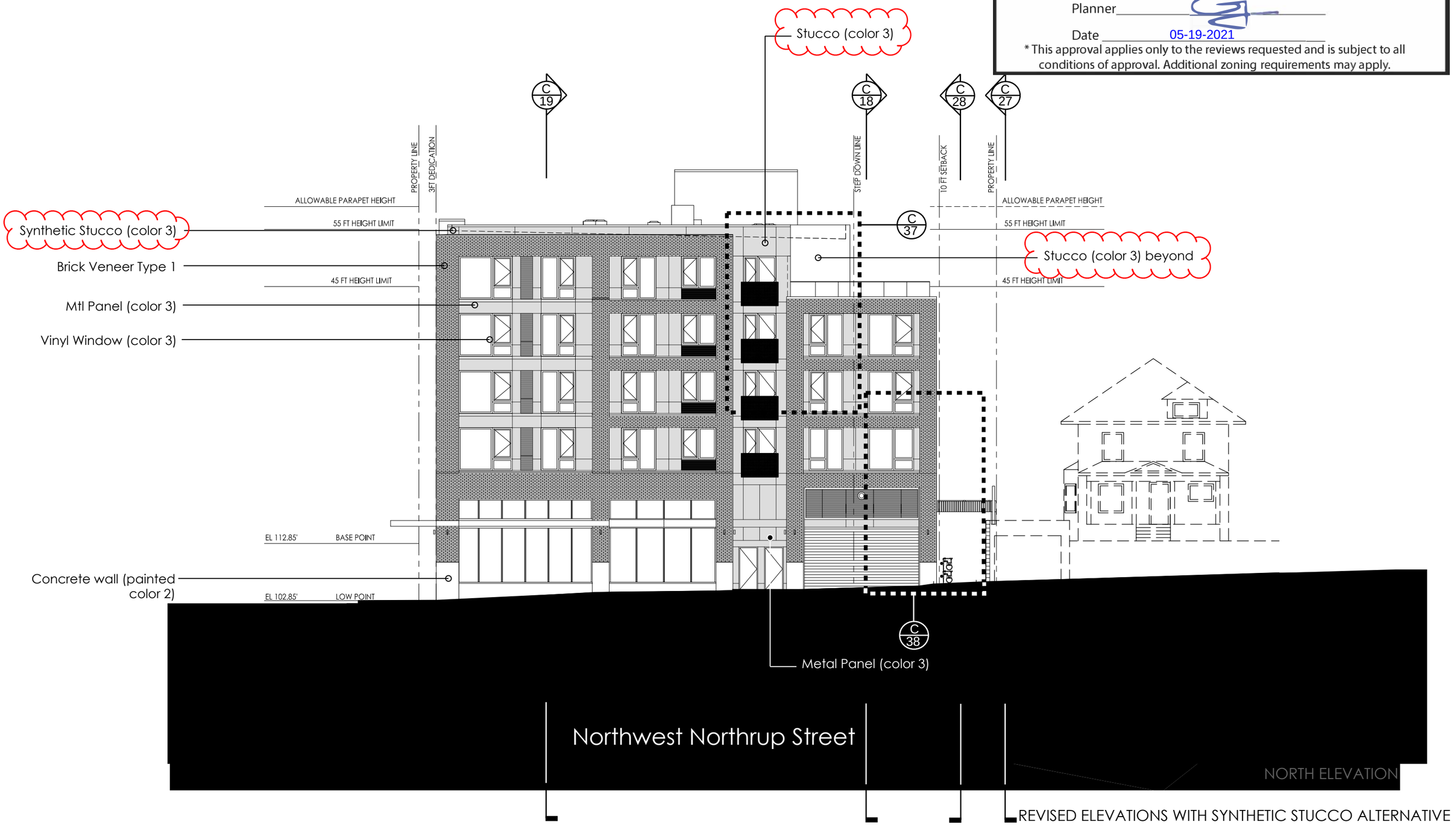
REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services

Planner _____

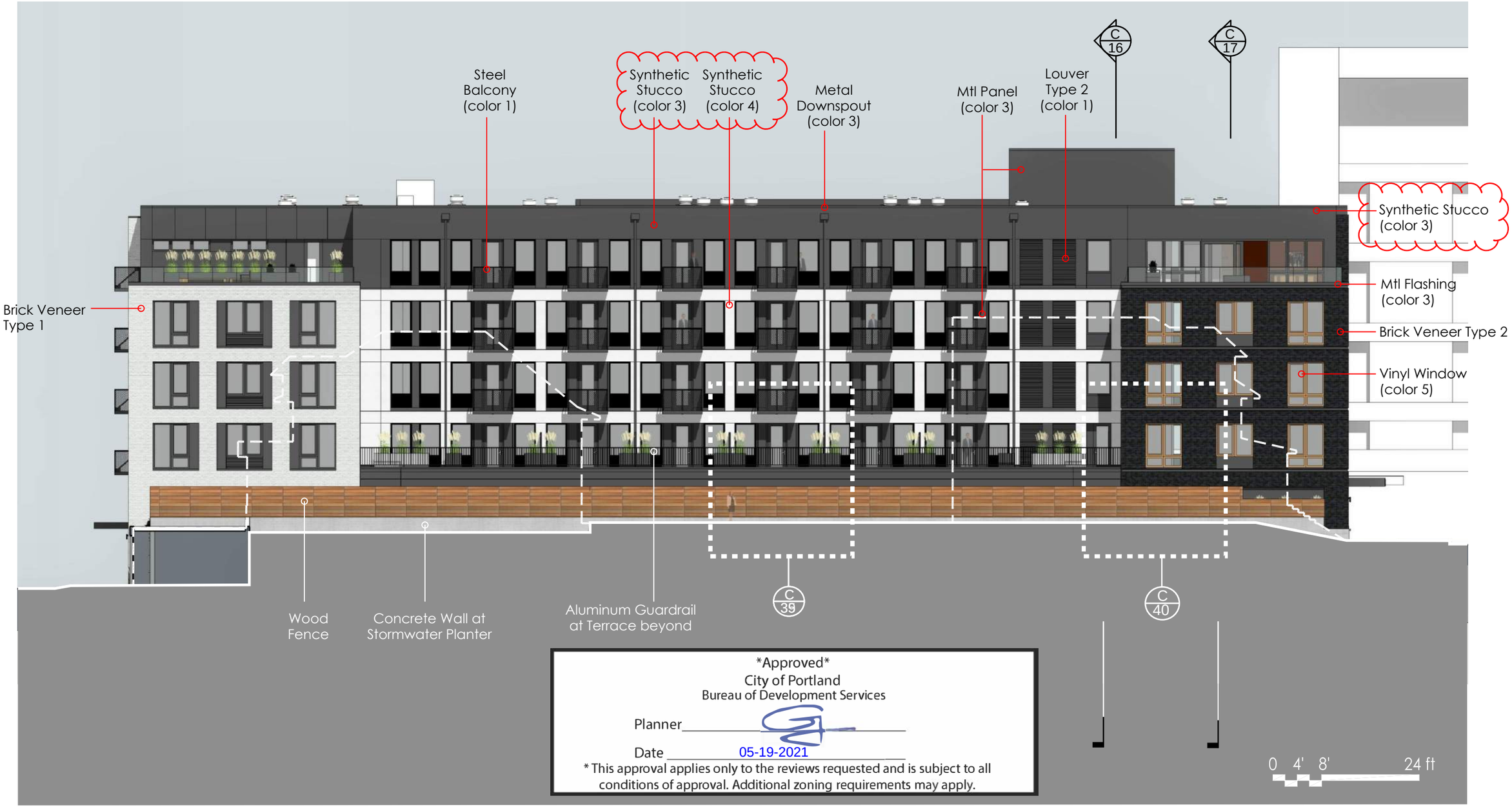
Date 05-19-2021

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NORTH ELEVATION

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE



Approved
City of Portland
Bureau of Development Services

Planner _____

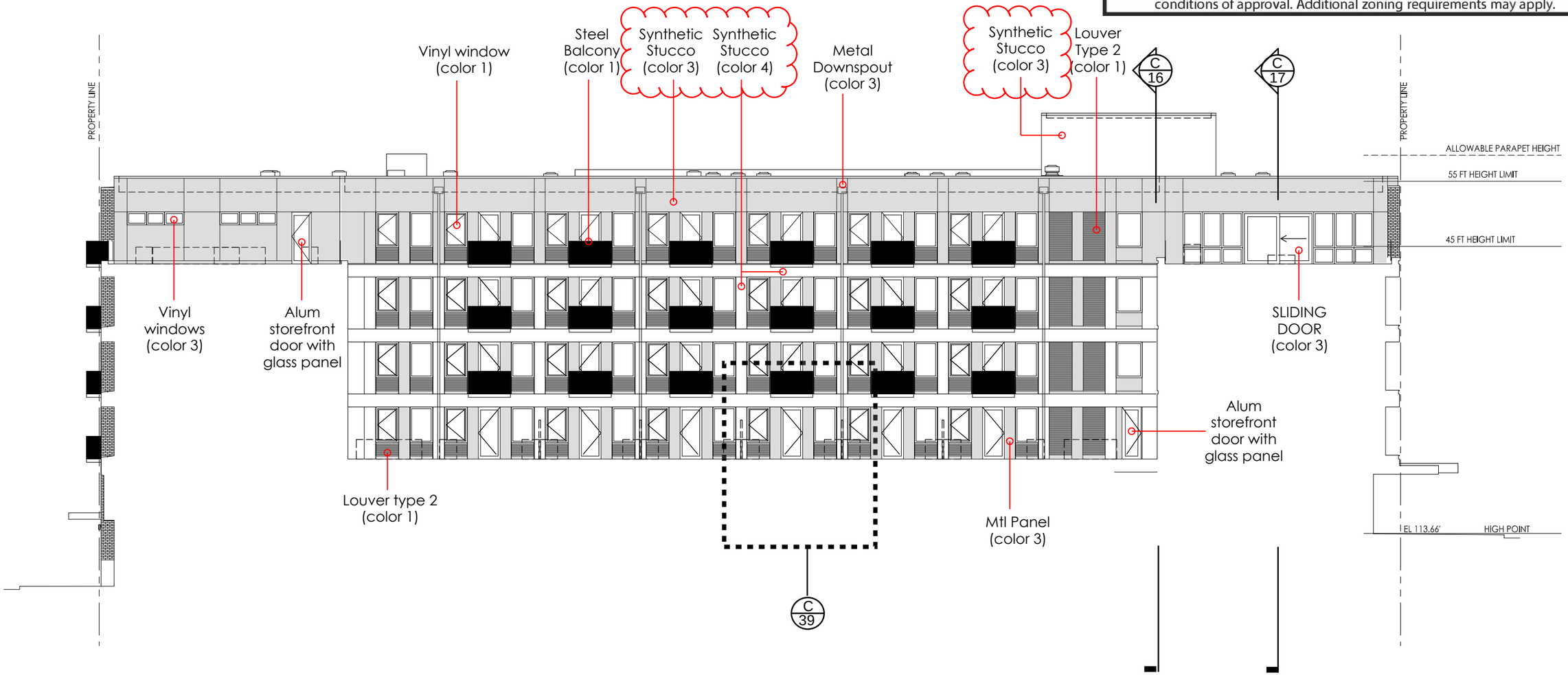
Date 05-19-2021

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WEST ELEVATION

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
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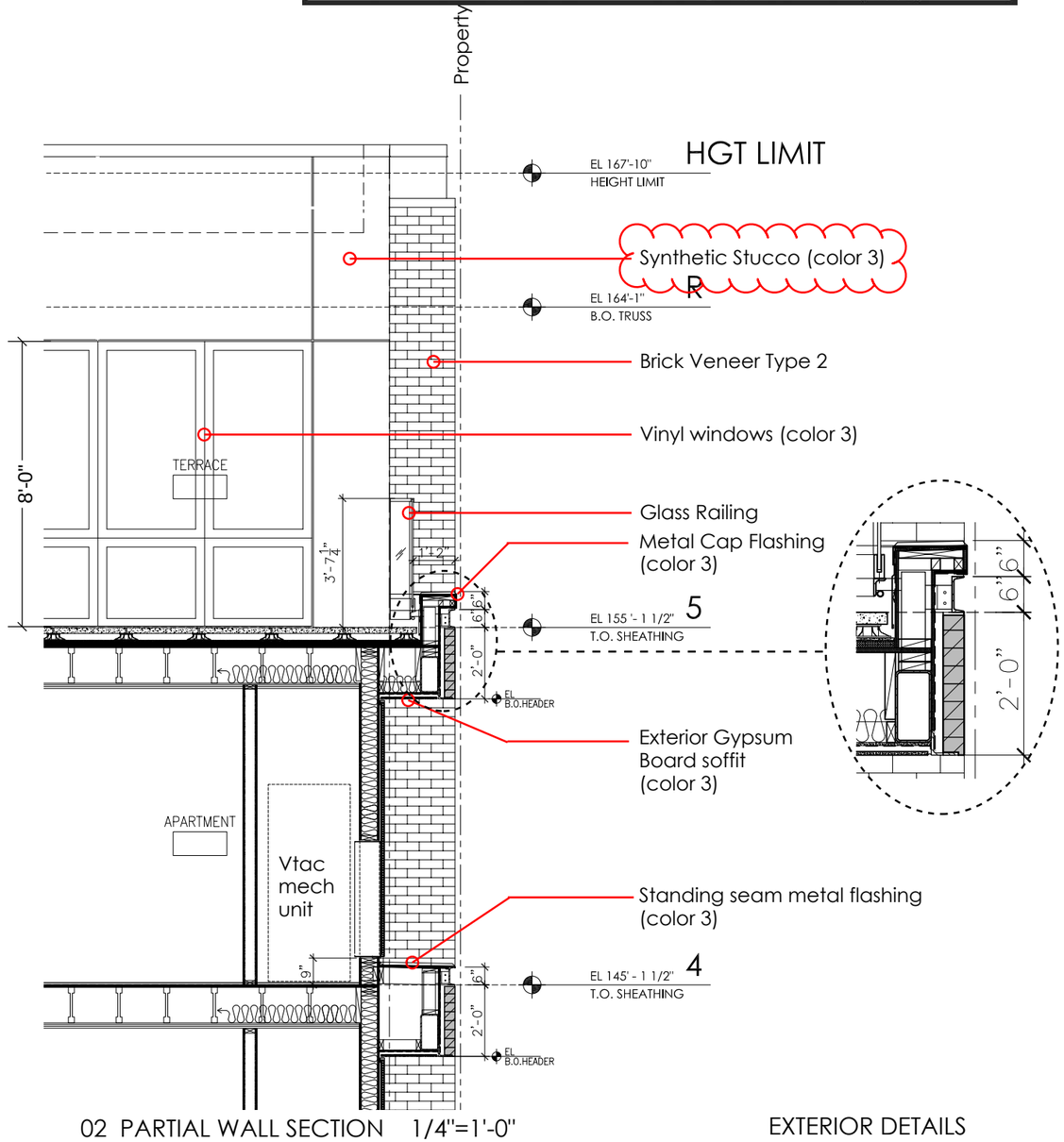
WEST ELEVATION AT STEPDOWN PLANE

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



01 ENLARGED PARTIAL SOUTH ELEVATION 1/4"=1'-0"



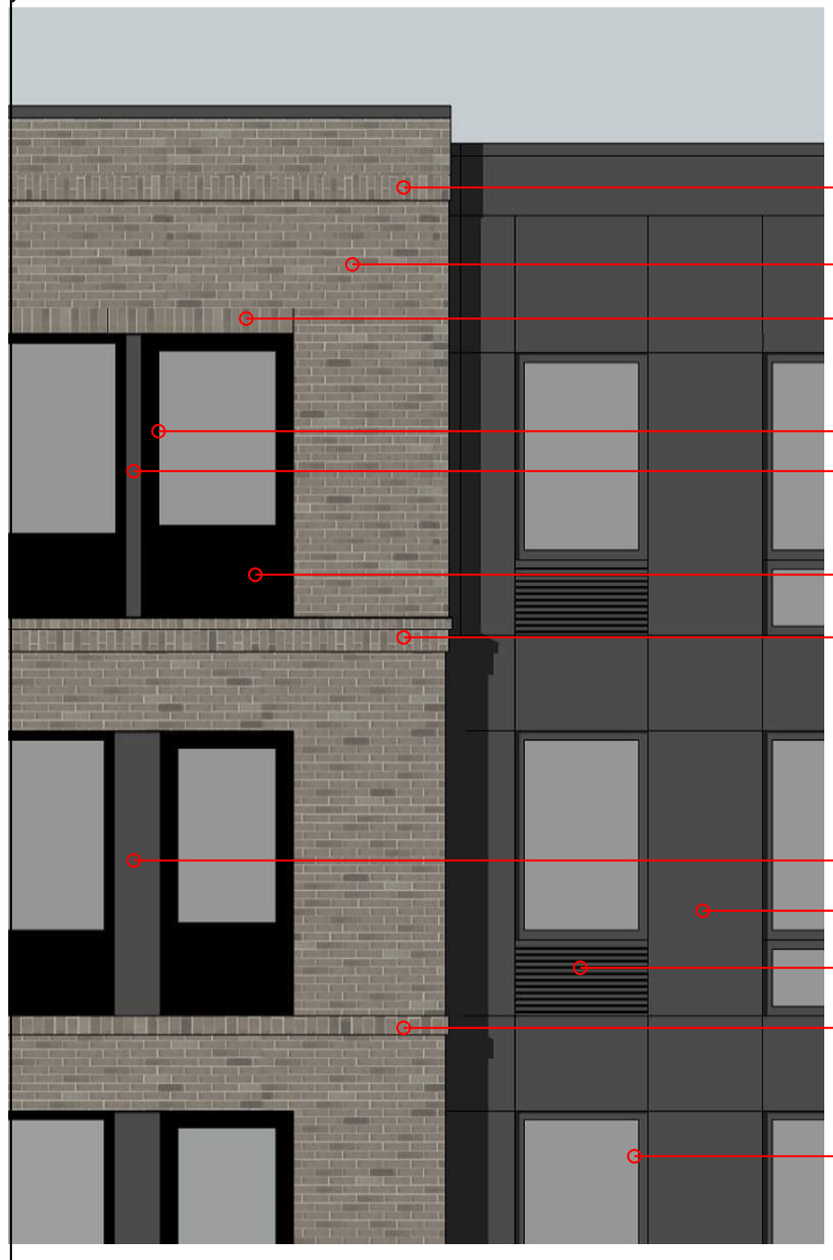
02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

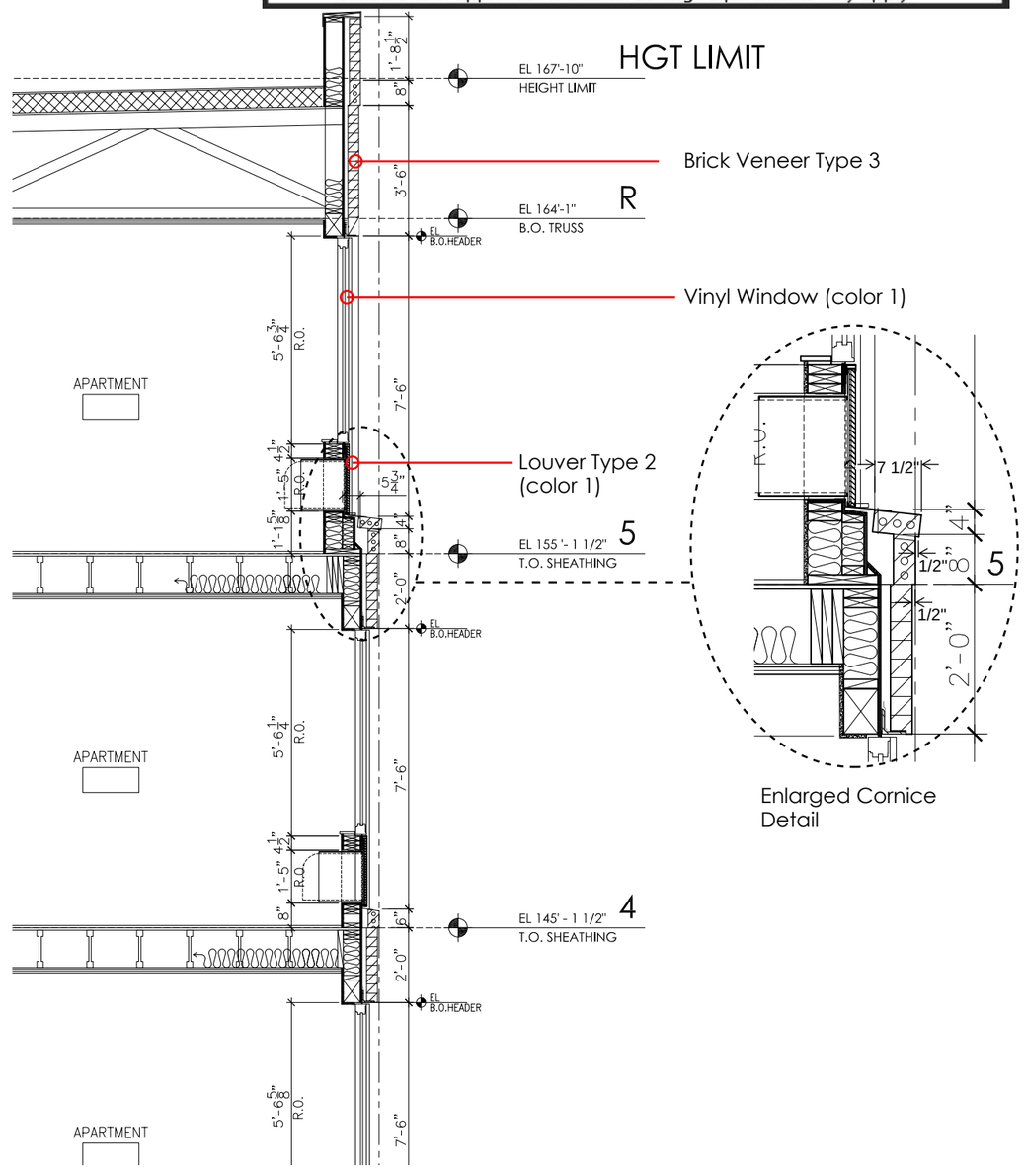
REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

2
-



01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

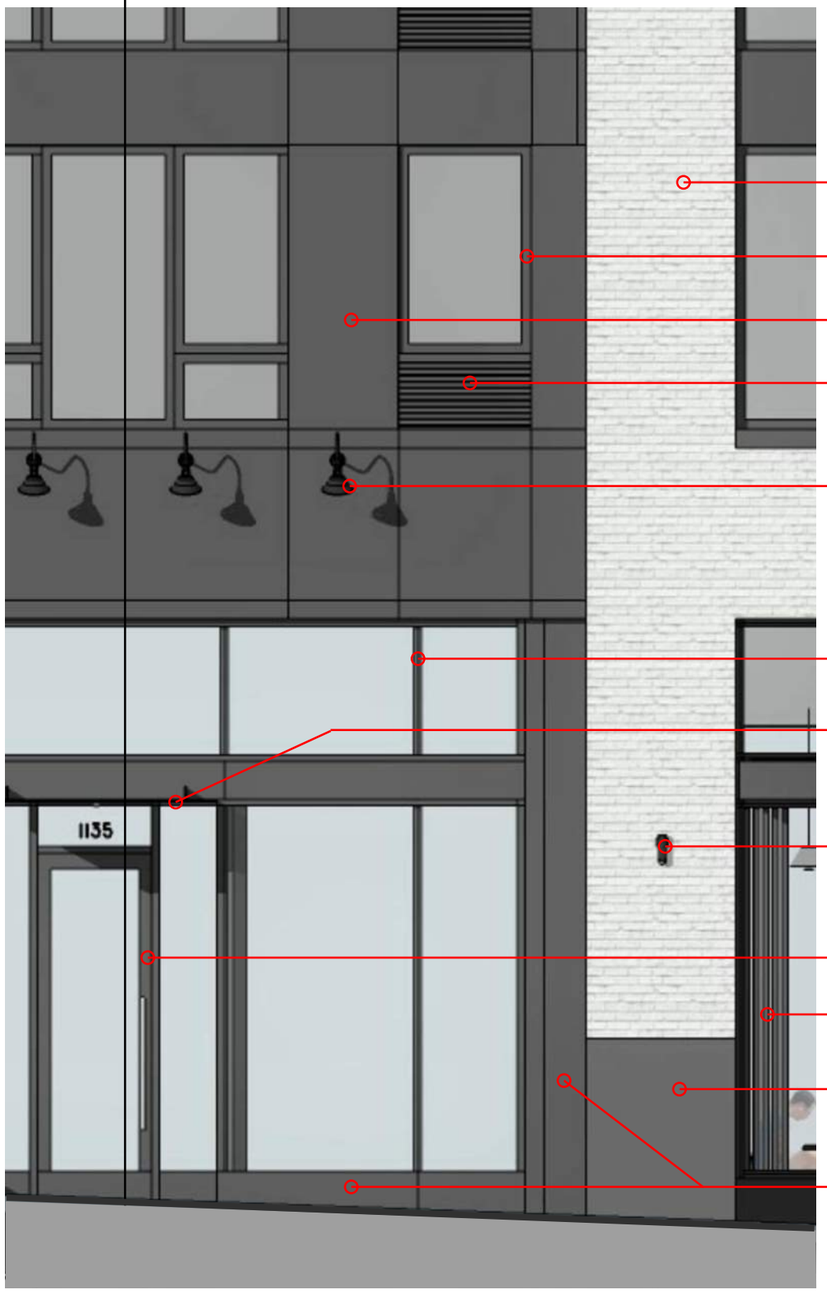
REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services

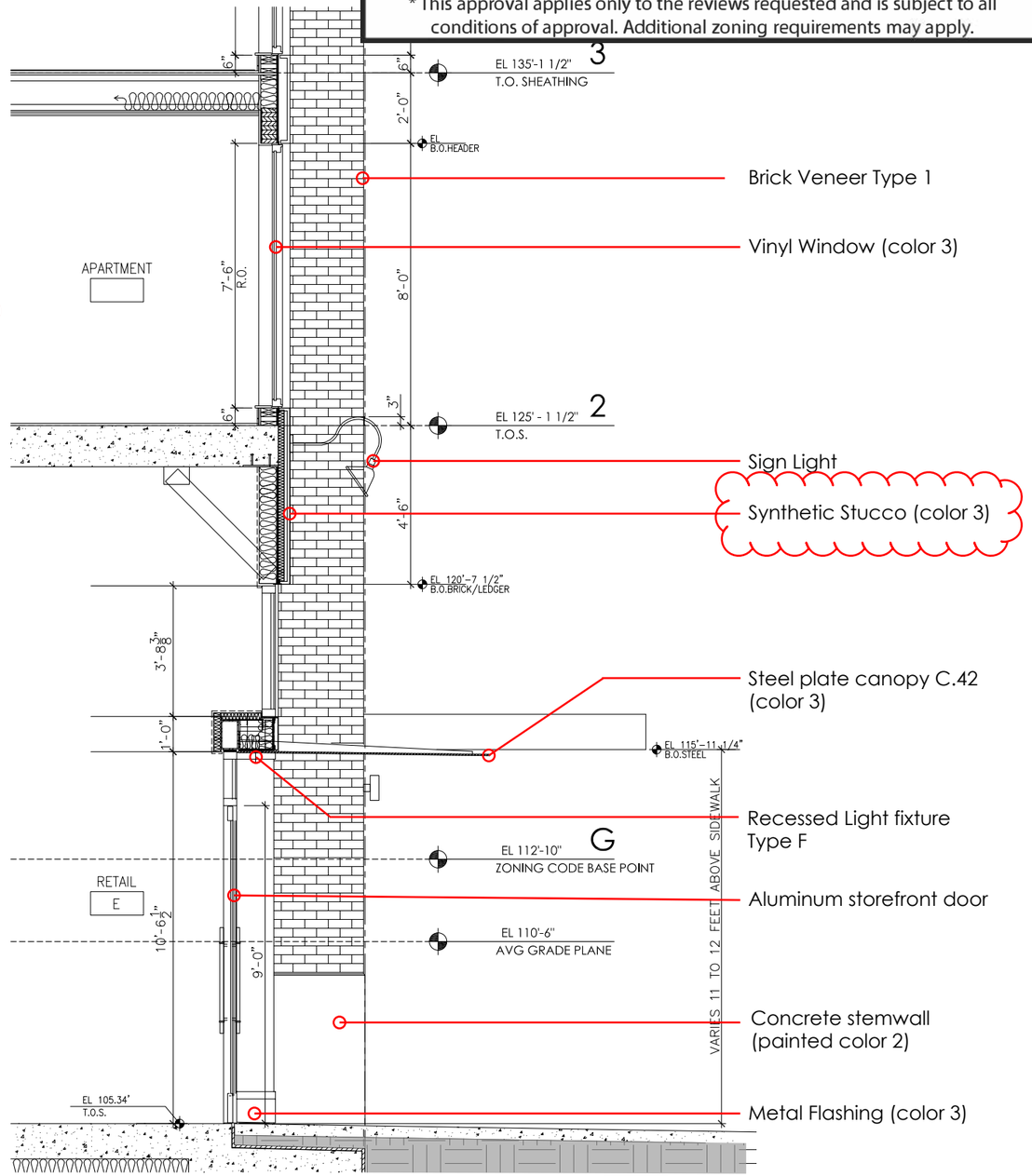
Planner _____

Date 05-19-2021

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01 ENLARGED PARTIAL EAST ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

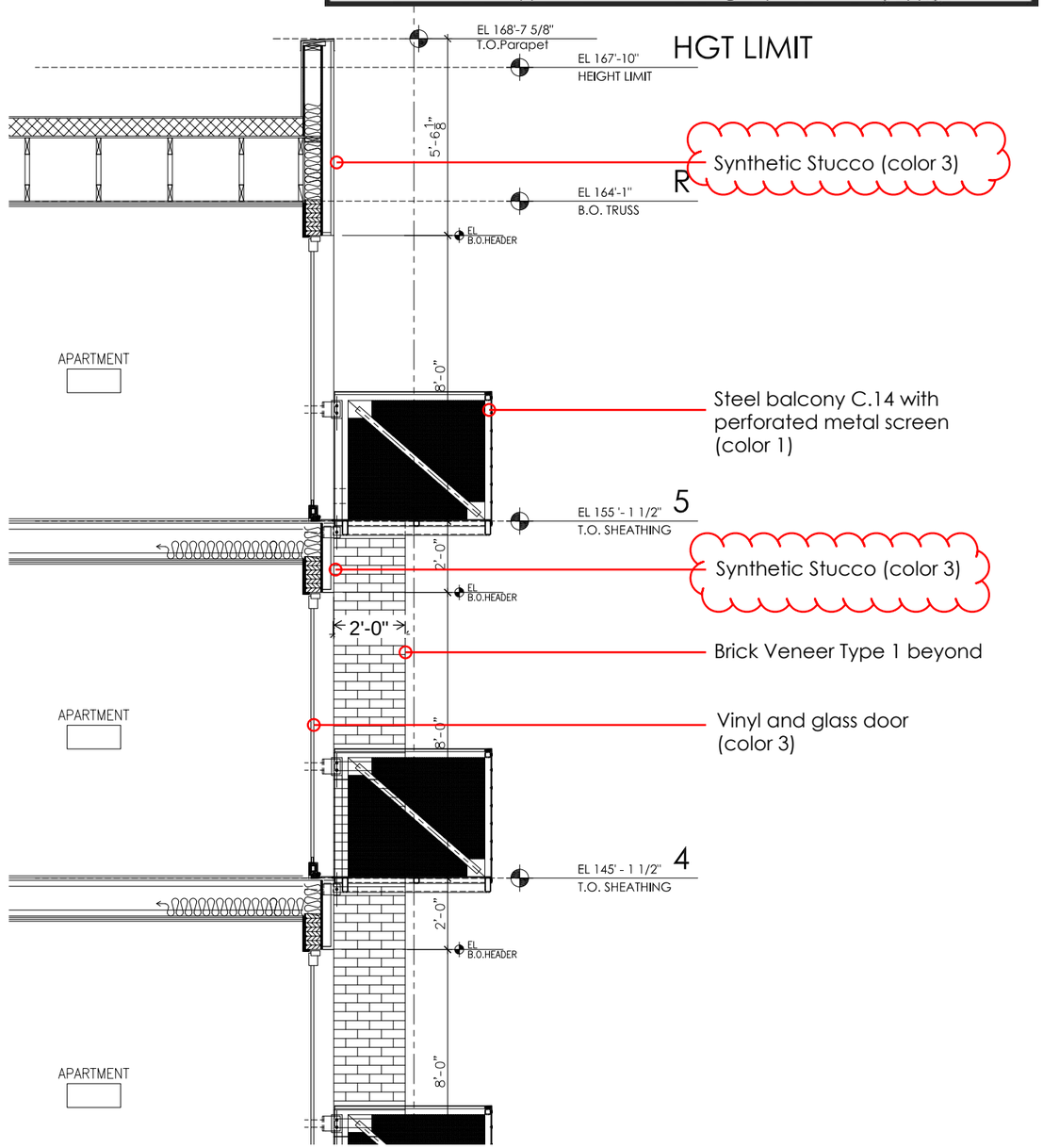
EXTERIOR DETAILS

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



01 ENLARGED PARTIAL NORTH ELEVATION 1/4"=1'-0"



02 PARTIAL WALL SECTION 1/4"=1'-0"

EXTERIOR DETAILS

REVISED ELEVATIONS WITH SYNTHETIC STUCCO ALTERNATIVE

Date: August 25, 2020

From: Grace Jeffreys, Land Use Services
503-823-7840 / Grace.Jeffreys@portlandoregon.gov

REQUEST FOR RESPONSE

Case File: **LU 20-123610 DZM - NW 23rd and Marshall Apartments**
Pre-App: **PC # 19-227727**

This notice is being sent to all service and technical review agencies for their input on the proposal described below. Neighborhood Associations also receive this advance notice via e-mail. *Your timely response, as indicated below, will help the assigned planner determine if applicable approval criteria can be met, or what conditions might be required*.

- The approval criteria are listed below. Although we are interested in any comments you may have, please consider your response in terms of these criteria.

- All agencies are encouraged to use this as an opportunity to inform the applicant of any additional requirements that may be imposed by your agency during building permit phase – especially those that would significantly affect the proposal.

- Please note in your response which requirements are specifically associated with the applicable land use review approval criteria, and which requirements you have the independent authority to impose at time of building permits.

- Neighborhood Associations are encouraged to submit comments by the deadline noted below. To comment, you may write to Grace Jeffreys at 1900 SW Fourth Ave., Suite 4500, Portland, OR 97201. You can also e-mail your comments to me at my e-mail address identified above. After the staff report is published, please submit your comments to the Design Commission at 1900 SW Fourth Ave., Suite 4500, Portland, OR 97201 and fax them to 503-823-5630.

The Bureau of Development Services recommendation will be published ten days before the scheduled hearing date. You will also receive a Notice of Public Hearing for this proposal, with hearing date and time confirmed, mailed twenty days prior to the hearing.

- **Please send your response to BDS no later than: September 24, 2020 – 30 days after the date of this RFR** (If I receive comments after this date, I may not have enough time to include them in the staff report).
- **We must publish our report by: October 5, 2020**
- **A public hearing before the Design Commission is tentatively scheduled for October 15, 2020, 1:30pm**

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland, OR 97209
Representative/ Owner	Seth Garey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver, WA 98661
Site Address:	1137 NW 23RD AVE
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at planning@northwestdistrictassociation.org.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base.

The following four (4) Modifications are requested:

1. Bike Parking– stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1'-6" spacing instead of 2'-0".
2. Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Notes to reviewers:

- Utility plan can be found in the "Appendix", page 3.
- Drainage Report provided in separate document.

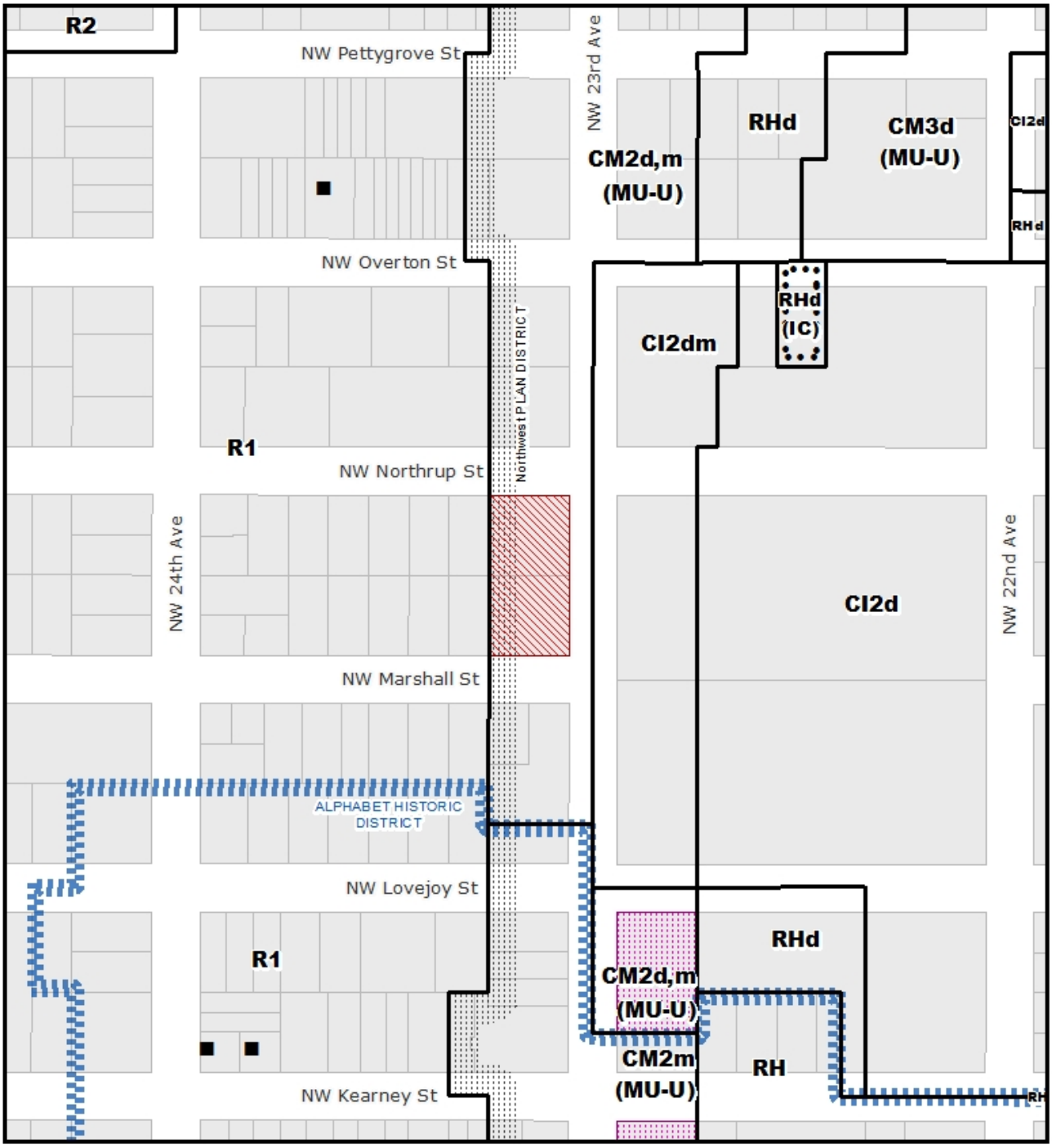
- Work to Street trees can be found in the "Appendix" page 4

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

- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

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 filed, provided that the application is complete at the time of filing, or complete within 180 days. This application was filed on February 26, 2020 and determined to be complete on **August 20, 2020.**

Enclosures: Zoning Map, Site Plan, Elevations



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

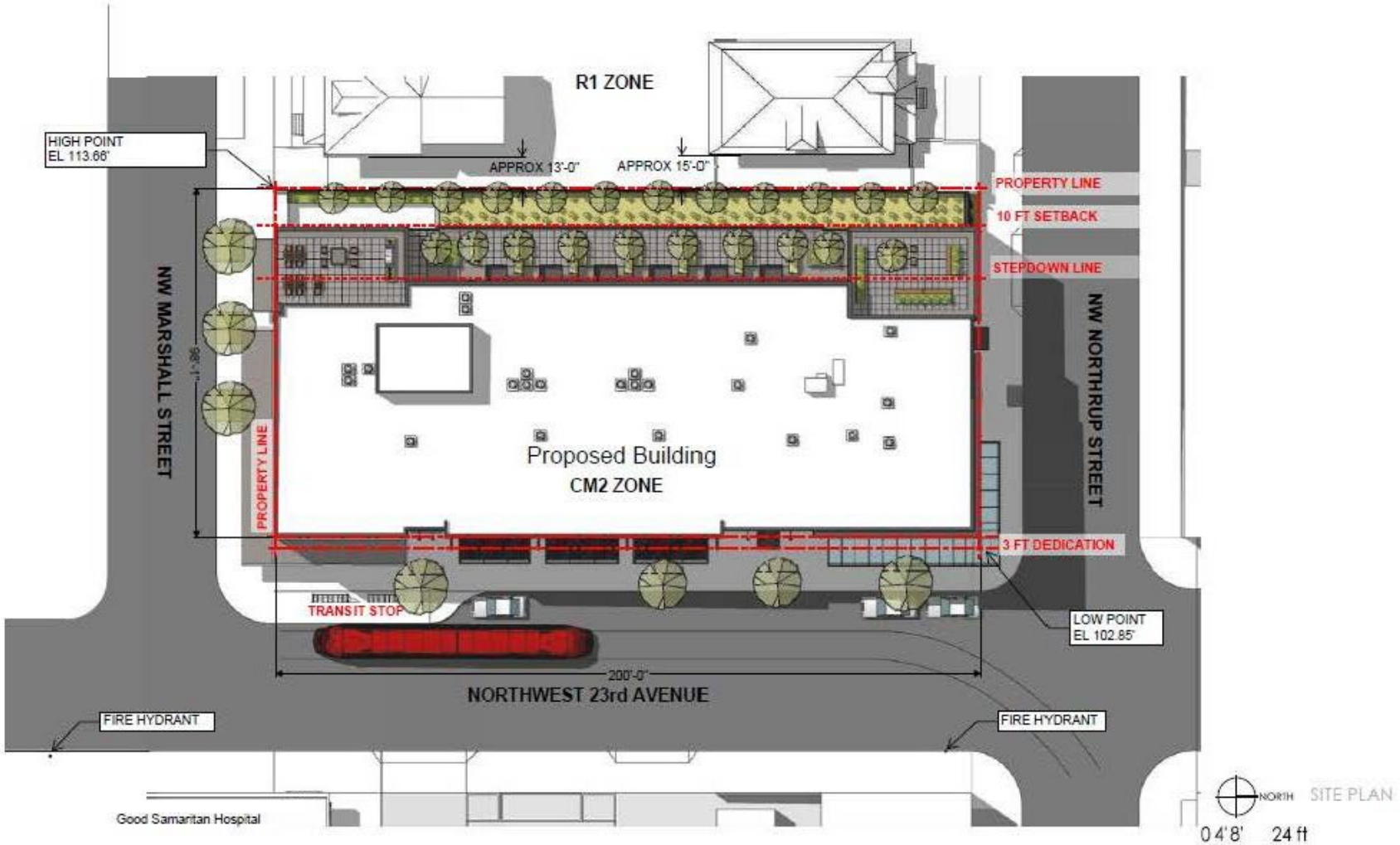
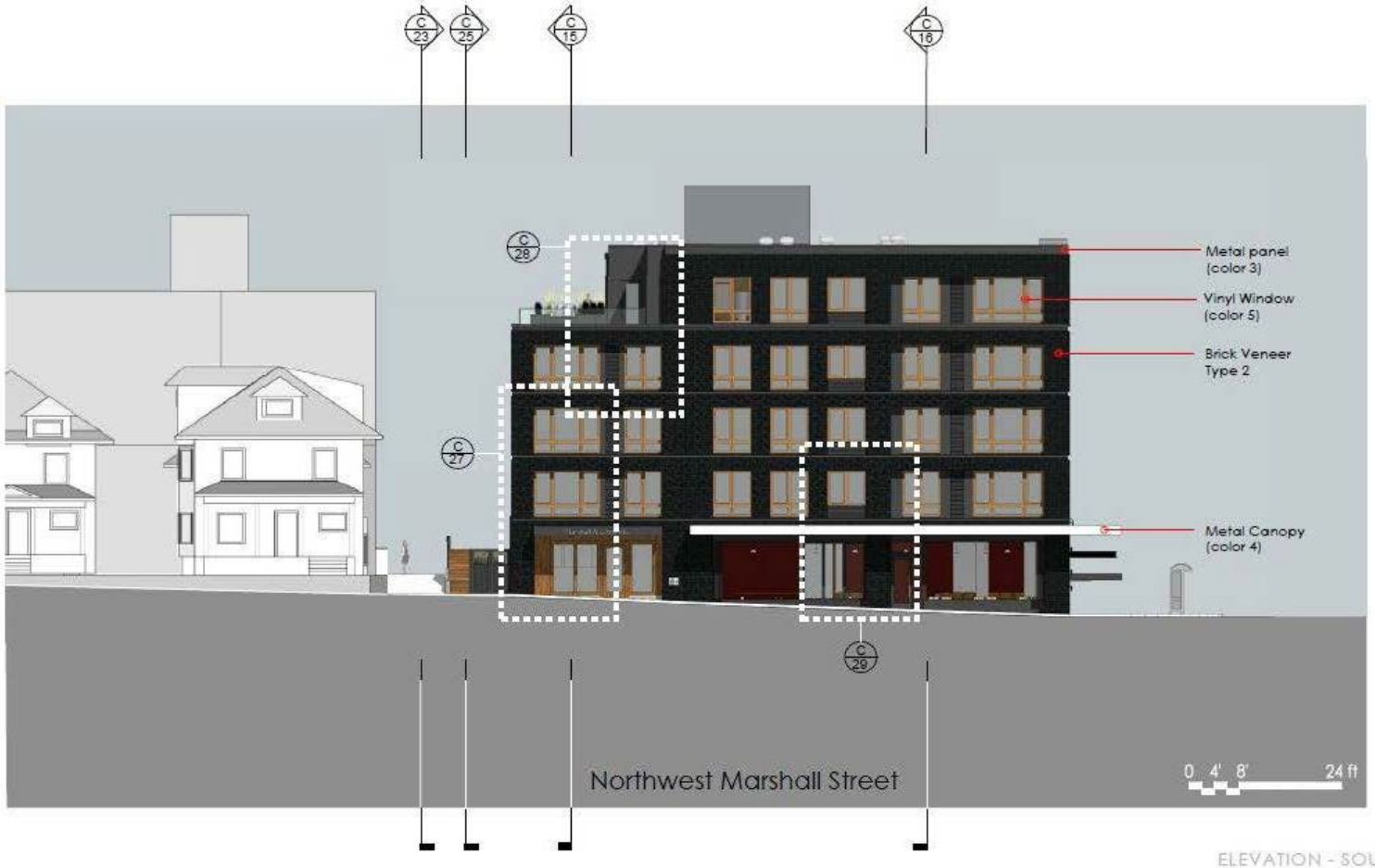

R1 ZONE
HIGH POINT
EL 113.66'
APPROX 13'-0"
APPROX 15'-0"
PROPERTY LINE
10 FT SETBACK
STEPDOWN LINE
NW MARSHALL STREET
NW NORTHRUP STREET
PROPERTY LINE
Proposed Building
CM2 ZONE
3 FT DEDICATION
TRANSIT STOP
LOW POINT
EL 102.85'
200'-0"
NORTHWEST 23rd AVENUE
FIRE HYDRANT
FIRE HYDRANT
Good Samaritan Hospital
NORTH
SITE PLAN
0 4' 8' 24 ft

Exhibit D1



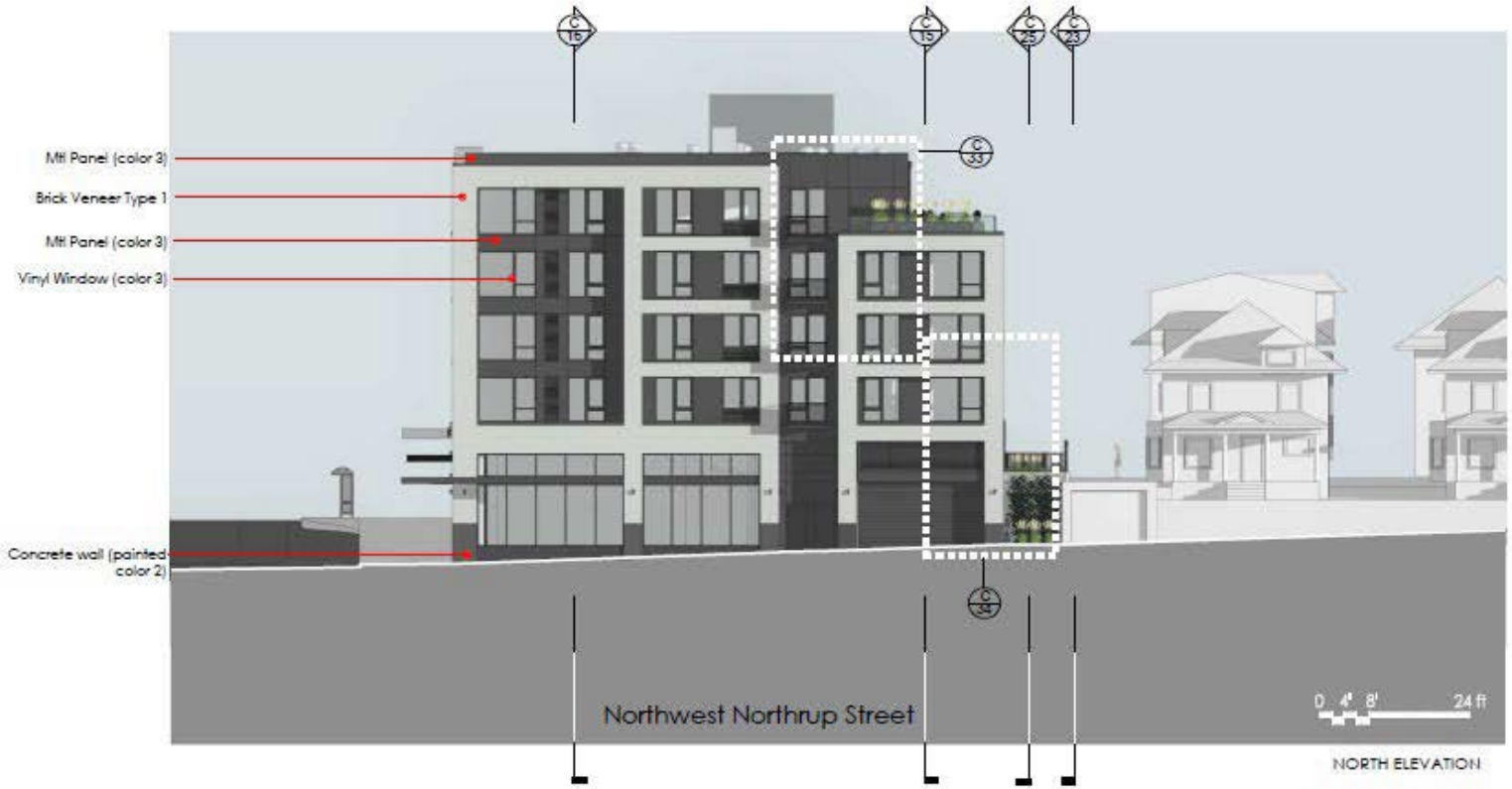
ELEVATION - SOUTH

Exhibit D1



ELEVATION - EAST

Exhibit D1



NORTH ELEVATION

Exhibit D1

Date: September 2, 2020

To: Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

From: Grace Jeffreys

RE: LU 20-123610 DZM - NW 23rd & Marshall Apartments

Dear Richard:

I have received your application for a Design Review w/ Modifications at 1137 NW 23RD AVE. Your application was deemed complete on **August 20, 2020**. Your case number is given above; the hearing is scheduled for **October 15, 2020, 1:30pm**. I am the planner handling your case and can answer any questions you might have during the process.

The Zoning Code requires you to post notice on the site of your proposal 30 days before the hearing. The information below will help you do this. I am enclosing the notice that should be placed on the boards along with a template for the boards, and instructions for printing the boards.

A. There must be at least one sign posted every 600 feet.

- Because your site has approximately 100 feet of frontage on NW Northrup St., you must post 1 sign along this street.
- Because your site has approximately 100 feet of frontage on NW Marshall St., you must post 1 sign along this street.
- Because your site has approximately 200 feet of frontage on NW 23rd Ave., you must post 1 sign along this street.

B. These signs must be placed within 10 feet of the street frontage line and must be visible to pedestrians and motorists. You may <u>not</u> post in the public right-of-way.

C. Because the hearing for your case is scheduled for **October 15, 2020, 1:30pm, you must post the notice by September 15, 2020,** 30 days before the hearing.

D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. In addition, time limits on our processing of your case will be waived. **You must return this statement to us by October 1, 2020**, 14 days before the hearing.

E. You should not remove the notice before the hearing, but it must be taken down within two weeks after the final decision is made on your request.

Encl: Posting Notice
Statement Certifying Posting

cc: Application Case File

Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

DATE: _____

TO: Grace Jeffreys,
grace.jeffreys@portlandoregon.gov

Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 20-123610 – NW 23rd & Marshall Apartments

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for **October 15, 2020, 1:30pm**, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **October 1, 2020**, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing but am required to remove them within two weeks of the final decision on my request.

_____
Signature

_____
Print Name

_____
Address

_____
City/State/Zip Code

Type III Land Use Review

NW 23rd and Marshall Apartments

CASE FILE	**LU 20-123610 DZM**
WHEN	**THURSDAY, October 15, 2020 @ 1:30 PM** *(This is the hearing start time –see Design Commission agenda for estimated project start time.)*
WHERE	**ONLINE: Link to hearing is available at www.portlandoregon.gov/bds/dcagenda**
HOW	**TO TESTIFY: Follow instructions on the Design Commission agenda or email the planner at Grace.Jeffreys@PortlandOregon.gov**
REVIEW BY	**DESIGN COMMISSION**
LAND USE REVIEW TYPE	**DESIGN REVIEW WITH MODIFICATIONS REVIEW**
PROPOSAL	Design Review with Modifications for a proposed new five-story mixed-use building located in the Northwest Plan District. The proposal includes: • Approximately 10,000 sf of ground level retail. • 74 apartment units on levels 2-5 • Below-grade parking for 44 cars, one B sized loading space, and 91 bikes accessed off NW Northrup Street. • Four (4) Modifications are requested: Bike Parking – stall widths, Transit Street Main Entrance – location, Setbacks – landscape screening, and Vehicle Parking – stall widths
REVIEW APPROVAL CRITERIA	• Community Design Guidelines • 33.825.040, Modifications that will better meet design review requirements
SITE ADDRESS	1111-1137 NW 23rd Avenue
ZONING/ DESIGNATION	**CM2d, m** – Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays **Northwest Plan District**
FURTHER INFO	Available online at ***www.portlandoregon.gov/bds/dcagenda*** or contact the planner listed below at the Bureau of Development Services.
QUESTIONS? BDS CONTACT	**Grace Jeffreys City Planner** **(503) 823-7840/ Grace.Jeffreys@PortlandOregon.gov** Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ภาษาและล่าม หรือ การอะหิบาย
Письменныйили устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад

503-823-7300 BDS@PortlandOregon.gov www.PortlandOregon.gov/bds/translated TTY: 503-823-6868 Relay Service: 711

Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

DATE: _September 22, 2020_____

TO: Grace Jeffreys,
grace.jeffreys@portlandoregon.gov

Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 20-123610 – NW 23rd & Marshall Apartments

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for **October 15, 2020, 1:30pm**, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on September 14, 2020. These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **October 1, 2020**, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing but am required to remove them within two weeks of the final decision on my request.



_____
Signature

Richard Dobrot_____
Print Name

1120 NW Couch Street, Suite 300
Address

Portland, OR 97209
City/State/Zip Code

Date: September 25, 2020

To: Interested Person

From: Grace Jeffreys, Land Use Services
503-865-6521 / Grace.Jeffreys@portlandoregon.gov

NOTICE OF A PUBLIC HEARING ON A PROPOSAL IN YOUR NEIGHBORHOOD

NW 23rd and Marshall Apartments

CASE FILE:	LU 20-123610 DZM
	PC # 19-227727
REVIEW BY:	Design Commission
WHEN:	October 15, 2020, 1:30pm
REMOTE ACCESS:	Design Commission Agenda: https://www.portlandoregon.gov/bds/42441

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.

Development has been proposed in your neighborhood requiring a land use review. The proposal, review process, and information on how to respond to this notice are described below. A copy of the site plan and zoning map are attached. I am the staff person handling the case. Please call me if you have questions regarding this proposal. Please contact the applicant if you have questions regarding any future development on the site.

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland OR 97209
Representative/ Owner	Seth Garey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver WA 98661
Site Address:	1137 NW 23RD AVE
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.

Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base.

The following four (4) Modifications are requested:

1. Bike Parking– stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1'-6" spacing instead of 2'-0".
2. Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

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

- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

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. This application was submitted on February 26, 2020 and determined to be complete on August 20, 2020.

Decision Making Process
The Bureau of Development Services will be making a recommendation on this proposal; our report and recommendation will be available 10 days before the hearing. The 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.

If you are interested in viewing information in the file, please contact the planner listed on the front of this notice. 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.

The neighborhood association, listed on the first page of this notice, may take a position on this application and may have scheduled an open meeting prior to making their recommendation to the Bureau of Development Services. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting.

We are seeking your comments on this proposal. To comment, you may email me at Grace.Jeffreys@portlandoregon.gov; or you may testify at the hearing. In your comments, you should address the approval criteria. Please refer to the file number when seeking information or submitting testimony. Please note that all correspondence and testimony received will become part of the public record.

Written comments must be received by the close of the record and should include the case file number. Any new written testimony should be emailed to **Grace Jeffreys** at **Grace.Jeffreys@portlandoregon.gov**.

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.

Thank you for any information you can provide regarding this case.

If you plan to testify at the hearing, please refer to instructions included with this notice.

The applicant and Bureau of Development Services staff will be at the hearing to answer questions and respond to comments. The general order of appearance for oral testimony at the hearing is as follows: Bureau of Development Services staff report, applicant testimony, testimony of interested parties who wish to ask questions or testify, staff response and closing comments, and applicant's closing comments. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance.

The applicant and proponents have the burden of proof to show that each and every element of the approval criteria are satisfied. In order to prevail, the opponents must persuade the Design Commission to find that the applicant has not carried the burden of proof with regard to one or more of the approval criteria. The opponents may also explain to the Design Commission how or why the facts asserted by the applicant are not supported by evidence in the record. Opponents may wish to recommend conditions of approval which will make the proposal more acceptable, if approved.

Prior to the conclusion of the hearing before the Design Commission, any participant may request an opportunity to present additional evidence or testimony regarding the application. If such a request is made, the record will be held open for seven days to receive the new evidence and the record shall be held open for at least an additional seven days to provide the other parties an opportunity to respond to that new evidence.

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 extended at the request of the applicant.

Appeal Process
You can appeal the Design Commission decision to City Council. If appealed, City Council will hold an evidentiary hearing. New evidence can be submitted to the City Council in the event of an appeal of an evidentiary hearing.

A fee is charged for appeals. Recognized neighborhood associations may qualify for an appeal fee waiver. City Council's decision may be appealed to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue, in person or by letter, by the close of the record by the Design Commission in this case may preclude an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the Design Commission, they may not be able to respond to the issue you are trying to raise. In such a situation, an appeal to LUBA on that issue may not be allowed.

Hearing Cancellation
This public hearing may be cancelled due the inclement weather or other similar emergency. Please call the Bureau of Development Services at 503-823-7617, for information regarding cancellations or rescheduling. You can also view the public hearings agenda, which is frequently updated, at this link: https://www.portlandoregon.gov/bds/index.cfm?&c=42441

Cancelled hearings will be rescheduled for the earliest possible date. A renotification notice may not be sent.

This hearing will be held virtually via Zoom. Please refer to instructions included with this notice.

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).

Enclosures:
Instructions for *Observing or Testifying at the Portland Design Commission or Historic Landmarks Commission Webinar Hearings*
Zoning Map
Site Plan
Elevations

Observing or Testifying at the Portland Design Commission or Historic Landmarks Commission Webinar Hearings

Thank you for your interest in attending the Design Commission or Landmarks Commission Hearing. Due to the City's Emergency response to Covid-19, for the foreseeable future, we will be virtually adapting these hearings. To that end, Hearings will become ZOOM Webinars. The information below will help you get connected.

Preparing for the Hearing:

1. To access the Zoom Webinar, please go to the Commission Agenda, and click the link under the hearing date you are interested in participating.
    - Public Hearings: https://www.portlandoregon.gov/bds/42441
2. In advance of the hearing, please review documents and drawings in the project link within the Online Agenda.
    - Please also provide comments to the planner assigned in advance of the hearing.

Getting into the Hearing [Registering in Zoom to observe or participate in Hearing]:

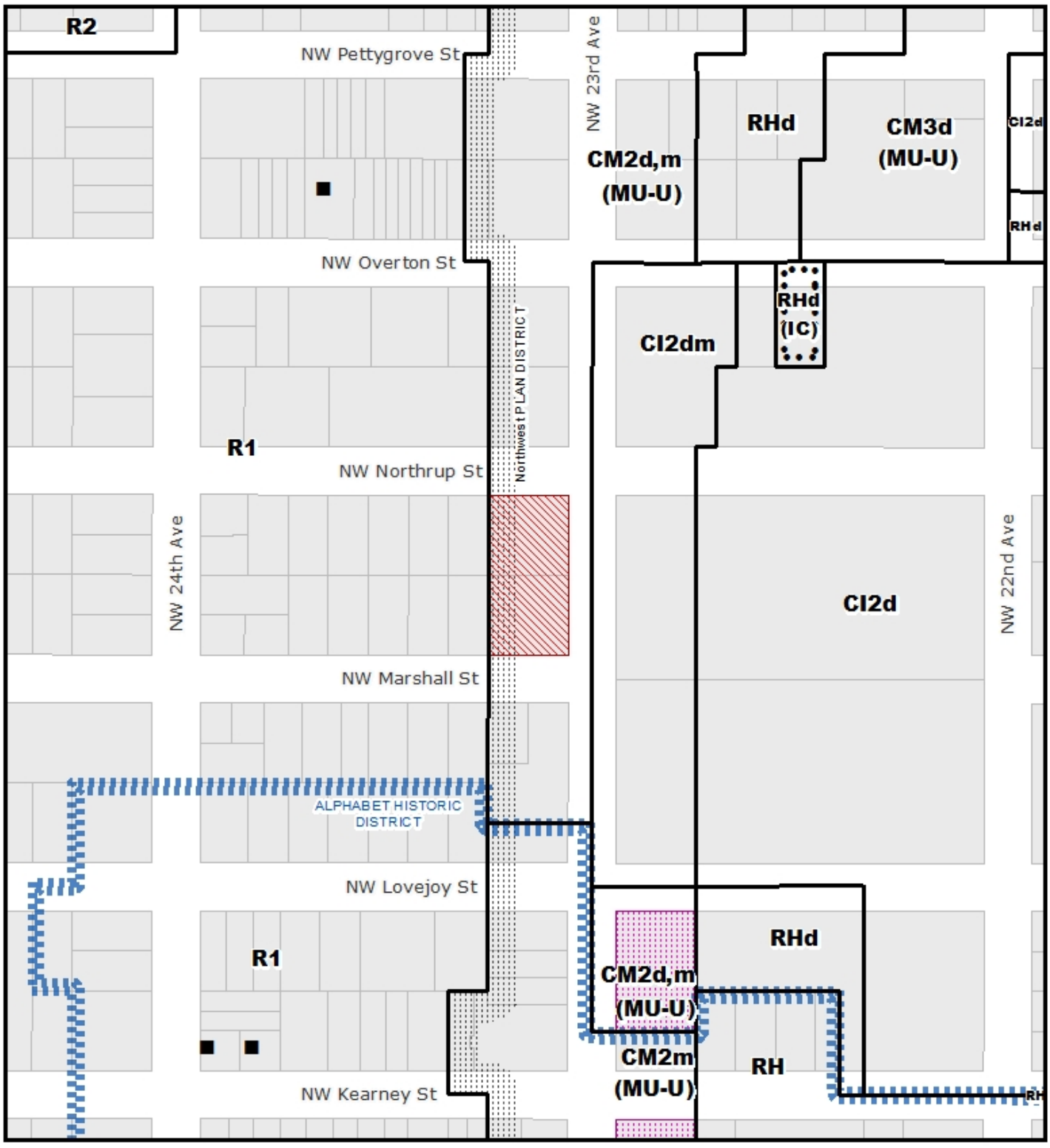
1. In order to observe or testify in the hearing, please be sure to Register for the Webinar as soon as possible.
    - The Webinar Link is posted to the Agenda typically 20-days prior to the hearing date.
2. Once you are registered you will receive an email notification of how to log-in or access the Webinar.
3. You can enter the Webinar no sooner than 1:20 PM on the date of the hearing.
4. You will be held in the ZOOM waiting room until the Webinar starts at 1:30 PM. (Please note each individual agenda item has an estimated start time.)
5. If using a smartphone or tablet, download the Zoom app for easy entry into the Webinar.

Public participation in the Hearing:

1. After Staff and Applicant presentations, the Chair will announce public testimony is open, and will ask if anyone else would like to testify.
2. You can provide public comment in this Webinar in several ways:
    - If during registration you indicated you would like to testify, we will put your name in order of request.
    - Members of the public will be automatically muted except for when they are called by the Hearings Clerk for their public comment. During the Webinar, the Hearings Clerk will unmute participants in the order of Webinar Registrations received.
    - If you indicated in your registration that you did not want to testify but later changed your mind, when testimony is open:
        - Click the "raise your hand" function in ZOOM, and the Hearings Clerk will add you to the list of testifiers.
        - If you will be participating by call-in, raise your hand by pressing *9 – the Webinar host will see this notification.
    - When you are unmuted, your name will be announced by the Hearings Clerk. Please be prepared to provide testimony.
    - Each testifier is allotted 2 minutes of testimony.
    - Please manage your time when testifying, the Hearings Clerk will provide a 15 second warning.
3. We will enable video sharing only for Design and Landmarks Commission members, project teams, andstaff participating in the Webinar.

Follow-up:

1. The Webinar will be recorded and uploaded to the City of Portland Auditors website, under the Case File Number, here: https://efiles.portlandoregon.gov/Search.



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

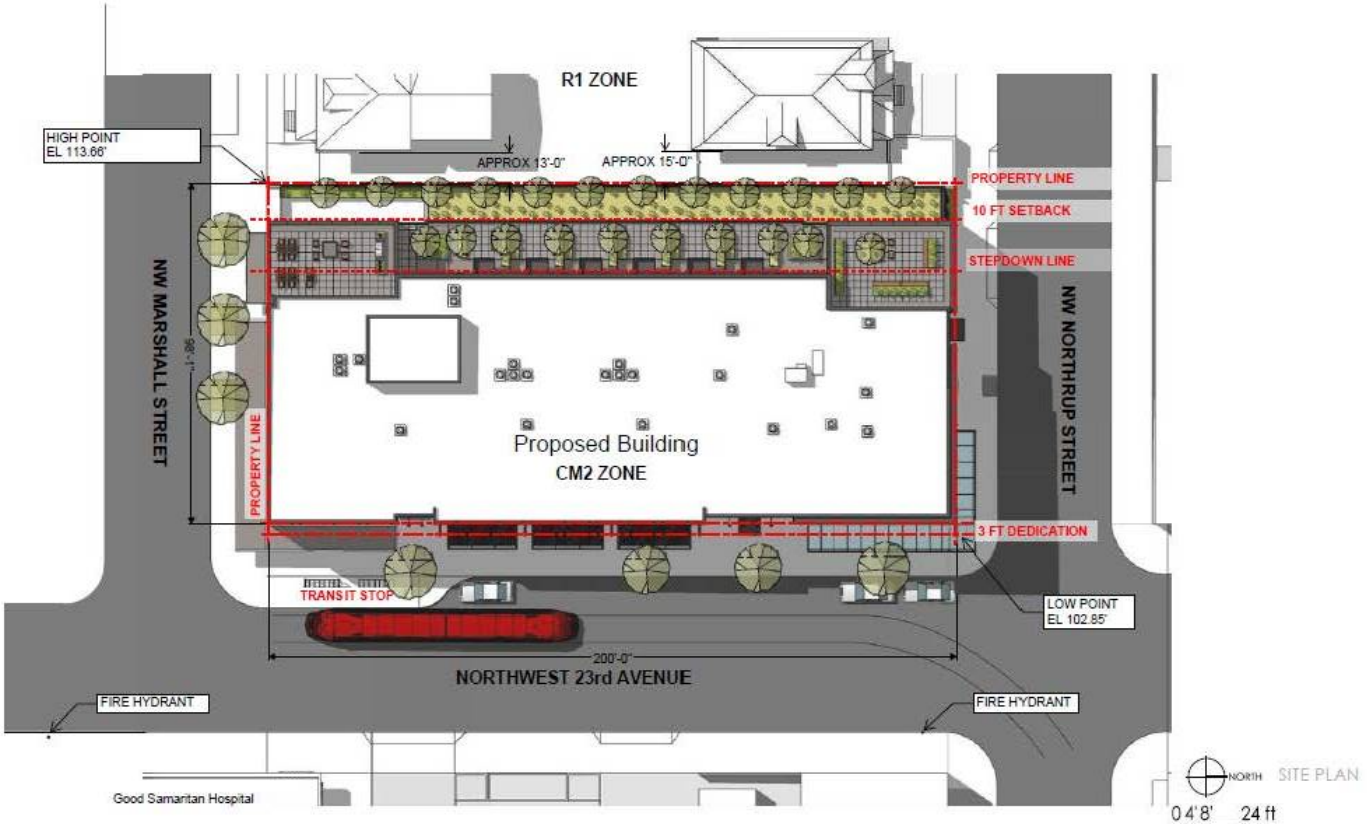
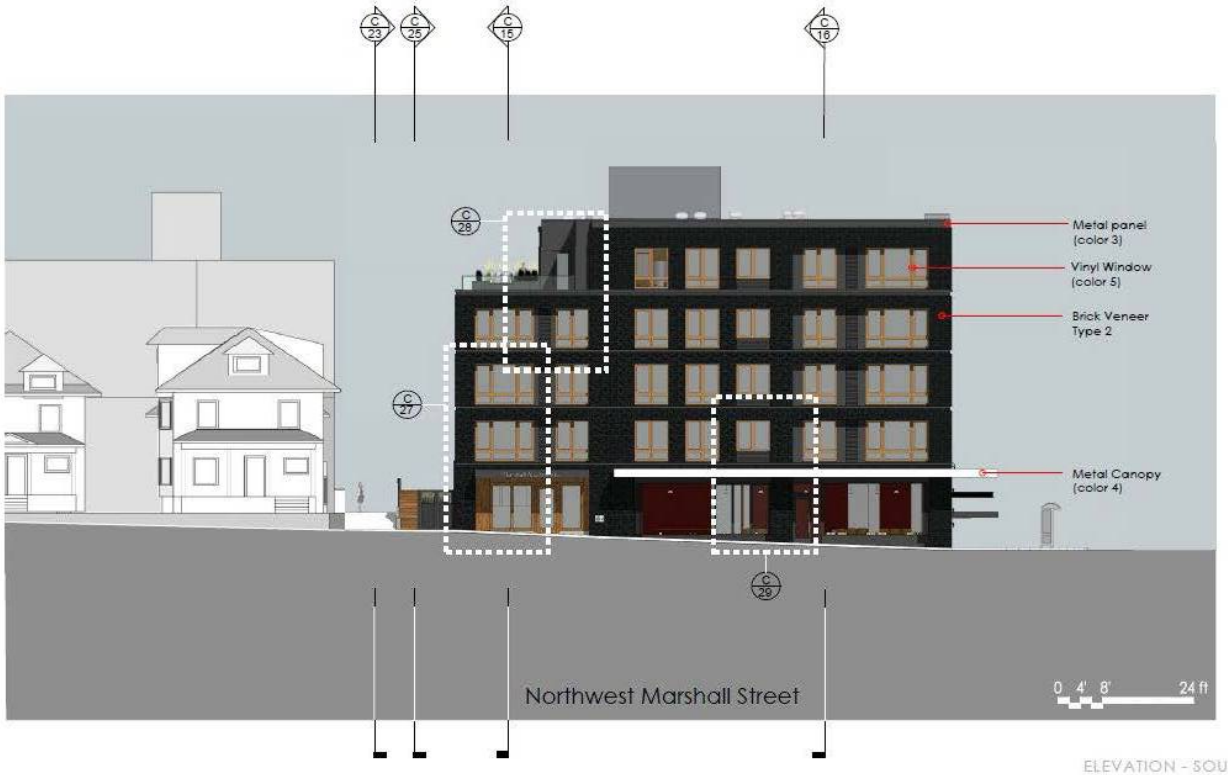

R1 ZONE
HIGH POINT
EL 113.66'
APPROX 13'-0"
APPROX 15'-0"
PROPERTY LINE
10 FT SETBACK
STEPDOWN LINE
NW MARSHALL STREET
NW NORTHRUP STREET
98'-1"
PROPERTY LINE
Proposed Building
CM2 ZONE
3 FT DEDICATION
TRANSIT STOP
LOW POINT
EL 102.85'
200'-0"
NORTHWEST 23rd AVENUE
FIRE HYDRANT
FIRE HYDRANT
Good Samaritan Hospital
NORTH
SITE PLAN
0 4' 8' 24 ft

Exhibit D5



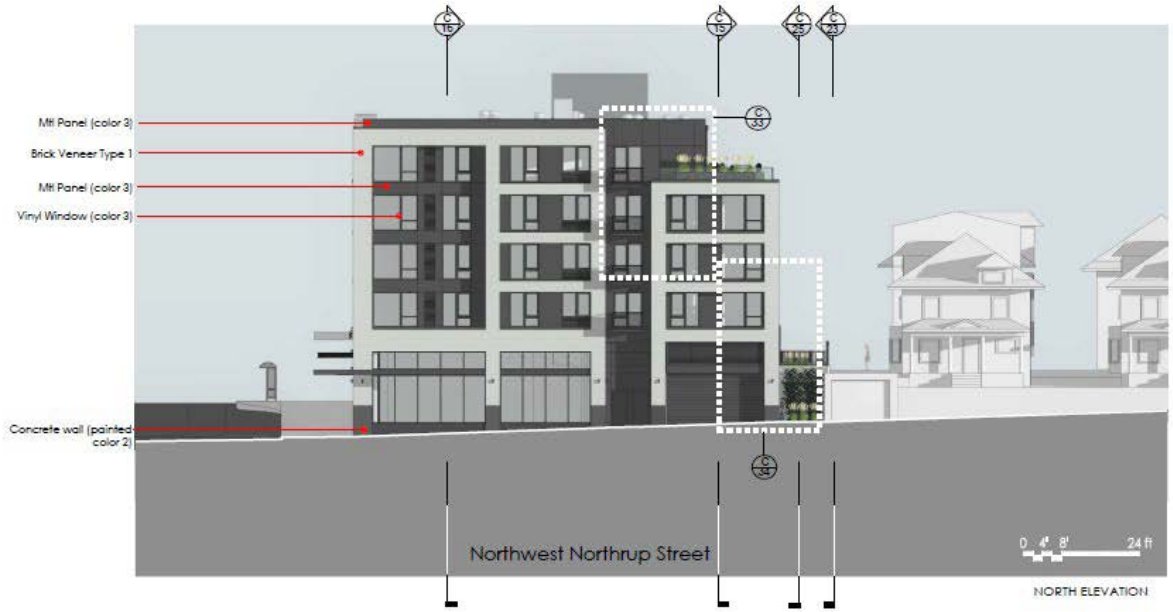
ELEVATION - SOUTH

Exhibit D5



ELEVATION - EAST

Exhibit D5



NORTH ELEVATION

Exhibit D5

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E33BA 7300	SASAKI TRUMAN M & SASAKI PETER K	PO BOX 100	SKAMOKAWA WA 98647
3	RETURN SERVICE REQUESTED		1N1E33BA 7400	STEWART JANICE M & ALLEN F GORDON	2256 NW OVERTON ST	PORTLAND OR 97210
4	RETURN SERVICE REQUESTED		1N1E33BA 7500	CHROMAPLEX LLC	1459 SE ANKENY ST APT 301	PORTLAND OR 97214-1896
5	RETURN SERVICE REQUESTED		1N1E33BA 7500	KAMILA LLC	PO BOX 4120 #97420	PORTLAND OR 97208
6	RETURN SERVICE REQUESTED		1N1E33BA 7600	GOOD SAMARITAN HOSPITAL & MED CENTER	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
7	RETURN SERVICE REQUESTED		1N1E33BA 7600	GOOD SAMARITAN HOSP CHILDRENS PROG	2215 NW NORTHRUP ST	PORTLAND OR 97210
8	RETURN SERVICE REQUESTED	1N1E33BA 7600	LINFIELD COLLEGE	& GOOD SAMARITAN HOSPITAL	2255 NW NORTHRUP ST	PORTLAND OR 97210
9	RETURN SERVICE REQUESTED	1N1E33BA 7700	GOOD SAMARITAN HOSPITAL	PROPERTY MANAGEMENT	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
10	RETURN SERVICE REQUESTED		1N1E33BA 7700	GOOD SAMARITAN HOSPITAL & MEDICAL CENT	2282 NW NORTHRUP ST	PORTLAND OR 97210
11	RETURN SERVICE REQUESTED		1N1E33BA 7800	ABBVIE US LLC	PO BOX 80615	INDIANAPOLIS IN 46280
12	RETURN SERVICE REQUESTED		1N1E33BA 7800	BECKMAN COULTER INC	TAX DEPTM/S 32B0511800 SW 147TH AVE	MIAMI FL 33196-2500
13	RETURN SERVICE REQUESTED		1N1E33BA 7800	CASCADE PATHOLOGY SERVICE CORP	PO BOX 4207	PORTLAND OR 97208
14	RETURN SERVICE REQUESTED		1N1E33BA 7800	DIAGNOSTIC IMAGING NW PC	522 S HUNT CLUB BLVD	APOPKA FL 32703-4960
15	RETURN SERVICE REQUESTED		1N1E33BA 7800	PREZIO HEALTH INC	30275 HUDSON DR	NOVI MI 48377-4115
16	RETURN SERVICE REQUESTED		1N1E33BB 1000	GOOD SAMARITAN HOSP & MEDICAL CENTER	2222 NW LOVEJOY ST	PORTLAND OR 97210
17	RETURN SERVICE REQUESTED	1N1E33BB 1000	LEGACY HEALTH SYSTEM	ATTN PROPERTY MANAGEMENT	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
18	RETURN SERVICE REQUESTED		1N1E33BB 1100	BIBI2GO LLC	1019 NW 23RD AVE	PORTLAND OR 97210
19	RETURN SERVICE REQUESTED		1N1E33BB 1100	CHRIS & SHAWN INC	1015 NW 23RD AVE RM 100	PORTLAND OR 97210
20	RETURN SERVICE REQUESTED		1N1E33BB 1100	JOVANA SALON CORPORATION	1015 NW 23RD AVE #200	PORTLAND OR 97210
21	RETURN SERVICE REQUESTED		1N1E33BB 1100	LIKES BRANDY DAWN	19675 SW CASCADIA ST	ALOHA OR 97007
22	RETURN SERVICE REQUESTED		1N1E33BB 1100	NW 23RD LLC & KAPELLAKIS STEVE	8026 NW HAWKINS BLVD	PORTLAND OR 97229
23	RETURN SERVICE REQUESTED		1N1E33BB 1100	TERTAH ENTERPRISES INC	1025 NW 23RD AVE	PORTLAND OR 97210
24	RETURN SERVICE REQUESTED		1N1E33BB 1100	TRIADA GROUP LLC	15467 SW 144TH TERRACE	TIGARD OR 97224
25	RETURN SERVICE REQUESTED		1N1E33BB 1200	WINDHORSE INTEG MENTAL HEALTH INC	2120 SW JEFFERSON ST #300	PORTLAND OR 97201
26	RETURN SERVICE REQUESTED		1N1E33BB 1300	HYAMS JULIET A	2324 NW MARSHALL ST	PORTLAND OR 97210
27	RETURN SERVICE REQUESTED		1N1E33BB 1400	GRAIL KARA	2334 NW MARSHALL ST	PORTLAND OR 97210
28	RETURN SERVICE REQUESTED		1N1E33BB 1500	WEISSFLOG THILO R & CHARLTON CARLA E	2342 NW MARSHALL ST	PORTLAND OR 97210
29	RETURN SERVICE REQUESTED		1N1E33BB 1600	STRASBURG ELISABETH L	2352 NW MARSHALL ST	PORTLAND OR 97210-2913
30	RETURN SERVICE REQUESTED		1N1E33BB 1800	DIETERICH THOMAS & MURRAY PRISCILLA	2374 NW MARSHALL ST	PORTLAND OR 97210-2913
31	RETURN SERVICE REQUESTED		1N1E33BB 1900	CHERIAN DANNY & JOANNE	1026 NW 24TH AVE	PORTLAND OR 97210-3030
32	RETURN SERVICE REQUESTED		1N1E33BB 2000	MAHLER JOAN E & HEINEN JOHN T	2382 NW MARSHALL ST	PORTLAND OR 97210
33	RETURN SERVICE REQUESTED		1N1E33BB 2100	OCHENRIDER LINDA J TR	2386 NW MARSHALL ST	PORTLAND OR 97210-2913
34	RETURN SERVICE REQUESTED		1N1E33BB 2200	SMALLSREED SUSAN J	2387 NW MARSHALL ST	PORTLAND OR 97210-2946
35	RETURN SERVICE REQUESTED		1N1E33BB 2300	WRIGHT ZACHARY W L & WRIGHT KIM T	2373 NW MARSHALL ST	PORTLAND OR 97210-2946
36	RETURN SERVICE REQUESTED		1N1E33BB 2400	BRUCE JOHN S	1116 NW 24TH AVE	PORTLAND OR 97210-2908
37	RETURN SERVICE REQUESTED		1N1E33BB 2500	MC GINN JAMES B	2365 NW MARSHALL ST	PORTLAND OR 97210-2946
38	RETURN SERVICE REQUESTED		1N1E33BB 2600	GRAY TIMOTHY ET AL	530 1/2 NW 23RD AVE	PORTLAND OR 97210
39	RETURN SERVICE REQUESTED		1N1E33BB 2800	RAFEH WAEL A & RAFEH RANADI	2337 NW MARSHALL ST	PORTLAND OR 97210
40	RETURN SERVICE REQUESTED		1N1E33BB 2900	3333 MARSHALL LLC	4534 NW SEBLAR TER	PORTLAND OR 97210
41	RETURN SERVICE REQUESTED		1N1E33BB 3100	BOONCHAROEN LLC	1123 NW 23RD AVE	PORTLAND OR 97210
42	RETURN SERVICE REQUESTED		1N1E33BB 3200	CZOPEK BRUCE L & CZOPEK KAREN B	2326 NW NORTHRUP ST	PORTLAND OR 97210
43	RETURN SERVICE REQUESTED		1N1E33BB 3300	LOVELY PETER S & WOLF SHERRIE J	2334 NW NORTHRUP ST	PORTLAND OR 97210-2921
44	RETURN SERVICE REQUESTED		1N1E33BB 3300	LUXRAY DENTAL SYSTEMS INC	10940 SW BARNES RD STE 149	PORTLAND OR 97225
45	RETURN SERVICE REQUESTED		1N1E33BB 3400	KLIMA JEROME R JR	2346 NW NORTHRUP ST	PORTLAND OR 97210
46	RETURN SERVICE REQUESTED		1N1E33BB 3500	YOUNG NANCY K TR	2356 NW NORTHRUP ST	PORTLAND OR 97210-2921
47	RETURN SERVICE REQUESTED		1N1E33BB 3600	ANDERSON ERIC & BENDIXEN-PARK SIENA	2364 NW NORTHRUP ST	PORTLAND OR 97210
48	RETURN SERVICE REQUESTED		1N1E33BB 3700	SCHLESINGER FERN M W	4829 SW STONEBROOK CT	PORTLAND OR 97239-1267
49	RETURN SERVICE REQUESTED		1N1E33BB 3800	CONROY GILLIAN	1124 NW 24TH AVE	PORTLAND OR 97210
50	RETURN SERVICE REQUESTED		1N1E33BB 3900	WILKERSON CHRISTOPHER B	2380 NW NORTHRUP ST	PORTLAND OR 97210-2921
51	RETURN SERVICE REQUESTED		1N1E33BB 4200	ARVIDSON & ARVIDSON INC	1207 NW 23RD AVE	PORTLAND OR 97210
52	RETURN SERVICE REQUESTED		1N1E33BB 4200	EASTERN WESTERN CORPORATION	PO BOX 3228	PORTLAND OR 97208-3228
53	RETURN SERVICE REQUESTED		1N1E33BB 4200	GRANT'S PHILLY CHEESE STEAK LLC	PO BOX 2487	GRESHAM OR 97030-0660
54	RETURN SERVICE REQUESTED		1N1E33BB 4200	JLL SOLUTIONS INC	2311 NW NORTHRUP ST STE 100	PORTLAND OR 97210
55	RETURN SERVICE REQUESTED		1N1E33BB 4200	LIEU CHRIS	1023 NW 23RD AVE	PORTLAND OR 97210
56	RETURN SERVICE REQUESTED		1N1E33BB 4200	SKIN BY LOVELY PC	2311 NW NORTHRUP ST STE 100	PORTLAND OR 97210
57	RETURN SERVICE REQUESTED		1N1E33BB 4200	STEELHEAD SURGICAL INC	2311 NW NORTHRUP ST STE 207	PORTLAND OR 97210
58	RETURN SERVICE REQUESTED		1N1E33BB 4200	THE RESEARCH & EDUCATION GROUP	2311 NW NORTHRUP ST #105	PORTLAND OR 97210
59	RETURN SERVICE REQUESTED		1N1E33BB 4200	WALGREEN COMPANY	300 WILMOT RD MS 3301	DEERFIELD IL 60015-4614
60	RETURN SERVICE REQUESTED		1N1E33BB 4200	WOOLLEY CHARLES TODD MD PC	2311 NW NORTHRUP ST STE 209	PORTLAND OR 97210
61	RETURN SERVICE REQUESTED		1N1E33BB 4400	LEAVENS SETH C TR	4117 SW VIEW POINT TER #5	PORTLAND OR 97239-4080
62	RETURN SERVICE REQUESTED		1N1E33BB 4500	VENNEWITZ PETER J ATTN LIV MONROE	1620 WOODARD AVE NWUNIT BR	OLYMPIA WA 98502-4222
63	RETURN SERVICE REQUESTED		1N1E33BB 4600	RATNAYAKE JOSEPHINE & MAHINDA	2376 NW OVERTON ST	PORTLAND OR 97210
64	RETURN SERVICE REQUESTED		1N1E33BB 4700	SAMSON RICHARD F & ROCK KATHRYN M	430 SW 13TH AVE	PORTLAND OR 97205
65	RETURN SERVICE REQUESTED		1N1E33BB 4800	SAMSON SARAH D & PAJKIC VLADIMIR	1234 NW 24TH AVE	PORTLAND OR 97210
66	RETURN SERVICE REQUESTED		1N1E33BB 5200	AUBERT JACK H & FISHER JOAN C	2373 NW OVERTON ST	PORTLAND OR 97210

Exhibit D6

	A	B	C	D	E	F
67	RETURN SERVICE REQUESTED		1N1E33BB 5300	PERZIK DAVID L & JAMERSON KRISTIN A	2371 NW OVERTON ST	PORTLAND OR 97210
68	RETURN SERVICE REQUESTED		1N1E33BB 5400	CODY THOMAS E & CODY RACHEL G	2359 NW OVERTON ST	PORTLAND OR 97210-2928
69	RETURN SERVICE REQUESTED		1N1E33BB 5500	COOK DEBORAH	2353 NW OVERTON ST	PORTLAND OR 97210
70	RETURN SERVICE REQUESTED		1N1E33BB 5600	KNUTHS WILLIAM R	2332 SW MARKET ST DR	PORTLAND OR 97201
71	RETURN SERVICE REQUESTED		1N1E33BB 5700	BREAUX RACHEL	2245 NW WESTOVER RD UNIT 217	PORTLAND OR 97210
72	RETURN SERVICE REQUESTED		1N1E33BB 5800	FRIEND RONALD & FRIEND MARY LOU	2347 NW OVERTON ST	PORTLAND OR 97210-2928
73	RETURN SERVICE REQUESTED		1N1E33BB 5900	JOHNSON KRISTEN R	2345 NW OVERTON ST	PORTLAND OR 97210
74	RETURN SERVICE REQUESTED		1N1E33BB 6000	SWAGERTY FAMILY TR	2343 NW OVERTON ST	PORTLAND OR 97210
75	RETURN SERVICE REQUESTED		1N1E33BB 60000	MARSHALL TWO CONDO ASSN	2358 NW MARSHALL ST	PORTLAND OR 97210
76	RETURN SERVICE REQUESTED		1N1E33BB 60001	CONWAY ANNE M & BASLAW LOUIS	2358 NW MARSHALL ST #1	PORTLAND OR 97210
77	RETURN SERVICE REQUESTED		1N1E33BB 60002	JENNIFER URICH REV TR	2360 NW MARSHALL ST	PORTLAND OR 97210-2998
78	RETURN SERVICE REQUESTED		1N1E33BB 6100	MEREDITH JENNIFER L & BRIAN R	2341 NW OVERTON ST	PORTLAND OR 97210
79	RETURN SERVICE REQUESTED		1N1E33BB 6200	BOBBA JAYARAM & VIDYASAGAR APARNA	2339 NW OVERTON ST	PORTLAND OR 97210
80	RETURN SERVICE REQUESTED		1N1E33BB 6300	OVERTON PARK INC	15400 BOONES FERRY RD	LAKE OSWEGO OR 97035
81	RETURN SERVICE REQUESTED		1N1E33BB 6400	PROCARE PHARMACY LLC	PO BOX 71130	PHOENIX AZ 85050
82	RETURN SERVICE REQUESTED		1N1E33BB 6400	STARBUCKS CORPORATION	PO BOX 34442 M/S S-TAX3	SEATTLE WA 98124-1442
83	RETURN SERVICE REQUESTED	1N1E33BB 77000	ASSOC OF UNIT OWNERS	OF VALENCIA CONDOMINIUMS	5331 SW MACADAM AVE #258 PMB 110	PORTLAND OR 97239
84	RETURN SERVICE REQUESTED		1N1E33BB 77002	BANGASH KAMRAN A	1942 SW MONTGOMERY DR	PORTLAND OR 97201
85	RETURN SERVICE REQUESTED		1N1E33BB 77003	NOZAKI KENJI A & TIBBS ABIGAIL C	2143 NW 32ND AVE	PORTLAND OR 97210-2027
86	RETURN SERVICE REQUESTED		1N1E33BB 77004	KOENIGSBERG MARK & ALEXANDER POLLY S	2365 NW NORTHRUP ST #G	PORTLAND OR 97210
87	RETURN SERVICE REQUESTED		1N1E33BB 77005	JOHNSON CANDACE Y	2365 NW NORTHRUP ST #H	PORTLAND OR 97210
88	RETURN SERVICE REQUESTED		1N1E33BB 77006	MASBERG JOHN & YASHAR BEVERLY	740 HEATHER WAY	ANN ARBOR MI 48104
89	RETURN SERVICE REQUESTED		1N1E33BB 77007	ALYCIA Y GONZALEZ TR	2771 SW PATTON LN	PORTLAND OR 97201
90	RETURN SERVICE REQUESTED		1N1E33BB 77008	HIGGINBOTHAM PATRICK & LESLIE	2365 NW NORTHRUP ST #C	PORTLAND OR 97210-2959
91	RETURN SERVICE REQUESTED		1N1E33BB 77009	BOUCHER JOHN C & BOUCHER TRACEY L	2375 NW NORTHRUP ST # D	PORTLAND OR 97210
92	RETURN SERVICE REQUESTED		1N1E33BB 77010	HAY SUSAN C	2375 NW NORTHRUP ST #B1	PORTLAND OR 97210
93	RETURN SERVICE REQUESTED		1N1E33BB 77011	RYAN KARL P	2375 NW NORTHRUP ST #B2	PORTLAND OR 97210
94	RETURN SERVICE REQUESTED		1N1E33BB 80000	ASSOC OF UNIT OWNERS NORTHRUP COMMONS	PO BOX 529	EUGENE OR 97440-0529
95	RETURN SERVICE REQUESTED		1N1E33BB 80001	KWOCK CHRISTOPHER & LACY CIARA	2327 NW NORTHRUP ST #1	PORTLAND OR 97210-2983
96	RETURN SERVICE REQUESTED		1N1E33BB 80002	NW NORTHRUP LLC	2425 NE 32ND AVE	PORTLAND OR 97212
97	RETURN SERVICE REQUESTED		1N1E33BB 80003	DUFF ROBERT W TR	2327 NW NORTHRUP ST #3	PORTLAND OR 97210
98	RETURN SERVICE REQUESTED		1N1E33BB 80004	MULCAHY MAUREEN L	2327 NW NORTHRUP ST #4	PORTLAND OR 97210
99	RETURN SERVICE REQUESTED		1N1E33BB 80005	SULTANI OMAR	1909 SE 179TH CT	VANCOUVER WA 98683-9566
100	RETURN SERVICE REQUESTED		1N1E33BB 80006	HARTMANN RONALD I & JONI-MARIE A	2327 NW NORTHRUP ST #7	PORTLAND OR 97210
101	RETURN SERVICE REQUESTED		1N1E33BB 80007	CUTLER JAMES & CHEEK KELLY	2327 NW NORTHRUP ST #8	PORTLAND OR 97210
102	RETURN SERVICE REQUESTED		1N1E33BB 80008	PERRY DAVID L TR & PERRY SARA W TR	2327 NW NORTHRUP ST #10	PORTLAND OR 97210-2983
103	RETURN SERVICE REQUESTED		1N1E33BB 80009	COOPER JOHN R & COOPER CHRISTINA	2327 NW NORTHRUP ST #9	PORTLAND OR 97210
104	RETURN SERVICE REQUESTED		1N1E33BB 80010	BERG GERALDINE A	2327 NW NORTHRUP ST #19	PORTLAND OR 97210
105	RETURN SERVICE REQUESTED		1N1E33BB 80011	BLUMENTHAL KENNETH & SUSAN	2327 NW NORTHRUP ST #11	PORTLAND OR 97210
106	RETURN SERVICE REQUESTED		1N1E33BB 80012	JAMES W GREW & LESLIE J NEILSON	2327 NW NORTHRUP ST # 12	PORTLAND OR 97210
107	RETURN SERVICE REQUESTED		1N1E33BB 80013	BURTON BETTY H TR	2327 NW NORTHRUP ST #13	PORTLAND OR 97210
108	RETURN SERVICE REQUESTED		1N1E33BB 80014	THAKKAR CHINTAN S & DAVDA VIJAYETA R	2327 NW NORTHRUP ST #14	PORTLAND OR 97210
109	RETURN SERVICE REQUESTED		1N1E33BB 80015	MCLEOD JILL H & MCLEOD CARLTON J II	2327 NW NORTHRUP ST #15	PORTLAND OR 97210
110	RETURN SERVICE REQUESTED		1N1E33BB 80016	CATHERINE LOTT SAMSON REV LIV TR	2327 NW NORTHRUP ST #16	PORTLAND OR 97210
111	RETURN SERVICE REQUESTED		1N1E33BB 80017	UNDERWOOD JOHN	2327 NW NORTHRUP ST #17	PORTLAND OR 97210-2983
112	RETURN SERVICE REQUESTED		1N1E33BB 80018	ESSEX INVESTMENTS LLC	2327 NW NORTHRUP ST UNIT 9	PORTLAND OR 97210
113	RETURN SERVICE REQUESTED		1N1E33BB 80019	2327 NORTHRUP LLC & MICHAEL B FREEMAN	20107 NW 18TH AVE	RIDGEFIELD WA 98642
114	RETURN SERVICE REQUESTED	1N1E33BB 900	GOOD SAMARITAN HOSP & MEDICAL CENTER	OAKTREE INVESTORS	906 NW 23RD AVE	PORTLAND OR 97210
115	RETURN SERVICE REQUESTED		1N1E33BB 900	NEW RENAISSANCE BOOKSHOP INC	1338 NW 23RD AVE	PORTLAND OR 97210
116	RETURN SERVICE REQUESTED		1N1E33BB 900	PHOMMANETH KEITH	1310 NW 23RD AVE	PORTLAND OR 97210
117	RETURN SERVICE REQUESTED		1N1E33BB 900	SCHREINER CARLTON B	BOX 794	PLS VRDS EST CA 90274-0794
118	RETURN SERVICE REQUESTED		1N1E33BB 90000	ASSOC OF UNIT OWNERS OF GRACE CONDO	1882 SW HAWTHORNE TER	PORTLAND OR 97201
119	RETURN SERVICE REQUESTED		1N1E33BB 90001	MCGRATH CAROLYN J	2387 NW NORTHRUP ST #1	PORTLAND OR 97210
120	RETURN SERVICE REQUESTED		1N1E33BB 90002	ELSAHILI ZIAD	2387 NW NORTHRUP ST #2	PORTLAND OR 97210
121	RETURN SERVICE REQUESTED		1N1E33BB 90003	PETTINGER CAROLINE J	2387 NW NORTHRUP ST #3	PORTLAND OR 97210
122	RETURN SERVICE REQUESTED		1N1E33BB 90004	SCHROEDER JAN M & MC INTOSH BRUCE A	7175 NW OAK CREEK DR	CORVALLIS OR 97330-2754
123	RETURN SERVICE REQUESTED		1N1E33BB 90005	WEST SCOTT K & OZAWA MARCI L	3025 NE 46TH AVE	PORTLAND OR 97213-1807
124	RETURN SERVICE REQUESTED		1N1E33BB 90006	BD REV TR	11201 NE 9TH ST STE 320	VANCOUVER WA 98684
125	RETURN SERVICE REQUESTED		1N1E33BB 90007	SPECKER BARBARA A	2387 NW NORTHRUP ST #7	PORTLAND OR 97210
126	RETURN SERVICE REQUESTED		1N1E33BB 90009	BERTELSEN SOPHIE & NICHOLAS RYAN	2387 NW NORTHRUP ST #9	PORTLAND OR 97210
127	RETURN SERVICE REQUESTED		1N1E33BC 12100	LOVEJOY-KORELIS PROPERTIES LLC	3417 NW SAVIER ST	PORTLAND OR 97210
128	RETURN SERVICE REQUESTED		1N1E33BC 12100	NORTHWEST TAVERN INC	937 NW 23RD AVE	PORTLAND OR 97210
129	RETURN SERVICE REQUESTED		1N1E33BC 12100	R & D RESTAURANTS INC	5835 SW MILES CT	PORTLAND OR 97219
130	RETURN SERVICE REQUESTED		1N1E33BC 12200	ALL'S WELL THAT ENDS WELL LLC	2326 NW LOVEJOY ST	PORTLAND OR 97210
131	RETURN SERVICE REQUESTED		1N1E33BC 12200	CIRCLE HEALTH CARE LLC	2326 NW LOVEJOY ST	PORTLAND OR 97210
132	RETURN SERVICE REQUESTED		1N1E33BC 12200	FOREST PARK PROPERTIES LLC	3810 W FOUNTAIN ST	SPOKANE WA 99224-4910

Exhibit D6

	A	B	C	D	E	F
133	RETURN SERVICE REQUESTED		1N1E33BC 12200	R & S GROUP LLC	2929 SE POWELL ST #3	PORTLAND OR 97202
134	RETURN SERVICE REQUESTED		1N1E33BC 12200	SCOPES SUZANNE ND	2325 NW LOVEJOY ST	PORTLAND OR 97210
135	RETURN SERVICE REQUESTED		1N1E33BC 12300	INSTITUTE FOR TRAD MED & PHC INC	2017 SE HAWTHORNE BLVD	PORTLAND OR 97214
136	RETURN SERVICE REQUESTED		1N1E33BC 12400	VIRGINIA M BURDICK TR	6227 SW 18TH DR	PORTLAND OR 97239
137	RETURN SERVICE REQUESTED		1N1E33BC 12800	GMD PROPERTIES LLC & DROOGY LLC	322 SE 61ST AVE	PORTLAND OR 97215
138	RETURN SERVICE REQUESTED		1N1E33BC 12800	U S BANCORP	1310 MADRID ST SUITE 100	MARSHALL MN 56258
139	RETURN SERVICE REQUESTED		1N1E33BC 12900	LEVOW ZACHARY S & LEVOW HOLLY	2323 NW LOVEJOY ST	PORTLAND OR 97210
140	RETURN SERVICE REQUESTED		1N1E33BC 13000	GILLES THOMAS E & GILLES KARON L	2841 HOLLYRIDGE DR	LOS ANGELES CA 90068-2320
141	RETURN SERVICE REQUESTED		1N1E33BC 13100	GERHARDT LIV TR	2603 NE 60TH AVE	PORTLAND OR 97213
142	RETURN SERVICE REQUESTED		1N1E33BC 13100	JAMFEE2 LLC	PO BOX 10071	PORTLAND OR 97296-0071
143	RETURN SERVICE REQUESTED		1N1E33BC 13100	JB CONSTRUCTION SERVICES INC	PO BOX 10071	PORTLAND OR 97296-0071
144	RETURN SERVICE REQUESTED		1N1E33BC 13200	BENENATI CHRIS & BENENATI AURORA R	2355 NW LOVEJOY ST	PORTLAND OR 97210-3021
145	RETURN SERVICE REQUESTED		1N1E33BC 13300	ZAMAN ATIF & ROOZEE DOREEN	2363 NW LOVEJOY ST	PORTLAND OR 97210-3021
146	RETURN SERVICE REQUESTED		1N1E33BC 13400	BRUCE ERNESTO & BRUCE ANNIE M	2373 NW LOVEJOY ST	PORTLAND OR 97210
147	RETURN SERVICE REQUESTED		1N1E33BC 13500	DITTMAN PAUL J	2385 NW LOVEJOY ST	PORTLAND OR 97210-3021
148	RETURN SERVICE REQUESTED		1N1E33BC 200	LPF NW PORTLAND LLC	200 EAST RANDOLPH DR 44TH FLR	CHICAGO IL 60601
149	RETURN SERVICE REQUESTED		1N1E33BC 200	PJ'S COFFEE INC	4130 SW 117TH STE N	BEAVERTON OR 97005-5606
150	RETURN SERVICE REQUESTED		1N1E33BC 300	AY CARAMBA LLC	3832 SE HAWTHORNE BLVD	PORTLAND OR 97214
151	RETURN SERVICE REQUESTED		1N1E33BC 300	C E JOHN PROPERTIES 22 L L C	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661-8078
152	RETURN SERVICE REQUESTED		1N1E33BC 300	JPMORGAN CHASE BANK NA	1111 POLARIS PKWY A-3 OH1-1086	COLUMBUS OH 43240
153	RETURN SERVICE REQUESTED	1N1E33BC 90000	ASSOCIATION OF UNIT OWNERS OF	FORBES HOUSE CONDOMINIUM	2358 NW LOVEJOY ST	PORTLAND OR 97210
154	RETURN SERVICE REQUESTED		1N1E33BC 90001	WOLFE THOMAS ET AL	3455 NW VAUGHN ST	PORTLAND OR 97210
155	RETURN SERVICE REQUESTED		1N1E33BC 90002	MOORE SEAN & MOORE ERIC W	2358 NW LOVEJOY ST #2	PORTLAND OR 97210-3022
156	RETURN SERVICE REQUESTED		1N1E33BC 90003	RUBIN JESSICA M	2358 NW LOVEJOY ST # 3	PORTLAND OR 97210
157				CURRENT RESIDENT	1001 NW 23RD AVE	PORTLAND OR 97210
158				CURRENT RESIDENT	1015 NW 23RD AVE #100	PORTLAND OR 97210
159				CURRENT RESIDENT	1029 NW 23RD AVE #100	PORTLAND OR 97210
160				CURRENT RESIDENT	1029 NW 23RD AVE #200	PORTLAND OR 97210
161				CURRENT RESIDENT	1029 NW 23RD AVE #300	PORTLAND OR 97210
162				CURRENT RESIDENT	1029 NW 23RD AVE #400	PORTLAND OR 97210
163				CURRENT RESIDENT	1029 NW 23RD AVE #500	PORTLAND OR 97210
164				CURRENT RESIDENT	1029 NW 23RD AVE #600	PORTLAND OR 97210
165				CURRENT RESIDENT	1037 NW 23RD AVE #A	PORTLAND OR 97210
166				CURRENT RESIDENT	1037 NW 23RD AVE #B	PORTLAND OR 97210
167				CURRENT RESIDENT	1111 NW 23RD AVE	PORTLAND OR 97210
168				CURRENT RESIDENT	1124 NW 24TH AVE #A	PORTLAND OR 97210
169				CURRENT RESIDENT	1134 NW 25TH AVE #B	PORTLAND OR 97210
170				CURRENT RESIDENT	1137 NW 23RD AVE	PORTLAND OR 97210
171				CURRENT RESIDENT	1200 NW 23RD AVE	PORTLAND OR 97210
172				CURRENT RESIDENT	1203 NW 23RD AVE	PORTLAND OR 97210
173				CURRENT RESIDENT	1215 NW 23RD AVE	PORTLAND OR 97210
174				CURRENT RESIDENT	1221 NW 23RD AVE	PORTLAND OR 97210
175				CURRENT RESIDENT	1223 NW 23RD AVE	PORTLAND OR 97210
176				CURRENT RESIDENT	1227 NW 23RD AVE	PORTLAND OR 97210
177				CURRENT RESIDENT	1231 NW 23RD AVE	PORTLAND OR 97210
178				CURRENT RESIDENT	1232 NW 23RD AVE	PORTLAND OR 97210
179				CURRENT RESIDENT	1235 NW 23RD AVE	PORTLAND OR 97210
180				CURRENT RESIDENT	1249 NW 23RD AVE	PORTLAND OR 97210
181				CURRENT RESIDENT	1301 NW 23RD AVE	PORTLAND OR 97210
182				CURRENT RESIDENT	1305 NW 23RD AVE	PORTLAND OR 97210
183				CURRENT RESIDENT	1309 NW 23RD AVE	PORTLAND OR 97210
184				CURRENT RESIDENT	1311 NW 23RD AVE	PORTLAND OR 97210
185				CURRENT RESIDENT	2211 NW 22ND AVE	PORTLAND OR 97210
186				CURRENT RESIDENT	2225 NW NORTHRUP ST	PORTLAND OR 97210
187				CURRENT RESIDENT	2240 NW LOVEJOY ST #104	PORTLAND OR 97210
188				CURRENT RESIDENT	2240 NW LOVEJOY ST #201	PORTLAND OR 97210
189				CURRENT RESIDENT	2240 NW LOVEJOY ST #205	PORTLAND OR 97210
190				CURRENT RESIDENT	2240 NW LOVEJOY ST #207	PORTLAND OR 97210
191				CURRENT RESIDENT	2240 NW LOVEJOY ST #208	PORTLAND OR 97210
192				CURRENT RESIDENT	2240 NW LOVEJOY ST #209	PORTLAND OR 97210
193				CURRENT RESIDENT	2240 NW LOVEJOY ST #211	PORTLAND OR 97210
194				CURRENT RESIDENT	2240 NW LOVEJOY ST #212	PORTLAND OR 97210
195				CURRENT RESIDENT	2240 NW LOVEJOY ST #214	PORTLAND OR 97210
196				CURRENT RESIDENT	2240 NW LOVEJOY ST #216	PORTLAND OR 97210
197				CURRENT RESIDENT	2240 NW LOVEJOY ST #218	PORTLAND OR 97210
198				CURRENT RESIDENT	2240 NW LOVEJOY ST #301	PORTLAND OR 97210

Exhibit D6

	A	B	C	D	E	F
199				CURRENT RESIDENT	2240 NW LOVEJOY ST #307	PORTLAND OR 97210
200				CURRENT RESIDENT	2240 NW LOVEJOY ST #308	PORTLAND OR 97210
201				CURRENT RESIDENT	2240 NW LOVEJOY ST #317	PORTLAND OR 97210
202				CURRENT RESIDENT	2240 NW LOVEJOY ST #402	PORTLAND OR 97210
203				CURRENT RESIDENT	2240 NW LOVEJOY ST #406	PORTLAND OR 97210
204				CURRENT RESIDENT	2240 NW LOVEJOY ST #409	PORTLAND OR 97210
205				CURRENT RESIDENT	2240 NW LOVEJOY ST #413	PORTLAND OR 97210
206				CURRENT RESIDENT	2240 NW LOVEJOY ST #414	PORTLAND OR 97210
207				CURRENT RESIDENT	2240 NW LOVEJOY ST #415	PORTLAND OR 97210
208				CURRENT RESIDENT	2240 NW LOVEJOY ST #416	PORTLAND OR 97210
209				CURRENT RESIDENT	2240 NW LOVEJOY ST #418	PORTLAND OR 97210
210				CURRENT RESIDENT	2240 NW LOVEJOY ST #501	PORTLAND OR 97210
211				CURRENT RESIDENT	2240 NW LOVEJOY ST #503	PORTLAND OR 97210
212				CURRENT RESIDENT	2240 NW LOVEJOY ST #505	PORTLAND OR 97210
213				CURRENT RESIDENT	2240 NW LOVEJOY ST #506	PORTLAND OR 97210
214				CURRENT RESIDENT	2240 NW LOVEJOY ST #509	PORTLAND OR 97210
215				CURRENT RESIDENT	2240 NW LOVEJOY ST #511	PORTLAND OR 97210
216				CURRENT RESIDENT	2240 NW LOVEJOY ST #603	PORTLAND OR 97210
217				CURRENT RESIDENT	2240 NW LOVEJOY ST #604	PORTLAND OR 97210
218				CURRENT RESIDENT	2240 NW LOVEJOY ST #605	PORTLAND OR 97210
219				CURRENT RESIDENT	2240 NW LOVEJOY ST #606	PORTLAND OR 97210
220				CURRENT RESIDENT	2240 NW LOVEJOY ST #608	PORTLAND OR 97210
221				CURRENT RESIDENT	2240 NW LOVEJOY ST #609	PORTLAND OR 97210
222				CURRENT RESIDENT	2240 NW LOVEJOY ST #611	PORTLAND OR 97210
223				CURRENT RESIDENT	2240 NW LOVEJOY ST #614	PORTLAND OR 97210
224				CURRENT RESIDENT	2244 NW OVERTON ST #1	PORTLAND OR 97210
225				CURRENT RESIDENT	2244 NW OVERTON ST #2	PORTLAND OR 97210
226				CURRENT RESIDENT	2244 NW OVERTON ST #3	PORTLAND OR 97210
227				CURRENT RESIDENT	2244 NW OVERTON ST #4	PORTLAND OR 97210
228				CURRENT RESIDENT	2244 NW OVERTON ST #5	PORTLAND OR 97210
229				CURRENT RESIDENT	2244 NW OVERTON ST #6	PORTLAND OR 97210
230				CURRENT RESIDENT	2244 NW OVERTON ST #7	PORTLAND OR 97210
231				CURRENT RESIDENT	2244 NW OVERTON ST #8	PORTLAND OR 97210
232				CURRENT RESIDENT	2244 NW OVERTON ST #9	PORTLAND OR 97210
233				CURRENT RESIDENT	2245 NW OVERTON ST	PORTLAND OR 97210
234				CURRENT RESIDENT	2246 NW LOVEJOY ST	PORTLAND OR 97210
235				CURRENT RESIDENT	2251 NW MARSHALL ST	PORTLAND OR 97210
236				CURRENT RESIDENT	2255 NW OVERTON ST	PORTLAND OR 97210
237				CURRENT RESIDENT	2256 NW OVERTON ST #1	PORTLAND OR 97210
238				CURRENT RESIDENT	2256 NW OVERTON ST #10	PORTLAND OR 97210
239				CURRENT RESIDENT	2256 NW OVERTON ST #11	PORTLAND OR 97210
240				CURRENT RESIDENT	2256 NW OVERTON ST #12	PORTLAND OR 97210
241				CURRENT RESIDENT	2256 NW OVERTON ST #13	PORTLAND OR 97210
242				CURRENT RESIDENT	2256 NW OVERTON ST #2	PORTLAND OR 97210
243				CURRENT RESIDENT	2256 NW OVERTON ST #3	PORTLAND OR 97210
244				CURRENT RESIDENT	2256 NW OVERTON ST #4	PORTLAND OR 97210
245				CURRENT RESIDENT	2256 NW OVERTON ST #5	PORTLAND OR 97210
246				CURRENT RESIDENT	2256 NW OVERTON ST #6	PORTLAND OR 97210
247				CURRENT RESIDENT	2256 NW OVERTON ST #7	PORTLAND OR 97210
248				CURRENT RESIDENT	2256 NW OVERTON ST #8	PORTLAND OR 97210
249				CURRENT RESIDENT	2256 NW OVERTON ST #9	PORTLAND OR 97210
250				CURRENT RESIDENT	2267 NW OVERTON ST #A	PORTLAND OR 97210
251				CURRENT RESIDENT	2267 NW OVERTON ST #C	PORTLAND OR 97210
252				CURRENT RESIDENT	2270 NW OVERTON ST	PORTLAND OR 97210
253				CURRENT RESIDENT	2276 NW LOVEJOY ST	PORTLAND OR 97210
254				CURRENT RESIDENT	2278 NW LOVEJOY ST	PORTLAND OR 97210
255				CURRENT RESIDENT	2280 NW LOVEJOY ST	PORTLAND OR 97210
256				CURRENT RESIDENT	2308 NW LOVEJOY ST #A	PORTLAND OR 97210
257				CURRENT RESIDENT	2308 NW LOVEJOY ST #B	PORTLAND OR 97210
258				CURRENT RESIDENT	2308 NW LOVEJOY ST #C	PORTLAND OR 97210
259				CURRENT RESIDENT	2311 NW NORTHRUP ST #100	PORTLAND OR 97210
260				CURRENT RESIDENT	2311 NW NORTHRUP ST #101	PORTLAND OR 97210
261				CURRENT RESIDENT	2311 NW NORTHRUP ST #102	PORTLAND OR 97210
262				CURRENT RESIDENT	2311 NW NORTHRUP ST #201	PORTLAND OR 97210
263				CURRENT RESIDENT	2311 NW NORTHRUP ST #202	PORTLAND OR 97210
264				CURRENT RESIDENT	2311 NW NORTHRUP ST #204	PORTLAND OR 97210

Exhibit D6

	A	B	C	D	E	F
265				CURRENT RESIDENT	2311 NW NORTHRUP ST #207	PORTLAND OR 97210
266				CURRENT RESIDENT	2311 NW NORTHRUP ST #209	PORTLAND OR 97210
267				CURRENT RESIDENT	2314 NW LOVEJOY ST	PORTLAND OR 97210
268				CURRENT RESIDENT	2314 NW MARSHALL ST	PORTLAND OR 97210
269				CURRENT RESIDENT	2315 NW OVERTON ST #201	PORTLAND OR 97210
270				CURRENT RESIDENT	2315 NW OVERTON ST #202	PORTLAND OR 97210
271				CURRENT RESIDENT	2315 NW OVERTON ST #203	PORTLAND OR 97210
272				CURRENT RESIDENT	2315 NW OVERTON ST #204	PORTLAND OR 97210
273				CURRENT RESIDENT	2315 NW OVERTON ST #205	PORTLAND OR 97210
274				CURRENT RESIDENT	2315 NW OVERTON ST #206	PORTLAND OR 97210
275				CURRENT RESIDENT	2315 NW OVERTON ST #207	PORTLAND OR 97210
276				CURRENT RESIDENT	2315 NW OVERTON ST #208	PORTLAND OR 97210
277				CURRENT RESIDENT	2315 NW OVERTON ST #209	PORTLAND OR 97210
278				CURRENT RESIDENT	2315 NW OVERTON ST #210	PORTLAND OR 97210
279				CURRENT RESIDENT	2315 NW OVERTON ST #301	PORTLAND OR 97210
280				CURRENT RESIDENT	2315 NW OVERTON ST #302	PORTLAND OR 97210
281				CURRENT RESIDENT	2315 NW OVERTON ST #303	PORTLAND OR 97210
282				CURRENT RESIDENT	2315 NW OVERTON ST #304	PORTLAND OR 97210
283				CURRENT RESIDENT	2315 NW OVERTON ST #305	PORTLAND OR 97210
284				CURRENT RESIDENT	2315 NW OVERTON ST #306	PORTLAND OR 97210
285				CURRENT RESIDENT	2315 NW OVERTON ST #307	PORTLAND OR 97210
286				CURRENT RESIDENT	2315 NW OVERTON ST #308	PORTLAND OR 97210
287				CURRENT RESIDENT	2315 NW OVERTON ST #309	PORTLAND OR 97210
288				CURRENT RESIDENT	2315 NW OVERTON ST #310	PORTLAND OR 97210
289				CURRENT RESIDENT	2315 NW OVERTON ST #401	PORTLAND OR 97210
290				CURRENT RESIDENT	2315 NW OVERTON ST #402	PORTLAND OR 97210
291				CURRENT RESIDENT	2315 NW OVERTON ST #403	PORTLAND OR 97210
292				CURRENT RESIDENT	2315 NW OVERTON ST #404	PORTLAND OR 97210
293				CURRENT RESIDENT	2315 NW OVERTON ST #405	PORTLAND OR 97210
294				CURRENT RESIDENT	2315 NW OVERTON ST #406	PORTLAND OR 97210
295				CURRENT RESIDENT	2315 NW OVERTON ST #407	PORTLAND OR 97210
296				CURRENT RESIDENT	2315 NW OVERTON ST #408	PORTLAND OR 97210
297				CURRENT RESIDENT	2315 NW OVERTON ST #409	PORTLAND OR 97210
298				CURRENT RESIDENT	2315 NW OVERTON ST #410	PORTLAND OR 97210
299				CURRENT RESIDENT	2323 NW MARSHALL ST #1	PORTLAND OR 97210
300				CURRENT RESIDENT	2323 NW MARSHALL ST #10	PORTLAND OR 97210
301				CURRENT RESIDENT	2323 NW MARSHALL ST #11	PORTLAND OR 97210
302				CURRENT RESIDENT	2323 NW MARSHALL ST #14	PORTLAND OR 97210
303				CURRENT RESIDENT	2323 NW MARSHALL ST #2	PORTLAND OR 97210
304				CURRENT RESIDENT	2323 NW MARSHALL ST #3	PORTLAND OR 97210
305				CURRENT RESIDENT	2323 NW MARSHALL ST #4	PORTLAND OR 97210
306				CURRENT RESIDENT	2323 NW MARSHALL ST #5	PORTLAND OR 97210
307				CURRENT RESIDENT	2323 NW MARSHALL ST #6	PORTLAND OR 97210
308				CURRENT RESIDENT	2323 NW MARSHALL ST #7	PORTLAND OR 97210
309				CURRENT RESIDENT	2323 NW MARSHALL ST #8	PORTLAND OR 97210
310				CURRENT RESIDENT	2323 NW MARSHALL ST #9	PORTLAND OR 97210
311				CURRENT RESIDENT	2324 NW MARSHALL ST #2	PORTLAND OR 97210
312				CURRENT RESIDENT	2327 NW NORTHRUP ST #12	PORTLAND OR 97210
313				CURRENT RESIDENT	2327 NW NORTHRUP ST #18	PORTLAND OR 97210
314				CURRENT RESIDENT	2327 NW NORTHRUP ST #2	PORTLAND OR 97210
315				CURRENT RESIDENT	2327 NW NORTHRUP ST #20	PORTLAND OR 97210
316				CURRENT RESIDENT	2327 NW NORTHRUP ST #5	PORTLAND OR 97210
317				CURRENT RESIDENT	2330 NW OVERTON ST	PORTLAND OR 97210
318				CURRENT RESIDENT	2331 NW LOVEJOY ST #A	PORTLAND OR 97210
319				CURRENT RESIDENT	2331 NW LOVEJOY ST #B	PORTLAND OR 97210
320				CURRENT RESIDENT	2331 NW LOVEJOY ST #C	PORTLAND OR 97210
321				CURRENT RESIDENT	2331 NW LOVEJOY ST #D	PORTLAND OR 97210
322				CURRENT RESIDENT	2338 NW OVERTON ST	PORTLAND OR 97210
323				CURRENT RESIDENT	2343 NW LOVEJOY ST	PORTLAND OR 97210
324				CURRENT RESIDENT	2345 NW MARSHALL ST #101	PORTLAND OR 97210
325				CURRENT RESIDENT	2345 NW MARSHALL ST #102	PORTLAND OR 97210
326				CURRENT RESIDENT	2345 NW MARSHALL ST #103	PORTLAND OR 97210
327				CURRENT RESIDENT	2345 NW MARSHALL ST #104	PORTLAND OR 97210
328				CURRENT RESIDENT	2345 NW MARSHALL ST #105	PORTLAND OR 97210
329				CURRENT RESIDENT	2345 NW MARSHALL ST #106	PORTLAND OR 97210
330				CURRENT RESIDENT	2345 NW MARSHALL ST #107	PORTLAND OR 97210

Exhibit D6

	A	B	C	D	E	F
331				CURRENT RESIDENT	2345 NW MARSHALL ST #108	PORTLAND OR 97210
332				CURRENT RESIDENT	2345 NW MARSHALL ST #201	PORTLAND OR 97210
333				CURRENT RESIDENT	2345 NW MARSHALL ST #202	PORTLAND OR 97210
334				CURRENT RESIDENT	2345 NW MARSHALL ST #203	PORTLAND OR 97210
335				CURRENT RESIDENT	2345 NW MARSHALL ST #204	PORTLAND OR 97210
336				CURRENT RESIDENT	2345 NW MARSHALL ST #205	PORTLAND OR 97210
337				CURRENT RESIDENT	2345 NW MARSHALL ST #206	PORTLAND OR 97210
338				CURRENT RESIDENT	2345 NW MARSHALL ST #207	PORTLAND OR 97210
339				CURRENT RESIDENT	2345 NW MARSHALL ST #208	PORTLAND OR 97210
340				CURRENT RESIDENT	2345 NW MARSHALL ST #A	PORTLAND OR 97210
341				CURRENT RESIDENT	2345 NW MARSHALL ST #B	PORTLAND OR 97210
342				CURRENT RESIDENT	2345 NW MARSHALL ST #C	PORTLAND OR 97210
343				CURRENT RESIDENT	2347 NW OVERTON ST	PORTLAND OR 97210
344				CURRENT RESIDENT	2348 NW OVERTON ST	PORTLAND OR 97210
345				CURRENT RESIDENT	2349 NW OVERTON ST	PORTLAND OR 97210
346				CURRENT RESIDENT	2351 NW OVERTON ST	PORTLAND OR 97210
347				CURRENT RESIDENT	2352 NW OVERTON ST	PORTLAND OR 97210
348				CURRENT RESIDENT	2356 NW OVERTON ST #10E	PORTLAND OR 97210
349				CURRENT RESIDENT	2356 NW OVERTON ST #1E	PORTLAND OR 97210
350				CURRENT RESIDENT	2356 NW OVERTON ST #2E	PORTLAND OR 97210
351				CURRENT RESIDENT	2356 NW OVERTON ST #3E	PORTLAND OR 97210
352				CURRENT RESIDENT	2356 NW OVERTON ST #4E	PORTLAND OR 97210
353				CURRENT RESIDENT	2356 NW OVERTON ST #5E	PORTLAND OR 97210
354				CURRENT RESIDENT	2356 NW OVERTON ST #6E	PORTLAND OR 97210
355				CURRENT RESIDENT	2356 NW OVERTON ST #7E	PORTLAND OR 97210
356				CURRENT RESIDENT	2356 NW OVERTON ST #8E	PORTLAND OR 97210
357				CURRENT RESIDENT	2356 NW OVERTON ST #9E	PORTLAND OR 97210
358				CURRENT RESIDENT	2358 NW LOVEJOY ST #1	PORTLAND OR 97210
359				CURRENT RESIDENT	2358 NW LOVEJOY ST #3	PORTLAND OR 97210
360				CURRENT RESIDENT	2364 NW OVERTON ST #10W	PORTLAND OR 97210
361				CURRENT RESIDENT	2364 NW OVERTON ST #1W	PORTLAND OR 97210
362				CURRENT RESIDENT	2364 NW OVERTON ST #2W	PORTLAND OR 97210
363				CURRENT RESIDENT	2364 NW OVERTON ST #3W	PORTLAND OR 97210
364				CURRENT RESIDENT	2364 NW OVERTON ST #4W	PORTLAND OR 97210
365				CURRENT RESIDENT	2364 NW OVERTON ST #5W	PORTLAND OR 97210
366				CURRENT RESIDENT	2364 NW OVERTON ST #6W	PORTLAND OR 97210
367				CURRENT RESIDENT	2364 NW OVERTON ST #7W	PORTLAND OR 97210
368				CURRENT RESIDENT	2364 NW OVERTON ST #8W	PORTLAND OR 97210
369				CURRENT RESIDENT	2364 NW OVERTON ST #9W	PORTLAND OR 97210
370				CURRENT RESIDENT	2365 NW NORTHRUP ST #E	PORTLAND OR 97210
371				CURRENT RESIDENT	2365 NW NORTHRUP ST #F	PORTLAND OR 97210
372				CURRENT RESIDENT	2368 NW LOVEJOY ST #1	PORTLAND OR 97210
373				CURRENT RESIDENT	2368 NW LOVEJOY ST #2	PORTLAND OR 97210
374				CURRENT RESIDENT	2368 NW LOVEJOY ST #3	PORTLAND OR 97210
375				CURRENT RESIDENT	2368 NW LOVEJOY ST #B	PORTLAND OR 97210
376				CURRENT RESIDENT	2374 NW NORTHRUP ST #1	PORTLAND OR 97210
377				CURRENT RESIDENT	2374 NW NORTHRUP ST #2	PORTLAND OR 97210
378				CURRENT RESIDENT	2374 NW NORTHRUP ST #3	PORTLAND OR 97210
379				CURRENT RESIDENT	2374 NW NORTHRUP ST #4	PORTLAND OR 97210
380				CURRENT RESIDENT	2374 NW NORTHRUP ST #5	PORTLAND OR 97210
381				CURRENT RESIDENT	2374 NW NORTHRUP ST #6	PORTLAND OR 97210
382				CURRENT RESIDENT	2375 NW NORTHRUP ST #1	PORTLAND OR 97210
383				CURRENT RESIDENT	2375 NW NORTHRUP ST #2	PORTLAND OR 97210
384				CURRENT RESIDENT	2375 NW NORTHRUP ST #A	PORTLAND OR 97210
385				CURRENT RESIDENT	2375 NW NORTHRUP ST #B	PORTLAND OR 97210
386				CURRENT RESIDENT	2375 NW NORTHRUP ST #C	PORTLAND OR 97210
387				CURRENT RESIDENT	2375 NW NORTHRUP ST #D	PORTLAND OR 97210
388				CURRENT RESIDENT	2387 NW NORTHRUP ST #4	PORTLAND OR 97210
389				CURRENT RESIDENT	2387 NW NORTHRUP ST #5	PORTLAND OR 97210
390				CURRENT RESIDENT	2387 NW NORTHRUP ST #6	PORTLAND OR 97210
391				CURRENT RESIDENT	2387 NW NORTHRUP ST #8	PORTLAND OR 97210
392				CURRENT RESIDENT	2445 NW LOVEJOY ST #1	PORTLAND OR 97210
393				CURRENT RESIDENT	2445 NW LOVEJOY ST #2	PORTLAND OR 97210
394				CURRENT RESIDENT	2445 NW LOVEJOY ST #3	PORTLAND OR 97210
395				CURRENT RESIDENT	2445 NW LOVEJOY ST #4	PORTLAND OR 97210
396				CURRENT RESIDENT	2550 NW LOVEJOY ST	PORTLAND OR 97210

	A	B	C	D	E	F
397				CURRENT RESIDENT	914 NW 23RD AVE	PORTLAND OR 97210
398				CURRENT RESIDENT	921 NW 23RD AVE	PORTLAND OR 97210
399				CURRENT RESIDENT	927 NW 23RD AVE	PORTLAND OR 97210
400				CURRENT RESIDENT	930 NW 23RD AVE	PORTLAND OR 97210
401				CURRENT RESIDENT	931 NW 23RD AVE	PORTLAND OR 97210
402				CURRENT RESIDENT	950 NW 23RD AVE	PORTLAND OR 97210
403	RETURN SERVICE REQUESTED	OWNER/AGENT 1N1E33BB 3000	C E JOHN PROPERTIES 71 LLC	GAREY SETH	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
404	RETURN SERVICE REQUESTED	APPLICANT	GBD ARCHITECTS INCORPORATED	DOBROT RICHARD	1120 NW COUCH ST STE 300	PORTLAND OR 97209
405	RETURN SERVICE REQUESTED		NEIGHBORS WEST-NORTHWEST	SIEBER MARK	2257 NW RALEIGH ST	PORTLAND OR 97210
406	RETURN SERVICE REQUESTED		LAND USE CONTACT	NOB HILL BUSINESS ASSOCIATION	25 NW 23RD PL STE 6 PMB 217	PORTLAND OR 97210
407	RETURN SERVICE REQUESTED		NORTHWEST DISTRICT ASSOCIATION	GREG THEISEN	2257 NW RALEIGH ST	PORTLAND OR 97210
408	RETURN SERVICE REQUESTED		HILLSIDE NEIGHBORHOOD ASSOCIATION	KEVIN KOHNSTAMM	3002 NW LURAY CIRCUS	PORTLAND OR 97210
409	RETURN SERVICE REQUESTED		LAND USE CONTACT	AIA URBAN DESIGN COMMITTEE	403 NW 11TH	PORTLAND OR 97209
410	RETURN SERVICE REQUESTED			DOUG KLOTZ	1908 SE 35TH PLACE	PORTLAND OR 97214
411	RETURN SERVICE REQUESTED			JUDY PETERS	6916 NE 40TH ST	VANCOUVER WA 98661
412	RETURN SERVICE REQUESTED			KARLA MOORE-LOVE (CITY HALL)	1221 SW 4TH AVE #130	PORTLAND OR 97204
413	RETURN SERVICE REQUESTED		LAND USE CONTACT	NW NATURAL GAS	220 NW 2ND AVE 2ND FL	PORTLAND OR 97209
414	RETURN SERVICE REQUESTED		LAND USE CONTACT	PACIFIC POWER & LIGHT	7544 NE 33RD DR	PORTLAND OR 97211
415	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
416	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
417	RETURN SERVICE REQUESTED		LAND USE CONTACT	RESTORE OREGON	1130 SW MORRISON ST STE 318	PORTLAND OR 97205
418	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE FISH & WILDLIFE	17330 SE EVELYN ST	CLACKAMAS OR 97015
419	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
420	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
421	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORTLAND SCHOOL DISTRICT	501 N DIXON	PORTLAND OR 97227
422					BRANDON SPENCER-HARTLE	B299/R7000
423					DAWN KRANTZ	B299/R5000
424					HEARINGS CLERK	299/3100
425					PROSPER PORTLAND	129/PROSPER
426	RETURN SERVICE REQUESTED		20-123610 HRNG 9-25-20	CASE FILE JEFFREYS	1900 SW 4TH AVE #5000	PORTLAND OR 97201

Exhibit D6

March 22, 2021

To: Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

From: Grace Jeffreys

RE: LU 20-123610 DZM - NW 23rd & Marshall Apartments , *Revised Posting Letter*

Dear Richard:

I have received your application for a Design Review w/ Modifications at 1137 NW 23RD AVE. Your application was deemed complete on **August 20, 2020**. Your case number is given above; the hearing is scheduled for **May 6, 2021, 1:30pm**. I am the planner handling your case and can answer any questions you might have during the process.

The Zoning Code requires you to post notice on the site of your proposal 30 days before the hearing. The information below will help you do this. I am enclosing the notice that should be placed on the boards along with a template for the boards, and instructions for printing the boards.

A. There must be at least one sign posted every 600 feet.

- Because your site has approximately 100 feet of frontage on NW Northrup St., you must post 1 sign along this street.
- Because your site has approximately 100 feet of frontage on NW Marshall St., you must post 1 sign along this street.
- Because your site has approximately 200 feet of frontage on NW 23rd Ave., you must post 1 sign along this street.

B. These signs must be placed within 10 feet of the street frontage line and must be visible to pedestrians and motorists. You may <u>not</u> post in the public right-of-way.

C. Because the hearing for your case is scheduled for **May 6, 2021, 1:30pm**, you must post the notice by **April 6, 2021**, 30 days before the hearing.

D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. In addition, time limits on our processing of your case will be waived. You must return this statement to us by **April 22, 2021**, 14 days before the hearing.

E. You should not remove the notice before the hearing, but it must be taken down within two weeks after the final decision is made on your request.

Encl: Posting Notice
Statement Certifying Posting

cc: Application Case File

Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

DATE: _____

TO: Grace Jeffreys
grace.jeffreys@portlandoregon.gov

Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 20-123610 – NW 23rd & Marshall Apartments, *Revised Posting Letter*

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for **May 6, 2021**, 1:30pm, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **April 22, 2021**, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing but am required to remove them within two weeks of the final decision on my request.

_____
Signature

_____
Print Name

_____
Address

_____
City/State/Zip Code

Type III Land Use Review

NW 23rd and Marshall Apartments

CASE FILE	**LU 20-123610 DZM**
WHEN	**THURSDAY, May 6, 2021 @ 1:30 PM** *(This is the hearing start time –see Design Commission agenda for estimated project start time.)*
WHERE	**ONLINE: Link to hearing is available at www.portlandoregon.gov/bds/dcagenda**
HOW	**TO TESTIFY: Follow instructions on the Design Commission agenda or email the planner at Grace.Jeffreys@PortlandOregon.gov**
REVIEW BY	**DESIGN COMMISSION**
LAND USE REVIEW TYPE	**DESIGN REVIEW WITH MODIFICATIONS REVIEW**
PROPOSAL	Design Review with Modifications for a proposed new five-story mixed-use building located in the Northwest Plan District. The proposal includes: • Approximately 10,000 sf of ground level retail. • 74 apartment units on levels 2-5 • Below-grade parking for 44 cars, one B sized loading space, and 91 bikes accessed off NW Northrup Street. • Four (4) Modifications are requested: Bike Parking – stall widths, Transit Street Main Entrance – location, Setbacks – landscape screening, and Vehicle Parking – stall widths
REVIEW APPROVAL CRITERIA	• Community Design Guidelines • 33.825.040, Modifications that will better meet design review requirements
SITE ADDRESS	1111-1137 NW 23rd Avenue
ZONING/ DESIGNATION	**CM2d, m** – Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays **Northwest Plan District**
FURTHER INFO	Available online at ***www.portlandoregon.gov/bds/dcagenda*** or contact the planner listed below at the Bureau of Development Services.
QUESTIONS? BDS CONTACT	**Grace Jeffreys City Planner** **(503) 823-7840/ Grace.Jeffreys@PortlandOregon.gov** Bureau of Development Services, 1900 SW 4th Ave, Suite 5000, Portland, OR 97201

Traducción e interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Turjumida ama Fasiraadda | 翻訳または通訳 | ການແປພາສາ ຫຼື ການອະທິບາຍ
Письменныйили устный перевод | Traducere sau Interpretare | 번역및통역 | الترجمة التحريرية أو الشفوية | Письмовий або усний переклад

503-823-7300 BDS@PortlandOregon.gov www.PortlandOregon.gov/bds/translated TTY: 503-823-6868 Relay Service: 711

Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209

DATE: ____March 30, 2021_____

TO: Grace Jeffreys
grace.jeffreys@portlandoregon.gov

Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 20-123610 – NW 23rd & Marshall Apartments, *Revised Posting Letter*

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for **May 6, 2021**, 1:30pm, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on March 26, 2021. These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **April 22, 2021**, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing but am required to remove them within two weeks of the final decision on my request.

Richard Dobrot
Signature

RICHARD DOBROT
Print Name

1120 NW COUCH ST, SUITE 300
Address

PORTLAND, OR 97209
City/State/Zip Code

Date: March 29, 2021

To: Interested Person

From: Grace Jeffreys, Land Use Services
503-865-6521 / Grace.Jeffreys@portlandoregon.gov

Revised **NOTICE OF A PUBLIC HEARING ON A PROPOSAL IN YOUR NEIGHBORHOOD**

NW 23rd and Marshall Apartments

CASE FILE:	LU 20-123610 DZM PC # 19-227727
REVIEW BY:	Design Commission
WHEN:	May 6, 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.

Development has been proposed in your neighborhood requiring a land use review. The proposal, review process, and information on how to respond to this notice are described below. A copy of the site plan and zoning map are attached. I am the staff person handling the case. Please call me if you have questions regarding this proposal. Please contact the applicant if you have questions regarding any future development on the site.

Please note: A Proposal Notice was mailed to you on September 25, 2020 for a hearing date of October 15, 2020. That hearing was subsequently rescheduled at the applicant's request. This revised Proposal Notice is for a new hearing date of May 6, 2021.

Applicant: Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland, OR 97209

Representative/ Owner Seth Garey, CE John Properties 71 LLC
1701 SE Columbia River Dr, Vancouver, WA 98661

Site Address: 1137 NW 23RD AVE

Legal Description: BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD

Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base.

The following four (4) Modifications are requested:

1. Bike Parking– stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1'-6" spacing instead of 2'-0".
2. Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

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

- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

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. This application was submitted on February 26, 2020 and determined to be complete on August 20, 2020.

Decision Making Process
The Bureau of Development Services will be making a recommendation on this proposal; our report and recommendation will be available 10 days before the hearing. The 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.

If you are interested in viewing information in the file, please contact the planner listed on the front of this notice. 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.

The neighborhood association, listed on the first page of this notice, may take a position on this application and may have scheduled an open meeting prior to making their recommendation to the Bureau of Development Services. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting.

We are seeking your comments on this proposal. To comment, you may email me at Grace.Jeffreys@portlandoregon.gov; or you may testify at the hearing. In your comments, you should address the approval criteria. Please refer to the file number when seeking information or submitting testimony. Please note that all correspondence and testimony received will become part of the public record.

Written comments must be received by the close of the record and should include the case file number. Any new written testimony should be emailed to **Grace Jeffreys** at **Grace.Jeffreys@portlandoregon.gov**.

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.

Thank you for any information you can provide regarding this case.

If you plan to testify at the hearing, please refer to instructions included with this notice.

The applicant and Bureau of Development Services staff will be at the hearing to answer questions and respond to comments. The general order of appearance for oral testimony at the hearing is as follows: Bureau of Development Services staff report, applicant testimony, testimony of interested parties who wish to ask questions or testify, staff response and closing comments, and applicant's closing comments. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance.

The applicant and proponents have the burden of proof to show that each and every element of the approval criteria are satisfied. In order to prevail, the opponents must persuade the Design Commission to find that the applicant has not carried the burden of proof with regard to one or more of the approval criteria. The opponents may also explain to the Design Commission how or why the facts asserted by the applicant are not supported by evidence in the record. Opponents may wish to recommend conditions of approval which will make the proposal more acceptable, if approved.

Prior to the conclusion of the hearing before the Design Commission, any participant may request an opportunity to present additional evidence or testimony regarding the application. If such a request is made, the record will be held open for seven days to receive the new evidence and the record shall be held open for at least an additional seven days to provide the other parties an opportunity to respond to that new evidence.

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 extended at the request of the applicant.

Appeal Process
You can appeal the Design Commission decision to City Council. If appealed, City Council will hold an evidentiary hearing. New evidence can be submitted to the City Council in the event of an appeal of an evidentiary hearing.

A fee is charged for appeals. Recognized neighborhood associations may qualify for an appeal fee waiver. City Council's decision may be appealed to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue, in person or by letter, by the close of the record by the Design Commission in this case may preclude an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the Design Commission, they may not be able to respond to the issue you are trying to raise. In such a situation, an appeal to LUBA on that issue may not be allowed.

Hearing Cancellation
This public hearing may be cancelled due the inclement weather or other similar emergency. Please call the Bureau of Development Services at 503-823-7617, for information regarding cancellations or rescheduling. You can also view the public hearings agenda, which is frequently updated, at this link: https://www.portlandoregon.gov/bds/index.cfm?&c=42441

Cancelled hearings will be rescheduled for the earliest possible date. A renotification notice may not be sent.

This hearing will be held virtually via Zoom. Please refer to instructions included with this notice.

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).

Enclosures:
Instructions for *Observing or Testifying at the Portland Design Commission or Historic Landmarks Commission Webinar Hearings*
Zoning Map
Site Plan
Elevations

Observing or Testifying at the Portland Design Commission or Historic Landmarks Commission Webinar Hearings

Thank you for your interest in attending the Design Commission or Landmarks Commission Hearing. Due to the City's Emergency response to Covid-19, for the foreseeable future, we will be virtually adapting these hearings. To that end, Hearings will become ZOOM Webinars. The information below will help you get connected.

Preparing for the Hearing:

1. To access the Zoom Webinar, please go to the Commission Agenda, and click the link under the hearing date you are interested in participating.
    - Public Hearings: https://www.portlandoregon.gov/bds/42441
2. In advance of the hearing, please review documents and drawings in the project link within the Online Agenda.
    - Please also provide comments to the planner assigned in advance of the hearing.

Getting into the Hearing [Registering in Zoom to observe or participate in Hearing]:

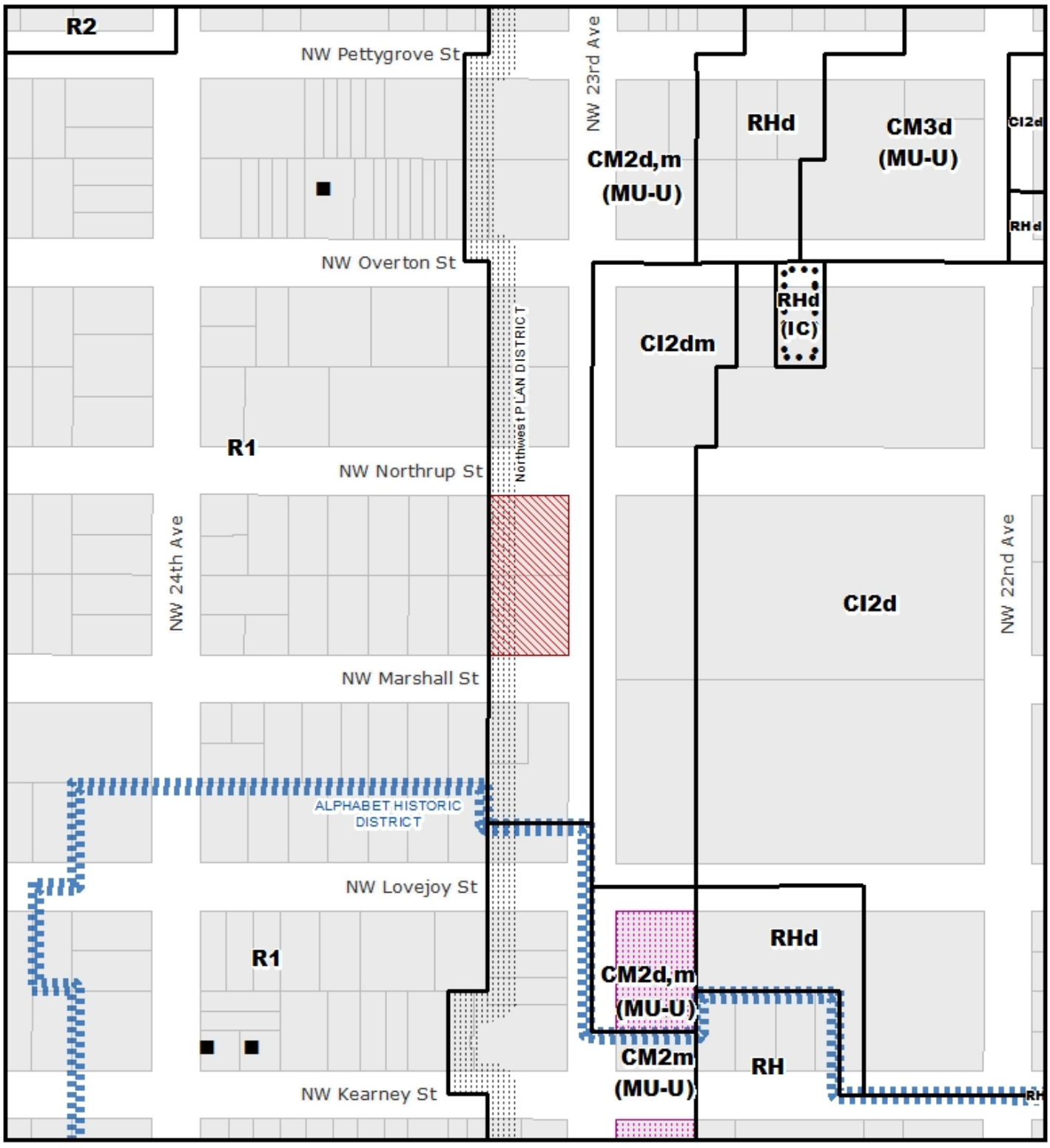
1. In order to observe or testify in the hearing, please be sure to Register for the Webinar as soon as possible.
    - The Webinar Link is posted to the Agenda typically 20-days prior to the hearing date.
2. Once you are registered you will receive an email notification of how to log-in or access the Webinar.
3. You can enter the Webinar no sooner than 1:20 PM on the date of the hearing.
4. You will be held in the ZOOM waiting room until the Webinar starts at 1:30 PM. (Please note each individual agenda item has an estimated start time.)
5. If using a smartphone or tablet, download the Zoom app for easy entry into the Webinar.

Public participation in the Hearing:

1. After Staff and Applicant presentations, the Chair will announce public testimony is open, and will ask if anyone else would like to testify.
2. You can provide public comment in this Webinar in several ways:
    - If during registration you indicated you would like to testify, we will put your name in order of request.
    - Members of the public will be automatically muted except for when they are called by the Hearings Clerk for their public comment. During the Webinar, the Hearings Clerk will unmute participants in the order of Webinar Registrations received.
    - If you indicated in your registration that you did not want to testify but later changed your mind, when testimony is open:
        - Click the "raise your hand" function in ZOOM, and the Hearings Clerk will add you to the list of testifiers.
        - If you will be participating by call-in, raise your hand by pressing *9 – the Webinar host will see this notification.
    - When you are unmuted, your name will be announced by the Hearings Clerk. Please be prepared to provide testimony.
    - Each testifier is allotted 2 minutes of testimony.
    - Please manage your time when testifying, the Hearings Clerk will provide a 15 second warning.
3. We will enable video sharing only for Design and Landmarks Commission members, project teams, andstaff participating in the Webinar.

Follow-up:

1. The Webinar will be recorded and uploaded to the City of Portland Auditors website, under the Case File Number, here: https://efiles.portlandoregon.gov/Search.



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

Exhibit D10

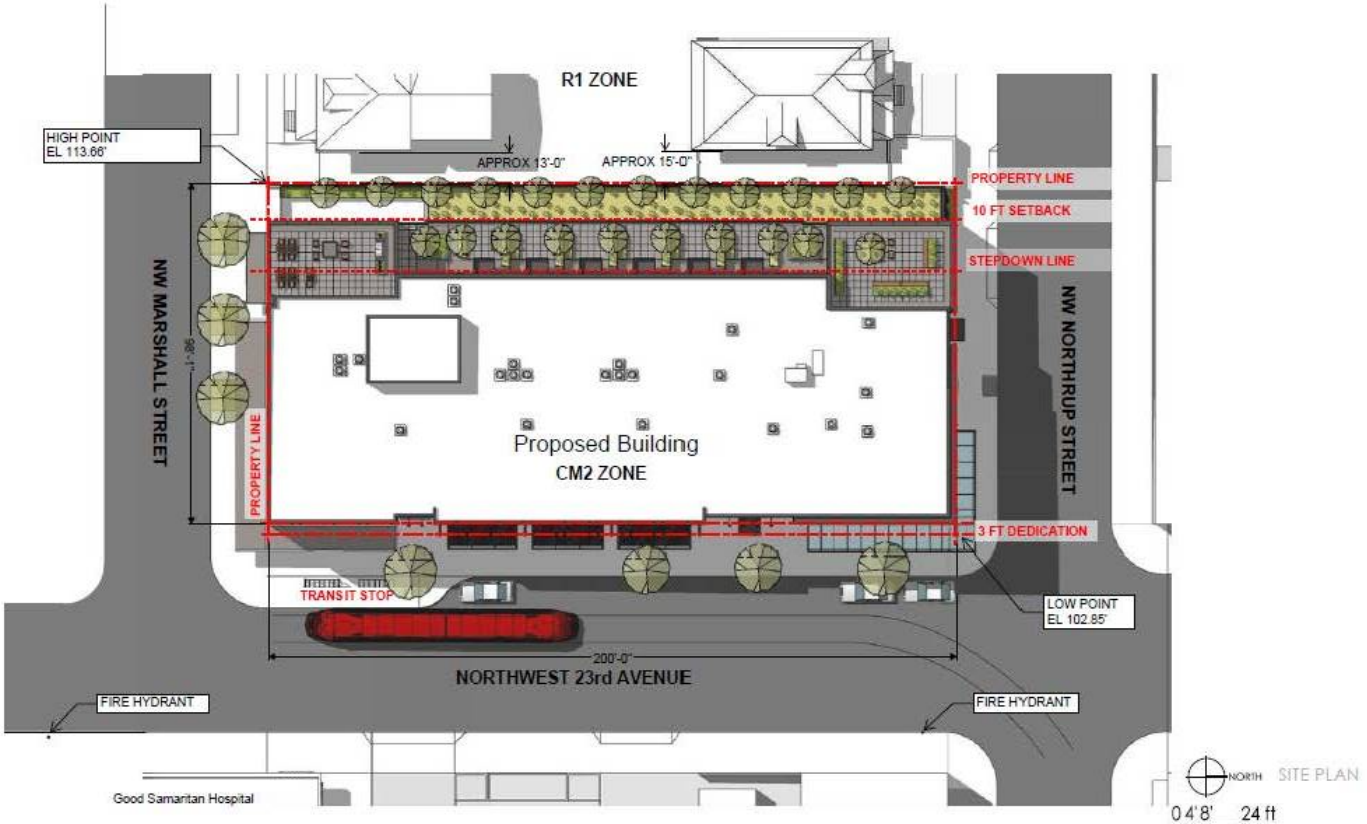
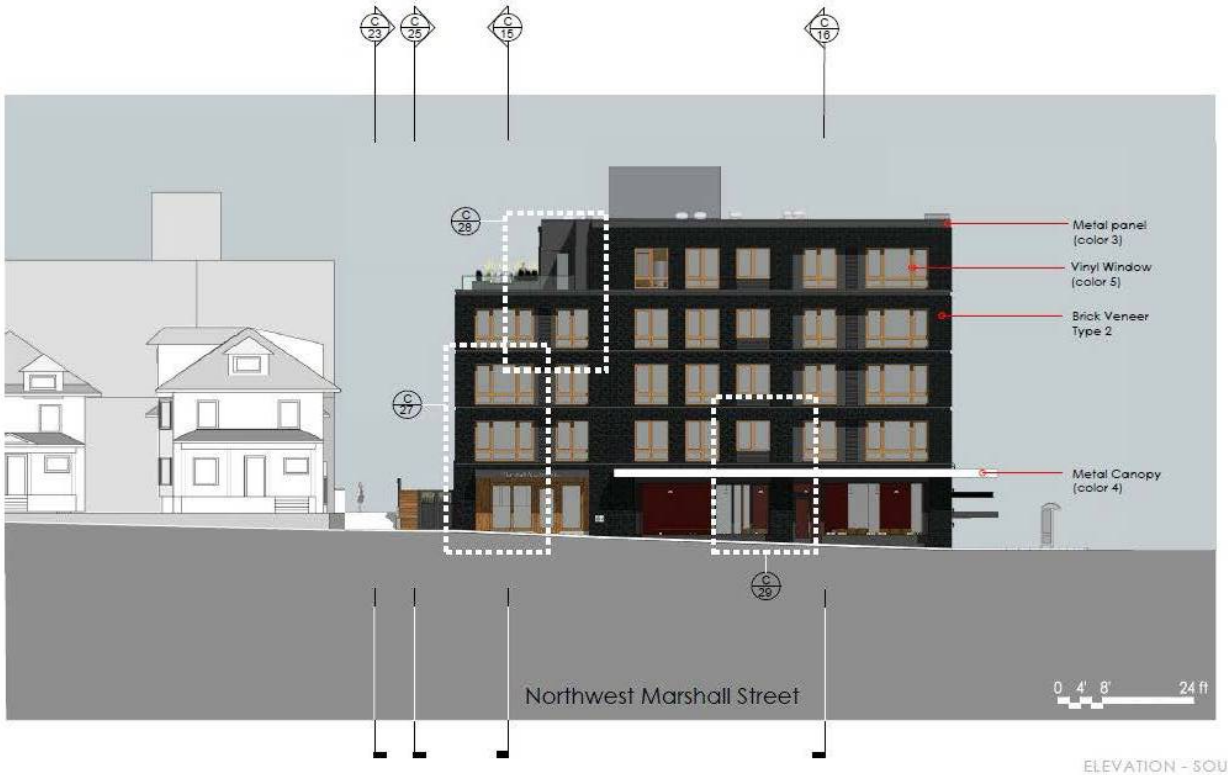

R1 ZONE
HIGH POINT
EL 113.66'
APPROX 13'-0"
APPROX 15'-0"
PROPERTY LINE
10 FT SETBACK
STEPDOWN LINE
NW MARSHALL STREET
NW NORTHRUP STREET
98'-1"
PROPERTY LINE
Proposed Building
CM2 ZONE
3 FT DEDICATION
TRANSIT STOP
LOW POINT
EL 102.85'
200'-0"
NORTHWEST 23rd AVENUE
FIRE HYDRANT
FIRE HYDRANT
Good Samaritan Hospital
NORTH
SITE PLAN
0 4' 8' 24 ft

Exhibit D10



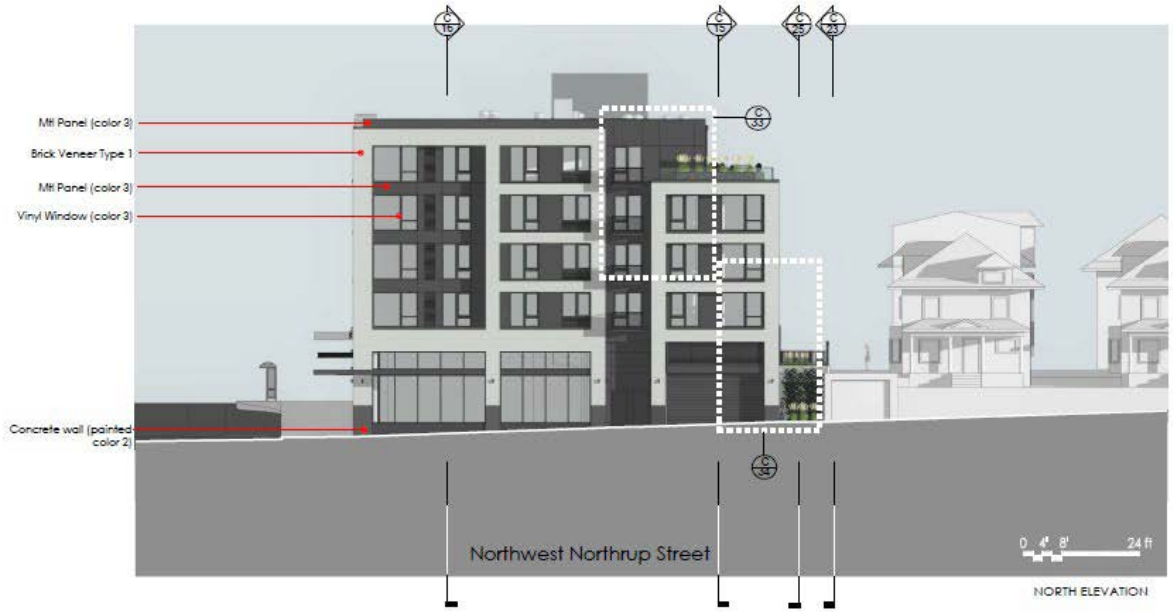
ELEVATION - SOUTH

Exhibit D10



ELEVATION - EAST

Exhibit D10



NORTH ELEVATION

Exhibit D10

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		1N1E33BA 7300	SASAKI TRUMAN M & SASAKI PETER K	PO BOX 100	SKAMOKAWA WA 98647
3	RETURN SERVICE REQUESTED		1N1E33BA 7400	STEWART JANICE M & ALLEN F GORDON	2256 NW OVERTON ST	PORTLAND OR 97210
4	RETURN SERVICE REQUESTED		1N1E33BA 7500	CHROMAPLEX LLC	1459 SE ANKENY ST APT 301	PORTLAND OR 97214-1896
5	RETURN SERVICE REQUESTED		1N1E33BA 7500	KAMILA LLC	PO BOX 4120 #97420	PORTLAND OR 97208
6	RETURN SERVICE REQUESTED	1N1E33BA 7600	GOOD SAMARITAN HOSPITAL &	MEDICAL CENTER	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
7	RETURN SERVICE REQUESTED		1N1E33BA 7600	GOOD SAMARITAN HOSP CHILDRENS PROG	2215 NW NORTHRUP ST	PORTLAND OR 97210
8	RETURN SERVICE REQUESTED	1N1E33BA 7600	LINFIELD COLLEGE	& GOOD SAMARITAN HOSPITAL	2255 NW NORTHRUP ST	PORTLAND OR 97210
9	RETURN SERVICE REQUESTED	1N1E33BA 7700	GOOD SAMARITAN HOSPITAL	PROPERTY MANAGEMENT	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
10	RETURN SERVICE REQUESTED	1N1E33BA 7700	GOOD SAMARITAN HOSPITAL &	MEDICAL CENTER	2282 NW NORTHRUP ST	PORTLAND OR 97210
11	RETURN SERVICE REQUESTED		1N1E33BA 7800	ABBVIE US LLC	PO BOX 80615	INDIANAPOLIS IN 46280
12	RETURN SERVICE REQUESTED		1N1E33BA 7800	BECKMAN COULTER INC TAX DEPT	M/S 32B0511800 SW 147TH AVE	MIAMI FL 33196-2500
13	RETURN SERVICE REQUESTED		1N1E33BA 7800	CASCADE PATHOLOGY SERVICE CORP	PO BOX 4207	PORTLAND OR 97208
14	RETURN SERVICE REQUESTED		1N1E33BA 7800	DIAGNOSTIC IMAGING NW PC	522 S HUNT CLUB BLVD	APOPKA FL 32703-4960
15	RETURN SERVICE REQUESTED		1N1E33BA 7800	PREZIO HEALTH INC	30275 HUDSON DR	NOVI MI 48377-4115
16	RETURN SERVICE REQUESTED	1N1E33BB 1000	GOOD SAMARITAN HOSPITAL &	MEDICAL CENTER	2222 NW LOVEJOY ST	PORTLAND OR 97210
17	RETURN SERVICE REQUESTED	1N1E33BB 1000	LEGACY HEALTH SYSTEM	ATTN PROPERTY MANAGEMENT	1919 NW LOVEJOY ST	PORTLAND OR 97209-1503
18	RETURN SERVICE REQUESTED		1N1E33BB 1100	BIBI2GO LLC	1019 NW 23RD AVE	PORTLAND OR 97210
19	RETURN SERVICE REQUESTED		1N1E33BB 1100	CHRIS & SHAWN INC	1015 NW 23RD AVE RM 100	PORTLAND OR 97210
20	RETURN SERVICE REQUESTED		1N1E33BB 1100	JOVANA SALON CORPORATION	1015 NW 23RD AVE #200	PORTLAND OR 97210
21	RETURN SERVICE REQUESTED		1N1E33BB 1100	LIKES BRANDY DAWN	19675 SW CASCADIA ST	ALOHA OR 97007
22	RETURN SERVICE REQUESTED		1N1E33BB 1100	NW 23RD LLC & KAPELLAKIS STEVE	8026 NW HAWKINS BLVD	PORTLAND OR 97229
23	RETURN SERVICE REQUESTED		1N1E33BB 1100	TERTAH ENTERPRISES INC	1025 NW 23RD AVE	PORTLAND OR 97210
24	RETURN SERVICE REQUESTED		1N1E33BB 1100	TRIADA GROUP LLC	15467 SW 144TH TERRACE	TIGARD OR 97224
25	RETURN SERVICE REQUESTED		1N1E33BB 1200	WINDHORSE INTEG MENTAL HEALTH INC	2120 SW JEFFERSON ST #300	PORTLAND OR 97201
26	RETURN SERVICE REQUESTED		1N1E33BB 1300	HYAMS JULIET A	2324 NW MARSHALL ST	PORTLAND OR 97210
27	RETURN SERVICE REQUESTED		1N1E33BB 1400	GRAIL KARA	2334 NW MARSHALL ST	PORTLAND OR 97210
28	RETURN SERVICE REQUESTED		1N1E33BB 1500	WEISSFLOG THILO & CHARLTON CARLA	2342 NW MARSHALL ST	PORTLAND OR 97210
29	RETURN SERVICE REQUESTED		1N1E33BB 1600	STRASBURG ELISABETH L	2352 NW MARSHALL ST	PORTLAND OR 97210-2913
30	RETURN SERVICE REQUESTED		1N1E33BB 1800	DIETERICH THOMAS & MURRAY PRISCILLA	2374 NW MARSHALL ST	PORTLAND OR 97210-2913
31	RETURN SERVICE REQUESTED		1N1E33BB 1900	CHERIAN DANNY & JOANNE	1026 NW 24TH AVE	PORTLAND OR 97210-3030
32	RETURN SERVICE REQUESTED		1N1E33BB 2000	MAHLER JOAN E & HEINEN JOHN T	2382 NW MARSHALL ST	PORTLAND OR 97210
33	RETURN SERVICE REQUESTED		1N1E33BB 2100	OCHENRIDER LINDA J TR	2386 NW MARSHALL ST	PORTLAND OR 97210-2913
34	RETURN SERVICE REQUESTED		1N1E33BB 2200	SMALLSREED SUSAN J	2387 NW MARSHALL ST	PORTLAND OR 97210-2946
35	RETURN SERVICE REQUESTED		1N1E33BB 2300	WRIGHT ZACHARY W L & WRIGHT KIM T	2373 NW MARSHALL ST	PORTLAND OR 97210-2946
36	RETURN SERVICE REQUESTED		1N1E33BB 2400	BRUCE JOHN S	1116 NW 24TH AVE	PORTLAND OR 97210-2908
37	RETURN SERVICE REQUESTED		1N1E33BB 2500	MC GINN JAMES B	2365 NW MARSHALL ST	PORTLAND OR 97210-2946
38	RETURN SERVICE REQUESTED		1N1E33BB 2600	GRAY TIMOTHY ET AL	530 1/2 NW 23RD AVE	PORTLAND OR 97210
39	RETURN SERVICE REQUESTED		1N1E33BB 2800	RAFEH WAEL A & RAFEH RANADI	2337 NW MARSHALL ST	PORTLAND OR 97210
40	RETURN SERVICE REQUESTED		1N1E33BB 2900	3333 MARSHALL LLC	4534 NW SEBLAR TER	PORTLAND OR 97210
41	RETURN SERVICE REQUESTED		1N1E33BB 3100	BOONCHAROEN LLC	1123 NW 23RD AVE	PORTLAND OR 97210
42	RETURN SERVICE REQUESTED		1N1E33BB 3200	CZOPEK BRUCE L & CZOPEK KAREN B	2326 NW NORTHRUP ST	PORTLAND OR 97210
43	RETURN SERVICE REQUESTED		1N1E33BB 3300	LOVELY PETER S & WOLF SHERRIE J	2334 NW NORTHRUP ST	PORTLAND OR 97210-2921
44	RETURN SERVICE REQUESTED		1N1E33BB 3300	LUXRAY DENTAL SYSTEMS INC	10940 SW BARNES RD STE 149	PORTLAND OR 97225
45	RETURN SERVICE REQUESTED		1N1E33BB 3400	KLIMA JEROME R JR	2346 NW NORTHRUP ST	PORTLAND OR 97210
46	RETURN SERVICE REQUESTED		1N1E33BB 3500	YOUNG NANCY K TR	2356 NW NORTHRUP ST	PORTLAND OR 97210-2921
47	RETURN SERVICE REQUESTED		1N1E33BB 3600	ANDERSON ERIC & BENDIXEN-PARK SIENA	2364 NW NORTHRUP ST	PORTLAND OR 97210
48	RETURN SERVICE REQUESTED		1N1E33BB 3700	SCHLESINGER FERN M W	4829 SW STONEBROOK CT	PORTLAND OR 97239-1267
49	RETURN SERVICE REQUESTED		1N1E33BB 3800	CONROY GILLIAN	1124 NW 24TH AVE	PORTLAND OR 97210
50	RETURN SERVICE REQUESTED		1N1E33BB 3900	WILKERSON CHRISTOPHER B	2380 NW NORTHRUP ST	PORTLAND OR 97210-2921
51	RETURN SERVICE REQUESTED		1N1E33BB 4200	ARVIDSON & ARVIDSON INC	1207 NW 23RD AVE	PORTLAND OR 97210
52	RETURN SERVICE REQUESTED		1N1E33BB 4200	EASTERN WESTERN CORPORATION	PO BOX 3228	PORTLAND OR 97208-3228
53	RETURN SERVICE REQUESTED		1N1E33BB 4200	GRANT'S PHILLY CHEESE STEAK LLC	PO BOX 2487	GRESHAM OR 97030-0660
54	RETURN SERVICE REQUESTED		1N1E33BB 4200	JLL SOLUTIONS INC	2311 NW NORTHRUP ST STE 100	PORTLAND OR 97210
55	RETURN SERVICE REQUESTED		1N1E33BB 4200	LIEU CHRIS	1023 NW 23RD AVE	PORTLAND OR 97210
56	RETURN SERVICE REQUESTED		1N1E33BB 4200	SKIN BY LOVELY PC	2311 NW NORTHRUP ST STE 100	PORTLAND OR 97210
57	RETURN SERVICE REQUESTED		1N1E33BB 4200	STEELHEAD SURGICAL INC	2311 NW NORTHRUP ST STE 207	PORTLAND OR 97210
58	RETURN SERVICE REQUESTED		1N1E33BB 4200	THE RESEARCH & EDUCATION GROUP	2311 NW NORTHRUP ST #105	PORTLAND OR 97210
59	RETURN SERVICE REQUESTED		1N1E33BB 4200	WALGREEN COMPANY	300 WILMOT RD MS 3301	DEERFIELD IL 60015-4614
60	RETURN SERVICE REQUESTED		1N1E33BB 4200	WOOLLEY CHARLES TODD MD PC	2311 NW NORTHRUP ST STE 209	PORTLAND OR 97210
61	RETURN SERVICE REQUESTED		1N1E33BB 4400	LEAVENS SETH C TR	4117 SW VIEW POINT TER #5	PORTLAND OR 97239-4080
62	RETURN SERVICE REQUESTED		1N1E33BB 4500	VENNEWITZ PETER J ATTN LIV MONROE	1620 WOODARD AVE NWUNIT BR	OLYMPIA WA 98502-4222
63	RETURN SERVICE REQUESTED		1N1E33BB 4600	RATNAYAKE JOSEPHINE & MAHINDA	2376 NW OVERTON ST	PORTLAND OR 97210
64	RETURN SERVICE REQUESTED		1N1E33BB 4700	SAMSON RICHARD F & ROCK KATHRYN M	430 SW 13TH AVE	PORTLAND OR 97205
65	RETURN SERVICE REQUESTED		1N1E33BB 4800	SAMSON SARAH D & PAJKIC VLADIMIR	1234 NW 24TH AVE	PORTLAND OR 97210
66	RETURN SERVICE REQUESTED		1N1E33BB 5200	AUBERT JACK H & FISHER JOAN C	2373 NW OVERTON ST	PORTLAND OR 97210
67	RETURN SERVICE REQUESTED		1N1E33BB 5300	PERZIK DAVID L & JAMERSON KRISTIN A	2371 NW OVERTON ST	PORTLAND OR 97210
68	RETURN SERVICE REQUESTED		1N1E33BB 5400	CODY THOMAS E & CODY RACHEL G	2359 NW OVERTON ST	PORTLAND OR 97210-2928
69	RETURN SERVICE REQUESTED		1N1E33BB 5500	COOK DEBORAH	2353 NW OVERTON ST	PORTLAND OR 97210
70	RETURN SERVICE REQUESTED		1N1E33BB 5600	KNUTHS WILLIAM R	2332 SW MARKET ST DR	PORTLAND OR 97201
71	RETURN SERVICE REQUESTED		1N1E33BB 5700	BREAUX RACHEL	2245 NW WESTOVER RD UNIT 217	PORTLAND OR 97210
72	RETURN SERVICE REQUESTED		1N1E33BB 5800	FRIEND RONALD & FRIEND MARY LOU	2347 NW OVERTON ST	PORTLAND OR 97210-2928
73	RETURN SERVICE REQUESTED		1N1E33BB 5900	JOHNSON KRISTEN R	2345 NW OVERTON ST	PORTLAND OR 97210

	A	B	C	D	E	F
74	RETURN SERVICE REQUESTED		1N1E33BB 6000	SWAGERTY FAMILY TR	2343 NW OVERTON ST	PORTLAND OR 97210
75	RETURN SERVICE REQUESTED		1N1E33BB 60000	MARSHALL TWO CONDO ASSN	2358 NW MARSHALL ST	PORTLAND OR 97210
76	RETURN SERVICE REQUESTED		1N1E33BB 60001	CONWAY ANNE M & BASLAW LOUIS	2358 NW MARSHALL ST #1	PORTLAND OR 97210
77	RETURN SERVICE REQUESTED		1N1E33BB 60002	JENNIFER URICH REV TR	2360 NW MARSHALL ST	PORTLAND OR 97210-2998
78	RETURN SERVICE REQUESTED		1N1E33BB 6100	MEREDITH JENNIFER L & BRIAN R	2341 NW OVERTON ST	PORTLAND OR 97210
79	RETURN SERVICE REQUESTED		1N1E33BB 6200	BOBBA JAYARAM & VIDYASAGAR APARNA	2339 NW OVERTON ST	PORTLAND OR 97210
80	RETURN SERVICE REQUESTED		1N1E33BB 6300	OVERTON PARK INC	15400 BOONES FERRY RD	LAKE OSWEGO OR 97035
81	RETURN SERVICE REQUESTED		1N1E33BB 6400	PROCARE PHARMACY LLC	PO BOX 71130	PHOENIX AZ 85050
82	RETURN SERVICE REQUESTED		1N1E33BB 6400	STARBUCKS CORPORATION	PO BOX 34442 M/S S-TAX3	SEATTLE WA 98124-1442
83	RETURN SERVICE REQUESTED	1N1E33BB 77000	ASSOC OF UNIT OWNERS	OF VALENCIA CONDOMINIUMS	5331 SW MACADAM AVE #258 PMB 110	PORTLAND OR 97239
84	RETURN SERVICE REQUESTED		1N1E33BB 77002	BANGASH KAMRAN A	1942 SW MONTGOMERY DR	PORTLAND OR 97201
85	RETURN SERVICE REQUESTED		1N1E33BB 77003	NOZAKI KENJI A & TIBBS ABIGAIL C	2143 NW 32ND AVE	PORTLAND OR 97210-2027
86	RETURN SERVICE REQUESTED		1N1E33BB 77004	KOENIGSBERG MARK & ALEXANDER POLLY	2365 NW NORTHRUP ST #G	PORTLAND OR 97210
87	RETURN SERVICE REQUESTED		1N1E33BB 77005	JOHNSON CANDACE Y	2365 NW NORTHRUP ST #H	PORTLAND OR 97210
88	RETURN SERVICE REQUESTED		1N1E33BB 77006	MASBERG JOHN & YASHAR BEVERLY	740 HEATHER WAY	ANN ARBOR MI 48104
89	RETURN SERVICE REQUESTED		1N1E33BB 77007	ALYCIA Y GONZALEZ TR	2771 SW PATTON LN	PORTLAND OR 97201
90	RETURN SERVICE REQUESTED		1N1E33BB 77008	HIGGINBOTHAM PATRICK & LESLIE	2365 NW NORTHRUP ST #C	PORTLAND OR 97210-2959
91	RETURN SERVICE REQUESTED		1N1E33BB 77009	BOUCHER JOHN C & BOUCHER TRACEY L	2375 NW NORTHRUP ST # D	PORTLAND OR 97210
92	RETURN SERVICE REQUESTED		1N1E33BB 77010	HAY SUSAN C	2375 NW NORTHRUP ST #B1	PORTLAND OR 97210
93	RETURN SERVICE REQUESTED		1N1E33BB 77011	RYAN KARL P	2375 NW NORTHRUP ST #B2	PORTLAND OR 97210
94	RETURN SERVICE REQUESTED	1N1E33BB 80000	ASSOCIATION OF UNIT OWNERS	NORTHRUP COMMONS	PO BOX 529	EUGENE OR 97440-0529
95	RETURN SERVICE REQUESTED		1N1E33BB 80001	KWOCK CHRISTOPHER & LACY CIARA	2327 NW NORTHRUP ST #1	PORTLAND OR 97210-2983
96	RETURN SERVICE REQUESTED		1N1E33BB 80002	NW NORTHRUP LLC	2425 NE 32ND AVE	PORTLAND OR 97212
97	RETURN SERVICE REQUESTED		1N1E33BB 80003	DUFF ROBERT W TR	2327 NW NORTHRUP ST #3	PORTLAND OR 97210
98	RETURN SERVICE REQUESTED		1N1E33BB 80004	MULCAHY MAUREEN L	2327 NW NORTHRUP ST #4	PORTLAND OR 97210
99	RETURN SERVICE REQUESTED		1N1E33BB 80005	SULTANI OMAR	1909 SE 179TH CT	VANCOUVER WA 98683-9566
100	RETURN SERVICE REQUESTED		1N1E33BB 80006	HARTMANN RONALD I & JONI-MARIE A	2327 NW NORTHRUP ST #7	PORTLAND OR 97210
101	RETURN SERVICE REQUESTED		1N1E33BB 80007	CUTLER JAMES & CHEEK KELLY	2327 NW NORTHRUP ST #8	PORTLAND OR 97210
102	RETURN SERVICE REQUESTED		1N1E33BB 80008	PERRY DAVID L TR & PERRY SARA W TR	2327 NW NORTHRUP ST #10	PORTLAND OR 97210-2983
103	RETURN SERVICE REQUESTED		1N1E33BB 80009	COOPER JOHN R & COOPER CHRISTINA	2327 NW NORTHRUP ST #9	PORTLAND OR 97210
104	RETURN SERVICE REQUESTED		1N1E33BB 80010	BERG GERALDINE A	2327 NW NORTHRUP ST #19	PORTLAND OR 97210
105	RETURN SERVICE REQUESTED		1N1E33BB 80011	BLUMENTHAL KENNETH & SUSAN	2327 NW NORTHRUP ST #11	PORTLAND OR 97210
106	RETURN SERVICE REQUESTED		1N1E33BB 80012	JAMES W GREW & LESLIE J NEILSON	2327 NW NORTHRUP ST # 12	PORTLAND OR 97210
107	RETURN SERVICE REQUESTED		1N1E33BB 80013	BURTON BETTY H TR	2327 NW NORTHRUP ST #13	PORTLAND OR 97210
108	RETURN SERVICE REQUESTED		1N1E33BB 80014	THAKKAR CHINTAN & DAVDA VIJAYETA	2327 NW NORTHRUP ST #14	PORTLAND OR 97210
109	RETURN SERVICE REQUESTED		1N1E33BB 80015	MCLEOD JILL H & MCLEOD CARLTON J II	2327 NW NORTHRUP ST #15	PORTLAND OR 97210
110	RETURN SERVICE REQUESTED		1N1E33BB 80016	CATHERINE LOTT SAMSON REV LIV TR	2327 NW NORTHRUP ST #16	PORTLAND OR 97210
111	RETURN SERVICE REQUESTED		1N1E33BB 80017	UNDERWOOD JOHN	2327 NW NORTHRUP ST #17	PORTLAND OR 97210-2983
112	RETURN SERVICE REQUESTED		1N1E33BB 80018	ESSEX INVESTMENTS LLC	2327 NW NORTHRUP ST UNIT 9	PORTLAND OR 97210
113	RETURN SERVICE REQUESTED	1N1E33BB 80019	2327 NORTHRUP LLC &	MICHAEL B FREEMAN EXEMPTION TR I	20107 NW 18TH AVE	RIDGEFIELD WA 98642
114	RETURN SERVICE REQUESTED	1N1E33BB 900	GOOD SAMARITAN HOSP & MEDICAL CENTER	OAKTREE INVESTORS	906 NW 23RD AVE	PORTLAND OR 97210
115	RETURN SERVICE REQUESTED		1N1E33BB 900	NEW RENAISSANCE BOOKSHOP INC	1338 NW 23RD AVE	PORTLAND OR 97210
116	RETURN SERVICE REQUESTED		1N1E33BB 900	PHOMMANETH KEITH	1310 NW 23RD AVE	PORTLAND OR 97210
117	RETURN SERVICE REQUESTED		1N1E33BB 900	SCHREINER CARLTON B	BOX 794	PLS VRDS EST CA 90274-0794
118	RETURN SERVICE REQUESTED		1N1E33BB 90000	ASSOC OF UNIT OWNERS OF GRACE CONDO	1882 SW HAWTHORNE TER	PORTLAND OR 97201
119	RETURN SERVICE REQUESTED		1N1E33BB 90001	MCGRATH CAROLYN J	2387 NW NORTHRUP ST #1	PORTLAND OR 97210
120	RETURN SERVICE REQUESTED		1N1E33BB 90002	ELSAHILI ZIAD	2387 NW NORTHRUP ST #2	PORTLAND OR 97210
121	RETURN SERVICE REQUESTED		1N1E33BB 90003	PETTINGER CAROLINE J	2387 NW NORTHRUP ST #3	PORTLAND OR 97210
122	RETURN SERVICE REQUESTED		1N1E33BB 90004	SCHROEDER JAN M & MC INTOSH BRUCE A	7175 NW OAK CREEK DR	CORVALLIS OR 97330-2754
123	RETURN SERVICE REQUESTED		1N1E33BB 90005	WEST SCOTT K & OZAWA MARCI L	3025 NE 46TH AVE	PORTLAND OR 97213-1807
124	RETURN SERVICE REQUESTED		1N1E33BB 90006	BD REV TR	11201 NE 9TH ST STE 320	VANCOUVER WA 98684
125	RETURN SERVICE REQUESTED		1N1E33BB 90007	SPECKER BARBARA A	2387 NW NORTHRUP ST #7	PORTLAND OR 97210
126	RETURN SERVICE REQUESTED		1N1E33BB 90009	BERTELSEN SOPHIE & NICHOLAS RYAN	2387 NW NORTHRUP ST #9	PORTLAND OR 97210
127	RETURN SERVICE REQUESTED		1N1E33BC 12100	LOVEJOY-KORELIS PROPERTIES LLC	3417 NW SAVIER ST	PORTLAND OR 97210
128	RETURN SERVICE REQUESTED		1N1E33BC 12100	NORTHWEST TAVERN INC	937 NW 23RD AVE	PORTLAND OR 97210
129	RETURN SERVICE REQUESTED		1N1E33BC 12100	R & D RESTAURANTS INC	5835 SW MILES CT	PORTLAND OR 97219
130	RETURN SERVICE REQUESTED		1N1E33BC 12200	ALL'S WELL THAT ENDS WELL LLC	2326 NW LOVEJOY ST	PORTLAND OR 97210
131	RETURN SERVICE REQUESTED		1N1E33BC 12200	CIRCLE HEALTH CARE LLC	2326 NW LOVEJOY ST	PORTLAND OR 97210
132	RETURN SERVICE REQUESTED		1N1E33BC 12200	FOREST PARK PROPERTIES LLC	3810 W FOUNTAIN ST	SPOKANE WA 99224-4910
133	RETURN SERVICE REQUESTED		1N1E33BC 12200	R & S GROUP LLC	2929 SE POWELL ST #3	PORTLAND OR 97202
134	RETURN SERVICE REQUESTED		1N1E33BC 12200	SCOPES SUZANNE ND	2325 NW LOVEJOY ST	PORTLAND OR 97210
135	RETURN SERVICE REQUESTED		1N1E33BC 12300	INSTITUTE FOR TRAD MED & PHC INC	2017 SE HAWTHORNE BLVD	PORTLAND OR 97214
136	RETURN SERVICE REQUESTED		1N1E33BC 12400	VIRGINIA M BURDICK TR	6227 SW 18TH DR	PORTLAND OR 97239
137	RETURN SERVICE REQUESTED		1N1E33BC 12800	GMD PROPERTIES LLC & DROOGY LLC	322 SE 61ST AVE	PORTLAND OR 97215
138	RETURN SERVICE REQUESTED		1N1E33BC 12800	U S BANCORP	1310 MADRID ST SUITE 100	MARSHALL MN 56258
139	RETURN SERVICE REQUESTED		1N1E33BC 12900	LEVOW ZACHARY S & LEVOW HOLLY	2323 NW LOVEJOY ST	PORTLAND OR 97210
140	RETURN SERVICE REQUESTED		1N1E33BC 13000	GILLES THOMAS E & GILLES KARON L	2841 HOLLYRIDGE DR	LOS ANGELES CA 90068-2320
141	RETURN SERVICE REQUESTED		1N1E33BC 13100	GERHARDT LIV TR	2603 NE 60TH AVE	PORTLAND OR 97213
142	RETURN SERVICE REQUESTED		1N1E33BC 13100	JAMFEE2 LLC	PO BOX 10071	PORTLAND OR 97296-0071
143	RETURN SERVICE REQUESTED		1N1E33BC 13100	JB CONSTRUCTION SERVICES INC	PO BOX 10071	PORTLAND OR 97296-0071
144	RETURN SERVICE REQUESTED		1N1E33BC 13200	BENENATI CHRIS & BENENATI AURORA R	2355 NW LOVEJOY ST	PORTLAND OR 97210-3021
145	RETURN SERVICE REQUESTED		1N1E33BC 13300	ZAMAN ATIF & ROOZEE DOREEN	2363 NW LOVEJOY ST	PORTLAND OR 97210-3021
146	RETURN SERVICE REQUESTED		1N1E33BC 13400	BRUCE ERNESTO & BRUCE ANNIE M	2373 NW LOVEJOY ST	PORTLAND OR 97210

	A	B	C	D	E	F
147	RETURN SERVICE REQUESTED		1N1E33BC 13500	DITTMAN PAUL J	2385 NW LOVEJOY ST	PORTLAND OR 97210-3021
148	RETURN SERVICE REQUESTED		1N1E33BC 200	LPF NW PORTLAND LLC	200 EAST RANDOLPH DR 44TH FLR	CHICAGO IL 60601
149	RETURN SERVICE REQUESTED		1N1E33BC 200	PJ'S COFFEE INC	4130 SW 117TH STE N	BEAVERTON OR 97005-5606
150	RETURN SERVICE REQUESTED		1N1E33BC 300	AY CARAMBA LLC	3832 SE HAWTHORNE BLVD	PORTLAND OR 97214
151	RETURN SERVICE REQUESTED		1N1E33BC 300	C E JOHN PROPERTIES 22 L L C	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661-8078
152	RETURN SERVICE REQUESTED		1N1E33BC 300	JPMORGAN CHASE BANK NA	1111 POLARIS PKWY A-3 OH1-1086	COLUMBUS OH 43240
153	RETURN SERVICE REQUESTED	1N1E33BC 90000	ASSOCIATION OF UNIT OWNERS OF	FORBES HOUSE CONDOMINIUM	2358 NW LOVEJOY ST	PORTLAND OR 97210
154	RETURN SERVICE REQUESTED		1N1E33BC 90001	WOLFE THOMAS ET AL	3455 NW VAUGHN ST	PORTLAND OR 97210
155	RETURN SERVICE REQUESTED		1N1E33BC 90002	MOORE SEAN & MOORE ERIC W	2358 NW LOVEJOY ST #2	PORTLAND OR 97210-3022
156	RETURN SERVICE REQUESTED		1N1E33BC 90003	RUBIN JESSICA M	2358 NW LOVEJOY ST # 3	PORTLAND OR 97210
157				CURRENT RESIDENT	1001 NW 23RD AVE	PORTLAND OR 97210
158				CURRENT RESIDENT	1015 NW 23RD AVE #100	PORTLAND OR 97210
159				CURRENT RESIDENT	1029 NW 23RD AVE #100	PORTLAND OR 97210
160				CURRENT RESIDENT	1029 NW 23RD AVE #200	PORTLAND OR 97210
161				CURRENT RESIDENT	1029 NW 23RD AVE #300	PORTLAND OR 97210
162				CURRENT RESIDENT	1029 NW 23RD AVE #400	PORTLAND OR 97210
163				CURRENT RESIDENT	1029 NW 23RD AVE #500	PORTLAND OR 97210
164				CURRENT RESIDENT	1029 NW 23RD AVE #600	PORTLAND OR 97210
165				CURRENT RESIDENT	1037 NW 23RD AVE #A	PORTLAND OR 97210
166				CURRENT RESIDENT	1037 NW 23RD AVE #B	PORTLAND OR 97210
167				CURRENT RESIDENT	1111 NW 23RD AVE	PORTLAND OR 97210
168				CURRENT RESIDENT	1124 NW 24TH AVE #A	PORTLAND OR 97210
169				CURRENT RESIDENT	1134 NW 25TH AVE #B	PORTLAND OR 97210
170				CURRENT RESIDENT	1137 NW 23RD AVE	PORTLAND OR 97210
171				CURRENT RESIDENT	1200 NW 23RD AVE	PORTLAND OR 97210
172				CURRENT RESIDENT	1203 NW 23RD AVE	PORTLAND OR 97210
173				CURRENT RESIDENT	1215 NW 23RD AVE	PORTLAND OR 97210
174				CURRENT RESIDENT	1221 NW 23RD AVE	PORTLAND OR 97210
175				CURRENT RESIDENT	1223 NW 23RD AVE	PORTLAND OR 97210
176				CURRENT RESIDENT	1227 NW 23RD AVE	PORTLAND OR 97210
177				CURRENT RESIDENT	1231 NW 23RD AVE	PORTLAND OR 97210
178				CURRENT RESIDENT	1232 NW 23RD AVE	PORTLAND OR 97210
179				CURRENT RESIDENT	1235 NW 23RD AVE	PORTLAND OR 97210
180				CURRENT RESIDENT	1249 NW 23RD AVE	PORTLAND OR 97210
181				CURRENT RESIDENT	1301 NW 23RD AVE	PORTLAND OR 97210
182				CURRENT RESIDENT	1305 NW 23RD AVE	PORTLAND OR 97210
183				CURRENT RESIDENT	1309 NW 23RD AVE	PORTLAND OR 97210
184				CURRENT RESIDENT	1311 NW 23RD AVE	PORTLAND OR 97210
185				CURRENT RESIDENT	2211 NW 22ND AVE	PORTLAND OR 97210
186				CURRENT RESIDENT	2225 NW NORTHRUP ST	PORTLAND OR 97210
187				CURRENT RESIDENT	2240 NW LOVEJOY ST #104	PORTLAND OR 97210
188				CURRENT RESIDENT	2240 NW LOVEJOY ST #201	PORTLAND OR 97210
189				CURRENT RESIDENT	2240 NW LOVEJOY ST #205	PORTLAND OR 97210
190				CURRENT RESIDENT	2240 NW LOVEJOY ST #207	PORTLAND OR 97210
191				CURRENT RESIDENT	2240 NW LOVEJOY ST #208	PORTLAND OR 97210
192				CURRENT RESIDENT	2240 NW LOVEJOY ST #209	PORTLAND OR 97210
193				CURRENT RESIDENT	2240 NW LOVEJOY ST #211	PORTLAND OR 97210
194				CURRENT RESIDENT	2240 NW LOVEJOY ST #212	PORTLAND OR 97210
195				CURRENT RESIDENT	2240 NW LOVEJOY ST #214	PORTLAND OR 97210
196				CURRENT RESIDENT	2240 NW LOVEJOY ST #216	PORTLAND OR 97210
197				CURRENT RESIDENT	2240 NW LOVEJOY ST #218	PORTLAND OR 97210
198				CURRENT RESIDENT	2240 NW LOVEJOY ST #301	PORTLAND OR 97210
199				CURRENT RESIDENT	2240 NW LOVEJOY ST #307	PORTLAND OR 97210
200				CURRENT RESIDENT	2240 NW LOVEJOY ST #308	PORTLAND OR 97210
201				CURRENT RESIDENT	2240 NW LOVEJOY ST #317	PORTLAND OR 97210
202				CURRENT RESIDENT	2240 NW LOVEJOY ST #402	PORTLAND OR 97210
203				CURRENT RESIDENT	2240 NW LOVEJOY ST #406	PORTLAND OR 97210
204				CURRENT RESIDENT	2240 NW LOVEJOY ST #409	PORTLAND OR 97210
205				CURRENT RESIDENT	2240 NW LOVEJOY ST #413	PORTLAND OR 97210
206				CURRENT RESIDENT	2240 NW LOVEJOY ST #414	PORTLAND OR 97210
207				CURRENT RESIDENT	2240 NW LOVEJOY ST #415	PORTLAND OR 97210
208				CURRENT RESIDENT	2240 NW LOVEJOY ST #416	PORTLAND OR 97210
209				CURRENT RESIDENT	2240 NW LOVEJOY ST #418	PORTLAND OR 97210
210				CURRENT RESIDENT	2240 NW LOVEJOY ST #501	PORTLAND OR 97210
211				CURRENT RESIDENT	2240 NW LOVEJOY ST #503	PORTLAND OR 97210
212				CURRENT RESIDENT	2240 NW LOVEJOY ST #505	PORTLAND OR 97210
213				CURRENT RESIDENT	2240 NW LOVEJOY ST #506	PORTLAND OR 97210
214				CURRENT RESIDENT	2240 NW LOVEJOY ST #509	PORTLAND OR 97210
215				CURRENT RESIDENT	2240 NW LOVEJOY ST #511	PORTLAND OR 97210
216				CURRENT RESIDENT	2240 NW LOVEJOY ST #603	PORTLAND OR 97210
217				CURRENT RESIDENT	2240 NW LOVEJOY ST #604	PORTLAND OR 97210
218				CURRENT RESIDENT	2240 NW LOVEJOY ST #605	PORTLAND OR 97210
219				CURRENT RESIDENT	2240 NW LOVEJOY ST #606	PORTLAND OR 97210

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220				CURRENT RESIDENT	2240 NW LOVEJOY ST #608	PORTLAND OR 97210
221				CURRENT RESIDENT	2240 NW LOVEJOY ST #609	PORTLAND OR 97210
222				CURRENT RESIDENT	2240 NW LOVEJOY ST #611	PORTLAND OR 97210
223				CURRENT RESIDENT	2240 NW LOVEJOY ST #614	PORTLAND OR 97210
224				CURRENT RESIDENT	2244 NW OVERTON ST #1	PORTLAND OR 97210
225				CURRENT RESIDENT	2244 NW OVERTON ST #2	PORTLAND OR 97210
226				CURRENT RESIDENT	2244 NW OVERTON ST #3	PORTLAND OR 97210
227				CURRENT RESIDENT	2244 NW OVERTON ST #4	PORTLAND OR 97210
228				CURRENT RESIDENT	2244 NW OVERTON ST #5	PORTLAND OR 97210
229				CURRENT RESIDENT	2244 NW OVERTON ST #6	PORTLAND OR 97210
230				CURRENT RESIDENT	2244 NW OVERTON ST #7	PORTLAND OR 97210
231				CURRENT RESIDENT	2244 NW OVERTON ST #8	PORTLAND OR 97210
232				CURRENT RESIDENT	2244 NW OVERTON ST #9	PORTLAND OR 97210
233				CURRENT RESIDENT	2245 NW OVERTON ST	PORTLAND OR 97210
234				CURRENT RESIDENT	2246 NW LOVEJOY ST	PORTLAND OR 97210
235				CURRENT RESIDENT	2251 NW MARSHALL ST	PORTLAND OR 97210
236				CURRENT RESIDENT	2255 NW OVERTON ST	PORTLAND OR 97210
237				CURRENT RESIDENT	2256 NW OVERTON ST #1	PORTLAND OR 97210
238				CURRENT RESIDENT	2256 NW OVERTON ST #10	PORTLAND OR 97210
239				CURRENT RESIDENT	2256 NW OVERTON ST #11	PORTLAND OR 97210
240				CURRENT RESIDENT	2256 NW OVERTON ST #12	PORTLAND OR 97210
241				CURRENT RESIDENT	2256 NW OVERTON ST #13	PORTLAND OR 97210
242				CURRENT RESIDENT	2256 NW OVERTON ST #2	PORTLAND OR 97210
243				CURRENT RESIDENT	2256 NW OVERTON ST #3	PORTLAND OR 97210
244				CURRENT RESIDENT	2256 NW OVERTON ST #4	PORTLAND OR 97210
245				CURRENT RESIDENT	2256 NW OVERTON ST #5	PORTLAND OR 97210
246				CURRENT RESIDENT	2256 NW OVERTON ST #6	PORTLAND OR 97210
247				CURRENT RESIDENT	2256 NW OVERTON ST #7	PORTLAND OR 97210
248				CURRENT RESIDENT	2256 NW OVERTON ST #8	PORTLAND OR 97210
249				CURRENT RESIDENT	2256 NW OVERTON ST #9	PORTLAND OR 97210
250				CURRENT RESIDENT	2267 NW OVERTON ST #A	PORTLAND OR 97210
251				CURRENT RESIDENT	2267 NW OVERTON ST #C	PORTLAND OR 97210
252				CURRENT RESIDENT	2270 NW OVERTON ST	PORTLAND OR 97210
253				CURRENT RESIDENT	2276 NW LOVEJOY ST	PORTLAND OR 97210
254				CURRENT RESIDENT	2278 NW LOVEJOY ST	PORTLAND OR 97210
255				CURRENT RESIDENT	2280 NW LOVEJOY ST	PORTLAND OR 97210
256				CURRENT RESIDENT	2308 NW LOVEJOY ST #A	PORTLAND OR 97210
257				CURRENT RESIDENT	2308 NW LOVEJOY ST #B	PORTLAND OR 97210
258				CURRENT RESIDENT	2308 NW LOVEJOY ST #C	PORTLAND OR 97210
259				CURRENT RESIDENT	2311 NW NORTHRUP ST #100	PORTLAND OR 97210
260				CURRENT RESIDENT	2311 NW NORTHRUP ST #101	PORTLAND OR 97210
261				CURRENT RESIDENT	2311 NW NORTHRUP ST #102	PORTLAND OR 97210
262				CURRENT RESIDENT	2311 NW NORTHRUP ST #201	PORTLAND OR 97210
263				CURRENT RESIDENT	2311 NW NORTHRUP ST #202	PORTLAND OR 97210
264				CURRENT RESIDENT	2311 NW NORTHRUP ST #204	PORTLAND OR 97210
265				CURRENT RESIDENT	2311 NW NORTHRUP ST #207	PORTLAND OR 97210
266				CURRENT RESIDENT	2311 NW NORTHRUP ST #209	PORTLAND OR 97210
267				CURRENT RESIDENT	2314 NW LOVEJOY ST	PORTLAND OR 97210
268				CURRENT RESIDENT	2314 NW MARSHALL ST	PORTLAND OR 97210
269				CURRENT RESIDENT	2315 NW OVERTON ST #201	PORTLAND OR 97210
270				CURRENT RESIDENT	2315 NW OVERTON ST #202	PORTLAND OR 97210
271				CURRENT RESIDENT	2315 NW OVERTON ST #203	PORTLAND OR 97210
272				CURRENT RESIDENT	2315 NW OVERTON ST #204	PORTLAND OR 97210
273				CURRENT RESIDENT	2315 NW OVERTON ST #205	PORTLAND OR 97210
274				CURRENT RESIDENT	2315 NW OVERTON ST #206	PORTLAND OR 97210
275				CURRENT RESIDENT	2315 NW OVERTON ST #207	PORTLAND OR 97210
276				CURRENT RESIDENT	2315 NW OVERTON ST #208	PORTLAND OR 97210
277				CURRENT RESIDENT	2315 NW OVERTON ST #209	PORTLAND OR 97210
278				CURRENT RESIDENT	2315 NW OVERTON ST #210	PORTLAND OR 97210
279				CURRENT RESIDENT	2315 NW OVERTON ST #301	PORTLAND OR 97210
280				CURRENT RESIDENT	2315 NW OVERTON ST #302	PORTLAND OR 97210
281				CURRENT RESIDENT	2315 NW OVERTON ST #303	PORTLAND OR 97210
282				CURRENT RESIDENT	2315 NW OVERTON ST #304	PORTLAND OR 97210
283				CURRENT RESIDENT	2315 NW OVERTON ST #305	PORTLAND OR 97210
284				CURRENT RESIDENT	2315 NW OVERTON ST #306	PORTLAND OR 97210
285				CURRENT RESIDENT	2315 NW OVERTON ST #307	PORTLAND OR 97210
286				CURRENT RESIDENT	2315 NW OVERTON ST #308	PORTLAND OR 97210
287				CURRENT RESIDENT	2315 NW OVERTON ST #309	PORTLAND OR 97210
288				CURRENT RESIDENT	2315 NW OVERTON ST #310	PORTLAND OR 97210
289				CURRENT RESIDENT	2315 NW OVERTON ST #401	PORTLAND OR 97210
290				CURRENT RESIDENT	2315 NW OVERTON ST #402	PORTLAND OR 97210
291				CURRENT RESIDENT	2315 NW OVERTON ST #403	PORTLAND OR 97210
292				CURRENT RESIDENT	2315 NW OVERTON ST #404	PORTLAND OR 97210

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293				CURRENT RESIDENT	2315 NW OVERTON ST #405	PORTLAND OR 97210
294				CURRENT RESIDENT	2315 NW OVERTON ST #406	PORTLAND OR 97210
295				CURRENT RESIDENT	2315 NW OVERTON ST #407	PORTLAND OR 97210
296				CURRENT RESIDENT	2315 NW OVERTON ST #408	PORTLAND OR 97210
297				CURRENT RESIDENT	2315 NW OVERTON ST #409	PORTLAND OR 97210
298				CURRENT RESIDENT	2315 NW OVERTON ST #410	PORTLAND OR 97210
299				CURRENT RESIDENT	2323 NW MARSHALL ST #1	PORTLAND OR 97210
300				CURRENT RESIDENT	2323 NW MARSHALL ST #10	PORTLAND OR 97210
301				CURRENT RESIDENT	2323 NW MARSHALL ST #11	PORTLAND OR 97210
302				CURRENT RESIDENT	2323 NW MARSHALL ST #14	PORTLAND OR 97210
303				CURRENT RESIDENT	2323 NW MARSHALL ST #2	PORTLAND OR 97210
304				CURRENT RESIDENT	2323 NW MARSHALL ST #3	PORTLAND OR 97210
305				CURRENT RESIDENT	2323 NW MARSHALL ST #4	PORTLAND OR 97210
306				CURRENT RESIDENT	2323 NW MARSHALL ST #5	PORTLAND OR 97210
307				CURRENT RESIDENT	2323 NW MARSHALL ST #6	PORTLAND OR 97210
308				CURRENT RESIDENT	2323 NW MARSHALL ST #7	PORTLAND OR 97210
309				CURRENT RESIDENT	2323 NW MARSHALL ST #8	PORTLAND OR 97210
310				CURRENT RESIDENT	2323 NW MARSHALL ST #9	PORTLAND OR 97210
311				CURRENT RESIDENT	2324 NW MARSHALL ST #2	PORTLAND OR 97210
312				CURRENT RESIDENT	2327 NW NORTHRUP ST #12	PORTLAND OR 97210
313				CURRENT RESIDENT	2327 NW NORTHRUP ST #18	PORTLAND OR 97210
314				CURRENT RESIDENT	2327 NW NORTHRUP ST #2	PORTLAND OR 97210
315				CURRENT RESIDENT	2327 NW NORTHRUP ST #20	PORTLAND OR 97210
316				CURRENT RESIDENT	2327 NW NORTHRUP ST #5	PORTLAND OR 97210
317				CURRENT RESIDENT	2330 NW OVERTON ST	PORTLAND OR 97210
318				CURRENT RESIDENT	2331 NW LOVEJOY ST #A	PORTLAND OR 97210
319				CURRENT RESIDENT	2331 NW LOVEJOY ST #B	PORTLAND OR 97210
320				CURRENT RESIDENT	2331 NW LOVEJOY ST #C	PORTLAND OR 97210
321				CURRENT RESIDENT	2331 NW LOVEJOY ST #D	PORTLAND OR 97210
322				CURRENT RESIDENT	2338 NW OVERTON ST	PORTLAND OR 97210
323				CURRENT RESIDENT	2343 NW LOVEJOY ST	PORTLAND OR 97210
324				CURRENT RESIDENT	2345 NW MARSHALL ST #101	PORTLAND OR 97210
325				CURRENT RESIDENT	2345 NW MARSHALL ST #102	PORTLAND OR 97210
326				CURRENT RESIDENT	2345 NW MARSHALL ST #103	PORTLAND OR 97210
327				CURRENT RESIDENT	2345 NW MARSHALL ST #104	PORTLAND OR 97210
328				CURRENT RESIDENT	2345 NW MARSHALL ST #105	PORTLAND OR 97210
329				CURRENT RESIDENT	2345 NW MARSHALL ST #106	PORTLAND OR 97210
330				CURRENT RESIDENT	2345 NW MARSHALL ST #107	PORTLAND OR 97210
331				CURRENT RESIDENT	2345 NW MARSHALL ST #108	PORTLAND OR 97210
332				CURRENT RESIDENT	2345 NW MARSHALL ST #201	PORTLAND OR 97210
333				CURRENT RESIDENT	2345 NW MARSHALL ST #202	PORTLAND OR 97210
334				CURRENT RESIDENT	2345 NW MARSHALL ST #203	PORTLAND OR 97210
335				CURRENT RESIDENT	2345 NW MARSHALL ST #204	PORTLAND OR 97210
336				CURRENT RESIDENT	2345 NW MARSHALL ST #205	PORTLAND OR 97210
337				CURRENT RESIDENT	2345 NW MARSHALL ST #206	PORTLAND OR 97210
338				CURRENT RESIDENT	2345 NW MARSHALL ST #207	PORTLAND OR 97210
339				CURRENT RESIDENT	2345 NW MARSHALL ST #208	PORTLAND OR 97210
340				CURRENT RESIDENT	2345 NW MARSHALL ST #A	PORTLAND OR 97210
341				CURRENT RESIDENT	2345 NW MARSHALL ST #B	PORTLAND OR 97210
342				CURRENT RESIDENT	2345 NW MARSHALL ST #C	PORTLAND OR 97210
343				CURRENT RESIDENT	2348 NW OVERTON ST	PORTLAND OR 97210
344				CURRENT RESIDENT	2349 NW OVERTON ST	PORTLAND OR 97210
345				CURRENT RESIDENT	2351 NW OVERTON ST	PORTLAND OR 97210
346				CURRENT RESIDENT	2352 NW OVERTON ST	PORTLAND OR 97210
347				CURRENT RESIDENT	2356 NW OVERTON ST #10E	PORTLAND OR 97210
348				CURRENT RESIDENT	2356 NW OVERTON ST #1E	PORTLAND OR 97210
349				CURRENT RESIDENT	2356 NW OVERTON ST #2E	PORTLAND OR 97210
350				CURRENT RESIDENT	2356 NW OVERTON ST #3E	PORTLAND OR 97210
351				CURRENT RESIDENT	2356 NW OVERTON ST #4E	PORTLAND OR 97210
352				CURRENT RESIDENT	2356 NW OVERTON ST #5E	PORTLAND OR 97210
353				CURRENT RESIDENT	2356 NW OVERTON ST #6E	PORTLAND OR 97210
354				CURRENT RESIDENT	2356 NW OVERTON ST #7E	PORTLAND OR 97210
355				CURRENT RESIDENT	2356 NW OVERTON ST #8E	PORTLAND OR 97210
356				CURRENT RESIDENT	2356 NW OVERTON ST #9E	PORTLAND OR 97210
357				CURRENT RESIDENT	2358 NW LOVEJOY ST #1	PORTLAND OR 97210
358				CURRENT RESIDENT	2358 NW LOVEJOY ST #3	PORTLAND OR 97210
359				CURRENT RESIDENT	2364 NW OVERTON ST #10W	PORTLAND OR 97210
360				CURRENT RESIDENT	2364 NW OVERTON ST #1W	PORTLAND OR 97210
361				CURRENT RESIDENT	2364 NW OVERTON ST #2W	PORTLAND OR 97210
362				CURRENT RESIDENT	2364 NW OVERTON ST #3W	PORTLAND OR 97210
363				CURRENT RESIDENT	2364 NW OVERTON ST #4W	PORTLAND OR 97210
364				CURRENT RESIDENT	2364 NW OVERTON ST #5W	PORTLAND OR 97210
365				CURRENT RESIDENT	2364 NW OVERTON ST #6W	PORTLAND OR 97210

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366				CURRENT RESIDENT	2364 NW OVERTON ST #7W	PORTLAND OR 97210
367				CURRENT RESIDENT	2364 NW OVERTON ST #8W	PORTLAND OR 97210
368				CURRENT RESIDENT	2364 NW OVERTON ST #9W	PORTLAND OR 97210
369				CURRENT RESIDENT	2365 NW NORTHRUP ST #E	PORTLAND OR 97210
370				CURRENT RESIDENT	2365 NW NORTHRUP ST #F	PORTLAND OR 97210
371				CURRENT RESIDENT	2368 NW LOVEJOY ST #1	PORTLAND OR 97210
372				CURRENT RESIDENT	2368 NW LOVEJOY ST #2	PORTLAND OR 97210
373				CURRENT RESIDENT	2368 NW LOVEJOY ST #3	PORTLAND OR 97210
374				CURRENT RESIDENT	2368 NW LOVEJOY ST #B	PORTLAND OR 97210
375				CURRENT RESIDENT	2374 NW NORTHRUP ST #1	PORTLAND OR 97210
376				CURRENT RESIDENT	2374 NW NORTHRUP ST #2	PORTLAND OR 97210
377				CURRENT RESIDENT	2374 NW NORTHRUP ST #3	PORTLAND OR 97210
378				CURRENT RESIDENT	2374 NW NORTHRUP ST #4	PORTLAND OR 97210
379				CURRENT RESIDENT	2374 NW NORTHRUP ST #5	PORTLAND OR 97210
380				CURRENT RESIDENT	2374 NW NORTHRUP ST #6	PORTLAND OR 97210
381				CURRENT RESIDENT	2375 NW NORTHRUP ST #1	PORTLAND OR 97210
382				CURRENT RESIDENT	2375 NW NORTHRUP ST #2	PORTLAND OR 97210
383				CURRENT RESIDENT	2375 NW NORTHRUP ST #A	PORTLAND OR 97210
384				CURRENT RESIDENT	2375 NW NORTHRUP ST #B	PORTLAND OR 97210
385				CURRENT RESIDENT	2375 NW NORTHRUP ST #C	PORTLAND OR 97210
386				CURRENT RESIDENT	2375 NW NORTHRUP ST #D	PORTLAND OR 97210
387				CURRENT RESIDENT	2387 NW NORTHRUP ST #4	PORTLAND OR 97210
388				CURRENT RESIDENT	2387 NW NORTHRUP ST #5	PORTLAND OR 97210
389				CURRENT RESIDENT	2387 NW NORTHRUP ST #6	PORTLAND OR 97210
390				CURRENT RESIDENT	2387 NW NORTHRUP ST #8	PORTLAND OR 97210
391				CURRENT RESIDENT	2445 NW LOVEJOY ST #1	PORTLAND OR 97210
392				CURRENT RESIDENT	2445 NW LOVEJOY ST #2	PORTLAND OR 97210
393				CURRENT RESIDENT	2445 NW LOVEJOY ST #3	PORTLAND OR 97210
394				CURRENT RESIDENT	2445 NW LOVEJOY ST #4	PORTLAND OR 97210
395				CURRENT RESIDENT	2550 NW LOVEJOY ST	PORTLAND OR 97210
396				CURRENT RESIDENT	914 NW 23RD AVE	PORTLAND OR 97210
397				CURRENT RESIDENT	921 NW 23RD AVE	PORTLAND OR 97210
398				CURRENT RESIDENT	927 NW 23RD AVE	PORTLAND OR 97210
399				CURRENT RESIDENT	930 NW 23RD AVE	PORTLAND OR 97210
400				CURRENT RESIDENT	931 NW 23RD AVE	PORTLAND OR 97210
401				CURRENT RESIDENT	950 NW 23RD AVE	PORTLAND OR 97210
402	RETURN SERVICE REQUESTED	OWNER/AGENT 1N1E33BB 3000	C E JOHN PROPERTIES 71 LLC	GAREY SETH	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
403	RETURN SERVICE REQUESTED	APPLICANT	GBD ARCHITECTS INCORPORATED	DOBROT RICHARD	1120 NW COUCH ST STE 300	PORTLAND OR 97209
404	RETURN SERVICE REQUESTED		NEIGHBORS WEST-NORTHWEST	SIEBER MARK	2257 NW RALEIGH ST	PORTLAND OR 97210
405	RETURN SERVICE REQUESTED		LAND USE CONTACT	NOB HILL BUSINESS ASSOCIATION	25 NW 23RD PL STE 6 PMB 217	PORTLAND OR 97210
406	RETURN SERVICE REQUESTED		NORTHWEST DISTRICT ASSOCIATION	THEISEN GREG	2257 NW RALEIGH ST	PORTLAND OR 97210
407	RETURN SERVICE REQUESTED		HILLSIDE NEIGHBORHOOD ASSOCIATION	KEVIN KOHNSTAMM	3002 NW LURAY CIRCUS	PORTLAND OR 97210
408	RETURN SERVICE REQUESTED		LAND USE CONTACT	AIA URBAN DESIGN COMMITTEE	403 NW 11TH	PORTLAND OR 97209
409	RETURN SERVICE REQUESTED			DOUG KLOTZ	1908 SE 35TH PLACE	PORTLAND OR 97214
410	RETURN SERVICE REQUESTED			JUDY PETERS	6916 NE 40TH ST	VANCOUVER WA 98661
411	RETURN SERVICE REQUESTED			KARLA MOORE-LOVE (CITY HALL)	1221 SW 4TH AVE #130	PORTLAND OR 97204
412	RETURN SERVICE REQUESTED		RISK & LAND DEPARTMENT	NW NATURAL	250 SW TAYLOR STREET	PORTLAND OR 97204-3038
413	RETURN SERVICE REQUESTED		LAND USE CONTACT	PACIFIC POWER & LIGHT	7544 NE 33RD DR	PORTLAND OR 97211
414	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
415	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
416	RETURN SERVICE REQUESTED		LAND USE CONTACT	RESTORE OREGON	1130 SW MORRISON ST STE 318	PORTLAND OR 97205
417	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE FISH & WILDLIFE	17330 SE EVELYN ST	CLACKAMAS OR 97015
418	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
419	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
420	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORTLAND SCHOOL DISTRICT	501 N DIXON	PORTLAND OR 97227
421				LAND USE CONTACT	PROSPER PORTLAND	129/PROSPER
422					BRANDON SPENCER-HARTLE	B299/R7000
423					DAWN KRANTZ	B299/R5000
424					HEARINGS CLERK	299/3100
425	RETURN SERVICE REQUESTED		20-123610 REV HRNG 03-29-2021	CASE FILE JEFFREYS	1900 SW 4TH AVE #5000	PORTLAND OR 97201

CITY OF PORTLAND
ENVIRONMENTAL SERVICES
1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ▪ Ted Wheeler, Mayor ▪ Michael Jordan, Director

Land Use Response

Date: October 9, 2020
To: Grace Jeffreys, BDS Land Use Services
503-823-7840, Grace.Jeffreys@portlandoregon.gov
From: Abigail Cermak, BES Systems Development
503-823-7577, Abigail.Cermak@portlandoregon.gov
Case File: LU 20-123610
Location: 1137 NW 23RD AVE
R#: R171330, R171331, R171331
Proposal: DZ HEARING - The applicant seeks Design Review approval for a proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base. The following four (4) Modifications are requested:1.Bike Parking - stall widths (PZC 33.266.220.C.3.b). 2.Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).3.Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences. 4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth. Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

The following comments are based on the land use review plans and documents provided to the Bureau of Environmental Services (BES). Some references to Portland City Code (PCC) are included below; the applicant may also refer to the Auditor's Office Online Charter and Code page.

A. Response Summary

BES does not object to approval of the design review application. The proposed development will be subject to BES standards and requirements during the permit review process.

B. Sanitary Service

1. *Existing Sanitary Infrastructure*: According to available GIS data, the following sewer infrastructure is located in the vicinity of the project site:
   a. There is a public 12-inch vitrified clay (VSP) combined sewer in NW Marshall St (BES as-built #20232).
   b. There is a public 16-inch vitrified clay (VSP) combined sewer in NW Northrup St (BES as-built #21228).
   c. There is a public 21-inch reinforced concrete (RCP) combined sewer in NW 23rd Ave (BES as-built #6506).
2. *Service Availability*: Sanitary connections from private property that are to be permitted according to PCC 17.32.090 must be separately conveyed to the property line and

The City of Portland complies with all non-discrimination laws including Title VI (Civil Rights) and Title II (ADA).
To request a translation, accommodation or additional information, please call 503-823-7740, or use City TTY 503-823-6868, or Oregon Relay Service: 711.

connected through individual laterals to a City sanitary or combined sewer. All discharge must be connected via a route of service approved by the BES Chief Engineer.

a. *Existing Development*: According to City records, existing lateral connections to the combined sewers in both NW Marshall St and NW Northrup St may be available to the subject property. There also appears to be a private sewer lateral under the sidewalk on the west side of NW 23rd Ave with a connection to the combined sewer in NW Northrup St. This lateral is considered nonconforming and may not be reused.

b. *Proposed Development*: The proposed project will be served by a new 8-inch sanitary lateral to the combined sewer in NW Northrup St within its frontage.

3. *Connection Requirements*: Connections to the City sewer system must meet the standards of the City of Portland's Sewer and Drainage Facilities Design Manual, PCC 17.32.090, administrative rules ENB-4.07 and ENB-4.17, and all other relevant City codes and rules. Sanitary sewage from private property must be separately conveyed to the property line and connected through individual laterals for discharge to the City separate sanitary or combined sewer. Per ENB-4.07, sewer connection permits are required to make new connections to City mains and laterals, relocate or upsize existing laterals, and repair sewers in City right-of-way. The permittee is responsible for verifying the location, depth and size of an existing sewer lateral and for ensuring the lateral is clear of obstructions prior to connection.

4. *Proximity of BES Assets:* The sanitary pipe in NW Northrup St is located approximately 18 feet from the existing property line. Be aware that it is the applicant's responsibility to demonstrate to the satisfaction of BES that the pipe will not be damaged by the proposed development and that clearance will be maintained for future maintenance access. The applicant must determine the exact location of this pipe relative to proposed private improvements including shoring, tiebacks, foundation piles, utility vaults and other improvements associated with the development. Note that BES may require additional monitoring, inspection and/or relocation of public infrastructure.

Staff finds the applicant's proposed sanitary sewer service acceptable for the purpose of reviewing the design review application.

C. STORMWATER MANAGEMENT

For the design review application to be approved, the applicant must demonstrate that the proposed project will accommodate stormwater management facilities that are approvable under PCC 17.38. The comments below relate to this requirement.

1. *Existing Stormwater Infrastructure*: According to available GIS data, the following stormwater infrastructure is located in the vicinity of the project site:

a. There are no public storm-only sewers available to this property.

2. *General Stormwater Management Requirements*: Development and redevelopment sites that include any of the triggers listed in PCC 17.38.040 are subject to the policies and standards of PCC 17.38.035, Portland's Stormwater Management Manual (SWMM) and Source Control Manual (SCM). Projects must comply with the current adopted version of the SWMM as of the permit application date. A fundamental evaluation factor in the SWMM is the Stormwater Infiltration and Discharge Hierarchy (Section 1.3.1), which sets the framework that will be used to determine when a project's stormwater runoff must be infiltrated onsite and when offsite discharge will be permitted, and the parameters that must be met for either scenario. If tested infiltration rates on a property are greater than or equal to 2 inches per hour, onsite infiltration will be required unless the site falls under a specific exemption described in Section 1.3.3 of the SWMM. Note that maximum building coverage allowed by the zoning code, including below grade development, does not exempt the applicant from stormwater requirements. Pollution reduction and flow control requirements must be met using vegetated facilities to the maximum extent feasible, though roof runoff

and some paved impervious surfaces are exempt when discharging directly to a UIC (refer to section 1.3.3 of the SWMM). The Hierarchy also includes impervious area reduction techniques (ecoroof, pervious paving and trees), which can mimic the passive treatment of pre-development conditions and help reduce the area of new development requiring stormwater management.

3. ***2020 SWMM Update*: Note that the SWMM is currently being revised with the new version expected to go into effect November 2020.** The draft 2020 SWMM is available for review at www.portlandoregon.gov/bes/2020SWMM. The applicant is encouraged to review the additional information and summary of changes provided at the above link. There will be a grace period of three months during which either SWMM version can be used. Outside the grace period, each application will be reviewed under the manual in effect at the time of submittal. Specifically, land use reviews will be conducted under the manual in place at the time of application submittal (provided that the application is complete within 180 days of submittal), building permits will be reviewed against the manual version in effect at the time of permit "in date," and Public Works Permits will be reviewed against the manual version in effect on the date the Concept Development Submittal is accepted for review. Although staff will attempt to identify and describe potential impacts of the updated SWMM to this proposal, it is the applicant's responsibility to also review the provided information and revisions in the context of the development proposal.

4. *Private Property Stormwater Management*: Stormwater runoff from this project must comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee. The applicant submitted a stormwater report from DOWL (September 30, 2020). The report includes infiltration test results (performed by GeoDesign) of 0 inches per hour at a depth of 5ft. Although infiltration rates were higher at deeper depths (4.3 inches per hour at 30 ft and 5.5 inches per hour at 25ft), the geotechnical report did not recommend onsite infiltration due to negligible to slow and inconsistent infiltration rates as well as potential negative impacts on the base of foundations. Therefore, runoff from the development will be discharged offsite to the combined sewer in NW Marshal St after flow and volume control standards are met with a flow-through vegetated stormwater planter sized per the Presumptive Approach. It should be noted that although a small section of impervious area (283sq ft of pedestrian access area) is not able to be captured and treated by the stormwater planter, the stormwater report has demonstrated how flow control can be met for the entire site.

5. *Stormwater Facilities & Zoning Code Landscaping*: The proposed facility is located adjacent to property lines or nearby structures, which necessitates the use of an impermeable liner. Trees and high screen shrubs with root structures that could puncture the liner will not be allowed, which should be considered if the stormwater facility is also being counted toward PCC Title 33 landscaping requirements.

6. *Public Right-of-Way Stormwater Management*: Stormwater runoff from public right-of-way improvements as required by the City of Portland Bureau of Transportation (PBOT) must be managed according to the standards of the SWMM and the Sewer and Drainage Facilities Design Manual.

    a. Under the 2016 SWMM, when PBOT requires new sidewalk construction in a pedestrian corridor where a curb and paved street already exist, constructing the sidewalk so that it slopes toward a vegetated area and/or planting street trees will be a viable alternative to constructing stormwater management facilities.

    b. ***2020 SWMM Update:*** Note that with the SWMM update expected in November 2020 (as described above), sidewalk and ADA improvement projects with existing curbs that create or replace 500 ft^2 or more of impervious area will no longer be automatically exempt from stormwater management requirements. If this project will be reviewed under the 2020 SWMM, the applicant should be aware that new or redeveloped impervious area behind the existing curb must meet SWMM requirements or will be

subject to an Offsite Stormwater Management Fee in lieu of building a stormwater facility. Be aware that Public Works Projects will be reviewed based on the manual in effect at the time the Concept Development Submittal is accepted for review.

Staff finds the applicant's proposed stormwater management plan acceptable for the purpose of reviewing the design review application.

D. CONDITIONS OF APPROVAL

BES has no recommended conditions of approval.

E. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees*: Sewer system development charges and connection fees are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees use the BDS Online Fee Estimator or call the BES Development Review Team at 503-823-7761, option 2.
2. *Building Plans*: Building plans for this project must include a detailed site utility plan which shows proposed and existing sanitary connections, as well as stormwater management that meets the requirements of the version of the SWMM that is in effect at the time permit applications are submitted.
3. *Source Control Manual Requirements*: Design requirements from the Source Control Manual (SCM) that may be pertinent to this project are briefly described as follows with the corresponding SCM section noted. BES recommends the applicant review the SCM to help recognize other requirements that may apply to this project at the building permit review stage.
    a. *Temporary Dewatering (SCM Section 1.5 and PCC 17.34, PCC 17.36, & PCC 17.39):* This area is served by public combined sewer systems. Groundwater on the site is approximately 20-30 feet below grade surface (based on seasonally adjusted USGS data).
        1) BES evaluates requests for dewatering into the city sanitary or storm systems for approval or denial. If approved, a Discharge Permit for the storm or sanitary sewer may be required.
        2) Fees are assessed for temporary construction discharges to the public sewer system - navigate here for current rates and information about dewatering as it relates to construction projects. See Appendix A of the SCM for the proper dewatering forms to submit with the building permit application.
        3) Construction discharges to City UICs are prohibited.
        4) Construction discharges to private UICs (e.g., drywells or soakage trenches) must be authorized by DEQ's UIC Program.
    b. *Solid Waste and Recycling (SCM Section 1.6):* Solid waste and recycling areas require a structural cover with a paved surface beneath the receptacles, a bermed or graded isolated area beneath the cover to protect from stormwater run-on, and a drain to the sanitary sewer within the isolated covered area.
    c. *Remote Fueling for Generators (SCM Section 1.8):* The generator fuel supply tank must be double walled and the fueling port must have secondary containment in order to meet the intent of Section 1.8.
    d. *Catch Basins in Covered Parking Areas (SCM Section 1.13):* Catch basins located in covered parking areas, if proposed, must discharge to the sanitary sewer and meet Chapter 11 of the Oregon Plumbing Specialty Code which requires an elbow and air-

tight clean-out. Trench drains or catch basins located within 10 feet of the entrance into a below-grade covered parking area are permitted to discharge to the storm sewer system.

4. *Grease Management Program (PPC 17.34 and ENB 4.26)*: The City requires installation of grease interceptors in all new food service establishments or in establishments making improvements to their food or beverage preparation areas. All plumbing fixtures in food and beverage preparation areas must be connected to an interceptor. Please refer to the MAS discussion below regarding MAS requirements.
5. *Extra Strength Sewer Charge Program (PCC 17.34 and ENB 4.25)*: An itemized Extra Strength Sewer charge will be included in sewer bills for Food Service Establishments (FSEs). This fee is based on water usage and will be lower for FSE's that reduce food waste in the discharge to the sewer system by installing and maintaining grease interceptors, composting, and eliminating food grinders. Please refer to the MAS discussion below regarding MAS requirements.
6. *Monitoring Access Structures (ENB 4.35, PCC 17.34, and PCC 17.39)*: Monitoring Access Structures (MAS) may be required for users that introduce, or are expected to introduce upon commencement of operations, pollutants into the public sewer from any non-domestic source. If required, the MAS shall be constructed in a manner that allows unobstructed access to City staff for the collection of representative samples for regulatory and/or billing purposes. Please refer to the MAS Administrative Rules for additional information regarding MAS requirements.
7. *Interior Secondary Containment (PCC 17.34.30 and PCC 17.34.060.D)*: Indoor storage areas with food, chemical, wastewater, and beverage containers, or other substances prohibited in code to enter the sewer system, must include secondary containment.

F. ADMINISTRATIVE REVIEW

The applicant may request a modification of a decision presented in this response, as applicable, via an administrative review as outlined in PCC sections 17.06.050, 17.32.150, 17.33.100, 17.34.115, 17.36.110, 17.38.060 and 17.39.120 and in those sections' associated administrative rules. Some portions of this response are not decisions, but guidance related to requirements that this proposal may be subject to during City review of other processes, such as a building permit or public works permit review. While these are not decisions that are ripe to be considered through an administrative review, if the outcome of a future administrative review needs to be anticipated at this time in order to inform the land use action, the administrative review process may be utilized. Some items, such as technical standards, are not reviewable. For guidance on whether a modification can be requested and whether the land use process is the proper time to request it, consult with the BES staff identified above prior to submitting a request.

There is no fee charged for an administrative review, and all BES penalties and late fees will be stayed pending the outcome of the review process, as applicable. To request an administrative review, the applicant must complete the Administrative Review Request Form (located here: www.portlandoregon.gov/bes/68285) and submit it to the Systems Development staff listed above within 20 business days of the mailing date of this response. The applicant should coordinate with the BDS planner to determine whether applying for an administrative review would have an impact on state-mandated land use timelines.

From: Jeffreys, Grace
To: Figliozzi, Sarah; De Freitas, Fabio
Subject: RE: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE
Date: Thursday, October 8, 2020 5:18:00 PM

Thanks Sarah,
Hope this finds you well!
Grace

Grace Jeffreys, City Planner - Urban Design
Design and Historic Resource Review, City of Portland
grace.jeffreys@portlandoregon.gov | (503) 865-6521 (Note - new number as of 9/2/2020)

Monday through Thursday: 7:30am - 5:00pm
Every other Friday: 7:30am – 4:00pm

Due to the COVID-19 pandemic and state of emergency, please check the BDS website (www.portlandoregon.gov/bds) regularly for changes to our business operations.

From: Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>
Sent: Friday, October 2, 2020 4:02 PM
To: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>; Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

Hi Fabio and Grace
I can see that I went in to that folder to approve it back in March but it looks like my comments aren't there. I clearly need to review how to save processes in A7!

This is what I would write if I could figure it out right now (and I know that I have successfully done this in the past!!)

Approved.
PBOT supports the reduction in spacing of the bicycle footprint from 2'0" to 1'6" as long as a vertical stagger of at least 8" is provided between racks.

Thank you!!!

Sarah Figliozzi | Program Coordinator | Active Transportation & Safety Division
Pronouns: She/Her
Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331
Portland, OR 97204

Phone: 503.805.2212
sarah.figliozzi@portlandoregon.gov
www.portlandoregon.gov/transportation
twitter | facebook | instagram | publicalerts

The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

From: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>
Sent: Wednesday, September 30, 2020 4:34 PM
To: Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>
Subject: FW: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

Hey there Sarah … hope you're good.

Grace Jeffrey, BDS' project manager for this one, asked me yesterday about the status of my response for this project at 23rd/Marshall. Checking in with you to see where you're at with the bike space dimension modification review? Last time there was any motion with this one was back in March (see below).

Fabio

Fabio de Freitas
Senior City Planner
Development Review Section
Portland Bureau of Transportation
(503) 823-4227 ph
(503) 823-4554 fax
fabio.defreitas@portlandoregon.gov

Mayor Ted Wheeler has declared a State of Emergency for the City of Portland. While city offices are closed to the public to maintain social distancing guidelines from Oregon and federal health authorities, PBOT staff who are able to are currently working remotely to help keep the business of PBOT moving. Our maintenance crews are also taking extra precautions to protect our crews and the public as they respond to road hazards or other road emergencies.

Please allow extra time as we work to help get the service you need during our national emergency.

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From: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Sent: Tuesday, March 31, 2020 7:59 AM
To: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>; Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>; Bike Parking <bikeparking@portlandoregon.gov>
Subject: Re: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

Sarah,
I don't believe we have seen a project come in yet for DZ/HR under the new bike code. There was a mad rush of submittal the week before March 2. NW 23rd is under the old bike code, as it was submitted the week before the new code.

March 2, 2920:
The new bike code came into effect, so any project (even in CC) submitted after that time is subject to the new code.

March 16:
The Central City 2035 was remanded back to the City Council. This effects only the parts of the code related directly to the Central City, including all of 33.510., which goes back to code from June 2018. However, it doesn't take away other parts of the code that were changed, such as the bike code.

We are now working to an unusual blend of code until the CC can move forward to adopt a new 33.510. Here is a link to this blended code:

https://www.portlandoregon.gov/bps/31612

Hope this helps,
Grace

From: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>
Sent: Tuesday, March 31, 2020 7:39:34 AM
To: Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>; Bike Parking <bikeparking@portlandoregon.gov>
Cc: Jeffreys, Grace <Grace.Jeffreys@portlandoregon.gov>
Subject: RE: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

Sarah:

Very good question. I don't believe the submittal date is going to matter in this case because the site is not in the Central City Plan District – the CC2035 is what was remanded to the City. That said, I will defer to BDS' project manager, Grace Jeffreys

to respond to your question.

Grace, can you please weigh in on Sarah's question?

Fabio

Fabio de Freitas
Senior City Planner
Development Review Section
Portland Bureau of Transportation
(503) 823-4227 ph
(503) 823-4554 fax
fabio.defreitas@portlandoregon.gov

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Please allow extra time as we work to help get the service you need during our national emergency. If you have an emergency road hazard to report, you may contact our 24/7 maintenance dispatch at 503-823-1700 or email pdxroads@portlandoregon.gov. Thank you -- PBOT

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From: Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>
Sent: Monday, March 30, 2020 3:28 PM
To: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>; Bike Parking <bikeparking@portlandoregon.gov>
Subject: Re: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

Hi Fabio -
Thank you for forwarding via email. How do I determine if this project came in pre or post new code adoption?
Thanks!

Sarah

Get Outlook for iOS

From: De Freitas, Fabio <Fabio.deFreitas@portlandoregon.gov>
Sent: Friday, March 27, 2020 10:10:06 PM
To: Bike Parking <bikeparking@portlandoregon.gov>
Cc: Figliozzi, Sarah <Sarah.Figliozzi@portlandoregon.gov>
Subject: 20-132897 TR (20-123610 DZ M) 1121-1137 NW 23RD AVE

All:

The above referenced TR folder has been assigned to PBOT-ATS for review in association with the LU request noted above. The Modification request is to the Zoning Code's bike parking stall width requirement (PCC 33.266.220.C.3.b).

In this time of teleworking, I was only able to attach the full plan set and project narrative. Plans associated with the request can be found on pg C.51 (last page of plan set) and the narrative for the request can be found on pg 27.

For additional information that you may need, the project's listed applicant is Richard Dobrot (GBD Architects, Inc.) who can be reached at either richard@gbdarchitects.com or at (503) 224-9656.

Fabio

Fabio de Freitas
Senior City Planner
Development Review Section
Portland Bureau of Transportation
(503) 823-4227 ph
(503) 823-4554 fax
fabio.defreitas@portlandoregon.gov

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RESPONSE TO THE BUREAU OF DEVELOPMENT SERVICES
LAND USE REVIEW REQUEST

Portland Transportation
Development Review
Bureau of Transportation Engineering & Development

LU: 20-123610-000-00-LU Date: April 16, 2021

To: Grace Jeffreys, Bureau of Development Services, B299/R5000

From: Fabio de Freitas, B106/800, (503) 823-4227

Applicant: Richard Dobrot
GBD ARCHITECTS INCORPORATED
1120 NW COUCH ST, SUITE 300
PORTLAND OR 97209

Location: 1137 NW 23rd Avenue

TYPE OF REQUEST: Type 3 procedure DZM - Design Review w/ Modifications

DESCRIPTION OF PROJECT

DZ HEARING - The applicant seeks Design Review approval for a proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base. The following four (4) Modifications are requested: 1.Bike Parking: stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1'-6" spacing instead of 2'-0". 2.Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70-ft from NW 23rd Ave (transit street). 3.Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences. 4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0". Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

RESPONSE

Portland Bureau of Transportation/Development Review (PBOT) has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

There are no transportation-related approval criteria associated with the proposed Design Review – PBOT has no objections.

Additional Information

20-200907 WT/TH1068: The associated Public Works Permit for the required ROW improvements along each site frontage. Concept Development phase (30% plans) has not yet been officially approved; multiple reviews and interim plan submittals have already occurred – PBOT has recently received the latest required interim plan submittal.

In this case, and upon consultation with the reviewers who have outstanding matters unresolved, said reviewers have indicated that the minor plan update issues should be easily included/resolved in the latest interim plan submittal with expected approval forthcoming. Indication has also been provided that the minor PWP plan updates have no bearing on any elements of the exterior or operations of the proposed building. For these reasons, and for this specific circumstance, the decision on the subject land use request does not need to be delayed while the (hopeful) final interim submittal is under review.

20-132897 TR: The associated request for the bicycle parking modification. This request has been approved by PBOT, with conditions.

20-192635 TR: The associated Driveway Design Exception request for the gate/door location associated with the proposed below-grade parking garage. This request has been approved by PBOT, with conditions.

20-194501 TR: The associated Encroachment Permit for the proposed parking garage projection under the abutting sidewalk along NW Marshall. This will be reviewed during the time of the expected Building Permit for the project.

20-196893 TR: The associated UVE request for the proposed utility vault located along the abutting ROW. This request has received conceptual approval from PBOT.

Transportation System Development Charges (Chapter 17.15)
System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of Building Permits by contacting PBOT's SDC Section at (503) 823-7002 (option 2).

Driveways and Curb Cuts (Section 17.28)
Curb cuts and driveway construction must meet the requirements consistent with the standards found in (City) Title 17. Title 17 driveway requirements will be enforced by PBOT during the review of the expected Building Permit.

RECOMMENDATION
PBOT has no objections to the requested Design Review.

PORTLAND FIRE & RESCUE

Jo Ann Hardesty, Commissioner
Sara Boone, Fire Chief
AJ Jackson, Fire Marshal
Prevention Division
1300 SE Gideon Street
Portland, OR, 97202
Phone: (503) 823-3770

LAND USE REVIEW RESPONSE

TO: **Grace Jeffreys, City of Portland, Land Use Review**
FROM: **Dawn Krantz, Portland Fire Bureau 503-823-3718**
DATE: **September 29, 2020**
SUBJECT: **LU 20-123610 DZM**
SITE LOCATION: **1137 NW 23RD AVE**

The following conditions of approval and informational comments are based on the land use review information provided to the Fire Bureau. Fire Bureau requirements are generated from the 2019 Oregon Fire Code. All current Fire Code requirements apply and are required to be met. If these conditions cannot be met, an appeal providing an alternative method is an option for the applicant. If the applicant chooses to appeal a requirement, the appeal must be listed as a condition in the decision. Fire Code Appeals can be obtained at the Fire Bureau web page, www.portlandonline.com.

CONDITIONS OF APPROVAL AT TIME OF DEVELOPMENT

A separate building permit is required for this proposal. All applicable Fire Code requirements shall apply at the time of permit review and development.

Urban Forestry
Land Use Review Response

Date: September 14, 2020
From: Casey Clapp
503-823-4467, Casey.Clapp@portlandoregon.gov
Case File: 20-123610-000-00-LU
Location 1137 NW 23RD AVE
Proposal: DZ HEARING - The applicant seeks Design Review approval for a proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking¿ stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1¿-6¿ spacing instead of 2¿-0¿.
2. Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15¿-0¿ instead of the required 16¿-0¿.

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Notes to reviewers:
¿ Utility plan can be found in the ¿Appendix¿, page 3.
¿ Drainage Report provided in separate document.
¿ Work to Street trees can be found in the ¿Appendix¿ page 4

Urban Forestry has reviewed the proposal for its impact on existing street trees and heritage trees, street tree planting requirements and related mitigation, in accordance with Title 11, Trees.

PLEASE NOTE THERE MAY BE OTHER APPLICABLE TREE REQUIREMENTS AS PER TITLE 33 PLANNING & ZONING.

A. Response Summary
Urban Forestry does not object to approval of the proposed development. The development will be subject to Urban Forestry standards and requirements during the permit review process.

A. Tree Plan (11.50.060)
A tree plan must be submitted with each phase of review including land use reviews, building permit applications, and public works permits. A tree plan was not submitted with the EA application, so additional tree information is required. The plan must include the following information for street trees:

a. The size and location of street trees adjacent to the subject property.
a. Trees proposed to be preserved including tree protection specifications in accordance with 11.60.030.
b. Tree(s) proposed for removal.
c. Tree planting plan (tree species and location(s)).

A. Street Trees

1. *Existing Street Conditions*
   a. NW 23rd Ave: The site has approximately 200 feet of street frontage. The right-of-way is improved with pavement, curbs, planting cutouts, and sidewalks. There are overhead high voltage power lines. There are four street trees.
      i. Red maple (*Acer rubrum*), 16.5" DBH, good condition
      ii. Scarlet oak (*Quercus coccinea*), 26.5 "DBH, good condition
      iii. Scarlet oak (*Quercus coccinea*), 26.5 "DBH, good condition
      iv. Red maple (*Acer rubrum*), 16.5" DBH, good condition
   b. NW Marshall St: The site has approximately 100 feet of street frontage. The right-of-way is improved with pavement, curbs, and sidewalks. There are no overhead high voltage power lines. There are no street trees.
   c. NW Northrup St: The site has approximately 100 feet of street frontage. The right-of-way is improved with pavement, curbs, and sidewalks. There are no overhead high voltage power lines. There are no street trees.

2. *Street Tree Preservation* (11.50.040)
   Based on the proposed development it appears existing street trees may be impacted. Development proposals must be configured to avoid street trees.

   The two scarlet oak trees along NW 23rd Ave can be approved for removal if necessary to facilitate development. These trees have been line cleared repeatedly over time, and their canopy reaches substantially over the adjacent property to the extent that too much would need to be pruned off in order to facilitate the building. Due to the species, size, and condition of trees removed, four trees are required to be planted to mitigate the loss as a result of this project. Tree replacement for trees removed shall occur in the street planter strip, on site, or in the same watershed either by planting or by paying a fee in lieu of planting of $812.50 for each tree not planted. Street tree planting standards must also be met in accordance with 11.50.060.C. Trees will be required to be planted through the building permit or public works permit.

   The two existing red maples must be preserved at all phases of construction. These trees can be pruned from the building and still be retained. If the applicant believes the tree must be removed to facilitate development, the applicant must provide adequate technical analysis demonstrating why the tree cannot be preserved while developing the site to City standards.

3. *Street Tree Protection Specifications* (11.60.030)
   Tree protection is required in accordance with Title 11 Trees, Protection Methods (11.60.030). Tree protection shall follow either the Prescriptive or Performance path. Protection methods must be shown on the tree plan. If using the Performance path, the alternate tree protection plan must be prepared by an arborist who has visited the site

4. *Street Tree Planting* (11.50.060.C)
   The applicant has not provided a conceptual street tree planting plan. One street tree must be planted or retained for each full increment of 25 linear feet (11.50.060.C.1). Street trees must be planted at a

minimum 2.5 caliper inches. Trees will be required to be planted through the building permit or the public works permit.

a. NW 23rd Ave: There are approximately 200 feet of street frontage at this location; the existing street lights and street car shelter will reduce the required number of trees by three requiring five trees to be planted or preserved.
a. NW Marshall St: There are approximately 100 feet of street frontage at this location requiring four trees to be planted or preserved.
b. NW Northrup St: There are approximately 100 feet of street frontage at this location; the existing street lights will reduce the required number of trees by one requiring three trees 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.

B. Heritage Trees

1. *Heritage Trees* (11.20.060):
   There are no heritage trees on or adjacent to this site.

B. Conditions of Approval

Urban Forestry has no objections to the proposal.

URBAN FORESTRY TREE REQUIREMENTS
Early Assistance and Land Use Review

Portland Parks & Recreation Urban Forestry staff review Early Assistance and Land Use Review materials to identify potential issues and requirements in accordance with Title 11, Trees and Title 33, Zoning Code. The purpose of these reviews is to identify potential issues and/or impacts on existing street trees, heritage trees, and trees on City-owned or managed sites (if applicable), as well as to provide adequate areas for future street tree planting on existing and proposed public streets. Trees on private property are subject to development standards from the Bureau of Development Services. See planning requirements for private property trees or call the Zoning Hotline at 503-823-7526.

Tree Plan Submittal Requirements (11.50.070)

A tree plan must be submitted with each phase of review including land use reviews, building permit applications, and public works permits. The tree plan information may be combined with other relevant plan sheets. The tree plan submittal shall include the following information:

- existing improvements;
- proposed alterations;
- existing street trees ≥ 3” DBH including size and location;
- existing on-site trees ≥ 6” DBH within 15’ of the limits of disturbance;
- trees proposed for removal;
- tree planting proposal, including tree size, species and location; and
- trees to be retained and proposed tree protection measures meeting the specification in Chapter 11.60.

Any changes to an approved Tree Plan, including amending tree species must be approved by the City Forester. Please note that the City Forester may not approve revised tree planting plans based on the lack of species availability. To facilitate species availability, it is recommended that tree procurement occur approximately 6 months prior to installation.

Tree Mitigation (11.50.040.C.2)

Healthy street trees ≥ 6” DBH that are approved for removal shall be replanted with two trees in addition to trees required to be planted to meet Street Tree Planting Standards, below. When street improvements are to partially or fully unimproved streets, healthy street trees ≥12” DBH approved for removal shall be replanted with two trees, with trees planted to meet Street Tree Planting Standards credited towards meeting this requirement. Tree replacement for trees removed shall occur in the street planter strip, on site, or in the same watershed either by planting or by paying a fee in lieu of planting in accordance with table 60-1, below.

On City-owned or managed sites, healthy, non-nuisance trees ≥ 6” DBH that are approved for removal shall be replanted per the Administrative Rule PRK-2.04 for tree replacement standards, below:

Tree Replacement for Development on City Owned or Managed Sites

Size of tree to be removed (inches in diameter)	Number of trees to be planted
6 and up to 12	Up to 2
More than 12 and up to 20	Up to 3
More than 20 and up to 25	Up to 5
More than 25	Up to 6

Street Tree Planting Standards (11.50.050)

One street tree shall be planted or retained for each full increment of 25 linear feet per side of street frontage. Planting is exempt when existing above or below grade utilities prevent planting of street trees, or if the existing design of the street will not accommodate street tree planting because the planting strip is less than 3 feet wide, there is not a planting strip, or there is insufficient space to add tree wells. Trees planted to meet street tree planting standards are credited toward mitigation requirements when street improvements are to partially or fully unimproved streets. When the required number of trees cannot be planted, a fee in lieu of planting will be required, in accordance with Table 60-1, below.

Table 60-1 Broadleaf Tree Size Requirements

Development Type	Tree Size	
	On Site	Street
One and Two Family Residential	1.5”	1.5”
Multi Dwelling Residential	1.5”	2”
All others	1.5”	2.5”

Tree Planting Specifications

If there are fewer than 8 required trees, they may all be the same species. If there are between 8 and 24 required trees, no more than 40 percent can be of one species. If there are more than 24 required trees, no more than 24 percent can be of one species. Street tree species shall conform to the appropriate “City of Portland Approved Street Tree Planting List.” The City Forester may approve or require an alternate or unlisted species.

All required street trees shall be planted in-ground following Standard Drawing Number P-581 “Typical Street Tree installation,” except when in raised planters that are used to meet Bureau of Environmental Services storm water management requirements. Please include the Standard Drawing Number P-581 as part of the Public Works permit application. Plant materials shall be installed to current nursery industry standards and proper arboricultural practices [American National Standards Institute, *ANSI A300 Part 6: Tree, Shrub, and Other Woody Plant Maintenance-Standard Practices (Planting and Transplanting)* 2012, Tree Care Industry Association, Inc. Londonderry, NH]. Plant materials shall be properly supported to ensure survival.

All trees required or approved to be planted by Title 11 shall be planted or payment in lieu of planting made prior to the expiration of the permit or City's final acceptance of the project, as applicable. However, it is encouraged that planting occur during the wet months or as per City Forester recommendations. Street tree planting may be deferred between May 1 and September 30 upon filing a performance guarantee as provided in Section 11.10.060 or other assurance deemed acceptable by the City Forester or BDS Director as applicable.

Tree Protection Specifications (11.60.030)

Trees to be retained shall be protected in accordance with Title 11 Trees, Protection Specifications (11.60.030.C). Tree protection shall be shown on the tree plan and include the distance from the trunk of the tree to the fence. A standard root protection zone is established as follows; a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter. Protection fencing shall be a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts established at the edge of the root protection zone and permissible encroachment area.

Land Use Review Response
Site Development Section, BDS

To:	Grace Jeffreys, LUR Division
From:	Jeff Duquette, Site Development (503-823-5075)
Location/Legal:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Land Use Review:	LU 20-123610
Proposal:	DZ HEARING - The applicant seeks Design Review approval for a proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing, metal canopies and board formed and painted concrete at the base. The following four (4) Modifications are requested: 1. Bike Parking¿ stall widths (PZC 33.266.220.C.3.b). The proposal is for vertical bike racks installed with a 1¿-6¿ spacing instead of 2¿-0¿. 2. Transit Street Main Entrance (PZC 33.130.242.C.3.c). The proposed main entrance to the residential portion of the building is located on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street). 3. Setbacks (33.130.215.B.2.b). The proposal alters the required L3 landscape screening to the west due to substantial grade differences. 4. Vehicle Parking (33.130.266.130 Table 266-4). Two stalls are proposed to be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15¿-0¿ instead of the required 16¿-0¿. Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.
Quarter Sec. Map:	2927
Date:	September 25, 2020

Site Development Conditions of Approval: BDS-Site Development takes no exception to this land-use proposal. Site Development has no additional conditions approval for this land-use proposal.

Site topography. It is relatively flat.

Geotechnical. Geotechnical engineering is a key issue due to the cost and time involved in obtaining required reports. A geotechnical report will be required at the time of building permit application.

The report must include temporary excavation shoring for the below grade parking level. If tiebacks are needed, BDS-Site Development will require submittal of temporary construction encroachment agreements with adjacent property owners if tiebacks will underlie their property. (Please Note: PBOT will also requirement temporary construction encroachment agreements for tiebacks that underlay the RoW. Please contact PBOT with questions related to their requirements).

If the structure exceeds six stories above grade in height, a site-specific seismic assessment must also be included in the Geotechnical Report.

Please direct questions to Jeff Duquette, at 503-823-5075.

Potential Landslide Hazard Area. The site is not located in the Potential Landslide Hazard Area.

Applicant: It may be determined that additional geotechnical information is required following our review of the building permit application.

Floodplain. The site is not within the 100-year floodplain.

Stormwater discharge and treatment. The Bureau of Environmental Services will review the project for conformance to the 2008 Stormwater Management Manual.

Site Development will review the stormwater management plan for setbacks between structures and stormwater infiltration features such as drywells. The minimum setback is 10-ft. Setbacks of less than 10-ft, will trigger additional requirements. Please refer to Code Guide "Drywell Location - OPSC/11/#2" for additional information: https://www.portlandoregon.gov/bds/article/641338

Septic system. City plumbing records indicate the current structure occupying the lot was never serviced by an on-site septic disposal system.

Demolition. A demolition permit will be required for removal of the existing structure that currently occupies the lot. Please refer to the Portland City Charter PCC 24.55 for demolition requirements. https://www.portlandoregon.gov/citycode/28666

Erosion control. Erosion prevention and sediment control requirements found in Title 10 apply to both site preparation work and development. Full compliance with the erosion control requirements of Title 10, as well as maintenance of the erosion control elements, such as silt fences on private property, storm drain inlet protection and bio bags in the public right-of-way, is the responsibility of the property owner, the developer of the land division and the builders of structures on the individual lots. Please refer to the City of Portland *Erosion and Sediment Control Manual* for additional information regarding erosion and sediment control requirements.

Erosion control requirements found in Title 10, apply to both site preparation work and development. The project area meets the criteria specified in City Code 10.30.030 as a Special Site with additional requirements for erosion, sediment and pollution control. An erosion control plan prepared by a Certified Professional in Erosion and Sediment Control (CPESC) or State of Oregon registered professional engineer, and special inspections by the CPESC or P.E. during construction, may be required at the time of building permit application.

Applicant: In cases of environmental reviews, the erosion control plan will be reviewed as part of the land use review submittal (a performance guarantee is not required for common greens). Additional erosion control requirements may be required at the time of plan review.

City of Portland, Oregon
Bureau of Development Services
Plan Review Services
FROM CONCEPT TO CONSTRUCTION

Ted Wheeler, Mayor
Rebecca Esau, Director
Phone: (503) 823-7310
Fax: (503) 823-4172
TTY: (503) 823-6868
www.portlandoregon.gov/bds

LIFE SAFETY COMMERCIAL PLAN REVIEW RESPONSE

To: Grace Jeffreys
From: Tara Carlson, Life Safety Plans Examiner
Date: September 22, 2020
RE: 1137 NW 23RD AVE, 20-123610-LU

The following comments are based on the plans and documents provided to the Life Safety Plan Reviewer. They are intended to provide the applicant with preliminary Building Code information that could affect this Land Use review and/or future Building Permit reviews. The comments may not identify all conflicts between this proposal and the Building Codes. A complete Life Safety plan review will be provided at the time of Building Permit submittal. The comments are based on the 2019 Oregon Structural Specialty Code (OSSC), or the 2014 Oregon Mechanical Specialty Code (OMSC), henceforward referred to as the Building Code.

RESPONSE SUMMARY

Life Safety Plan Review does not object to the approval of this proposal. Based on the information provided, there appears to be no conflicts between the proposal and applicable building codes.

GENERAL LIFE SAFETY COMMENTS

The following comments are intended to provide the applicant with preliminary Building Codes information that could affect the Land Use Review and/or future Building Permit reviews. The comments may not identify all conflicts between the Land Use proposal and the Building Codes. A complete Life Safety plan review will be provided at the time of Building Permit submittal. The comments are based on The Oregon Structural Specialty Code, The Oregon Mechanical Specialty Code, or The Oregon Residential Specialty Code.

Item #	Comment
1	A separate Building Permit is required for the work proposed and the proposal must be designed to meet all applicable building codes and ordinances. More information regarding building code requirements can be obtained by contacting the Bureau of Development Services Development Services Center online at: http://www.portlandonline.com/bds/, or by calling (503) 823-1456.
2	A separate Mechanical Permit is required for the work proposed. OMSC 106.1.
3	Openings in exterior walls less than 3 feet to a property line are not allowed. Unprotected openings in exterior walls less than 5 feet to a property line are not allowed in an unsprinklered building. OSSC 705.8
4	Accessible parking is required. Accessible van parking spaces must be at least 9 feet wide with an adjacent access aisle at least 8 feet wide. Accessible parking spaces must be at least 9 feet wide with an adjacent access aisle at least 6 feet wide. OSSC 1106.7, ANSI 117.1 –Section 502

Northwest District Association

September 24, 2020

Bureau of Development Services
1900 SW 4th Avenue
Portland, Oregon 97201

attn.: **Grace Jefferies**

RE: LU 20-123610 DZM – NW 23rd and Marshall
PC # 19-227727 RFR

The NWDA Planning Committee reviewed the above referenced project with the development team on September 17, 2020, and offer the following comments for consideration:

1. **General** The NWDA generally supports the arrangement of the building elements on the site and the proposals design concept;
2. **Guideline P1: Community Plan Area Character – Upper Stories Stepbacks** Northwest District Plan, p. C-15; *"New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale."* Guideline P1 is not met.
3. **Guideline P1: Community Plan Area Character – Façade Massing** Northwest District Plan, p. C-15; *"the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing."* The proposed separation between façade segments would benefit from increased depth of the recesses in order to meet Guideline P1.
4. **Guideline D3: Landscape Features - Street Trees** Of the four street trees on 23rd Ave., the two trees on the ends are required by the City Forester to be saved. Clarify why the other two trees in the middle of the block, which appear to be healthy mature oaks, are not also being retained. In addition, why is there not a 5th street tree on 23rd in the gap north of the most southern tree?
5. **Guideline D3: Landscape Features - Street Trees and Sidewalk Vaults** Placement of new street trees on the Northrup frontage appears to be limited by the placement of sidewalk vaults. The NWDA does not support the deletion of all street trees on this frontage;
6. **Guideline D7: Blending into the Neighborhood - Trash Room** The trash room arrangement and location do not appear to accommodate the practicalities of refuse collection and pickup. The adjacency to residential uses is not appropriate.
7. **Guideline D8: Interest, Quality and Composition - HVAC Units** Confirm the integration of the through-wall HVAC units into the façade design;
8. **Guideline E5: Light, Wind and Rain - Thermal Efficiency** The use of dark brick facing on the south elevation seems contradictory to thermal efficiency due to potential heat gain transmission;

9. **Guideline E5: Light, Wind and Rain - Canopies** The proposed canopies are separated by significant gaps. Can the gaps in the canopies be reduced to provide a more continuous weather protection at building perimeters?
10. **Modifications** The NWDA supports all of the requested modifications, particularly regarding the location of the residential lobby.

Best Regards,
Northwest District Association Planning Committee



Steve Pinger
member, NWDA Planning Committee

From: Carla Charlton
To: Jeffreys, Grace
Subject: Design Commission Agenda Link
Date: Wednesday, September 23, 2020 2:02:53 PM

Under the Agenda item for the October 15 webinar regarding the NW 23rd and Marshall Apartments (LU20-123610-DZM), the link under no. 2 is to something completely unrelated to the NW 23rd and Marshall Apartments. Can you correct that?

Also, I would like to participate in the webinar so that I can voice my concern about the large, beautiful trees on the NW 23rd side of that project. Is this meeting the place for me to do that?

Thank you.

Carla Charlton
2342 NW Marshall

From: 3233852545@pm.sprint.com
To: Jeffreys, Grace
Date: Wednesday, October 7, 2020 12:23:10 AM

Sent from my mobile.

I don't know if I answered you back or not.

Tom Gilles
2841 Hollyridge Dr
Los Angeles
(323) 467-8418
Mobile: 323 385-2545

We own 2331 N.W. Lovejoy St

We purchased in 1998. We use the basement apartment as our home when we come to visit family and friends.

Our daughter Lisa and family live in Milwaukie.
My roots are Portland - born in the old St. Vincent hospital as were my brother and sister.

From: 3233852545@pm.sprint.com
To: Jeffreys, Grace
Date: Monday, September 28, 2020 3:10:28 PM

Sent from my mobile.

Received mailing on case file:
LU 20-123610 DZM
PC # 19-227727

I'm looking at the page right after the drawing showing the zoning with an arrow on it, you show the NW. 23rd Ave. site with NW. Marshall St. on the left of that print and Northwest Northrup on the right side.

Does this mean that that proposed new building is going to be on the west side of 23rd Ave.? And, how far up toward N. W. 24th Ave. will this building go? More importantly, how many historic homes will be destroyed in the process?

If this is allowed, this will further erode this beautiful Northwest neighborhood.

From: 3233852545@pm.sprint.com
To: Jeffreys, Grace
Date: Monday, September 28, 2020 3:10:45 PM

Sent from my mobile.

And the increased traffic !!!

From: Paul Phillips
To: Jeffreys, Grace
Subject: NW 23rd & Marshall apartments. LU 20-123610DZM
Date: Wednesday, October 14, 2020 3:22:36 PM

Please enter this e-mail as an objection to this construction project. The reason for my objection is insufficient parking.

The builders must be required to have more than one parking space per unit. Two per unit fits better with the actual use of this property by tenants. Two per unit would allow (and the builders should be so encouraged) to have a few extra, which could be rented to neighboring properties, so as to reduce on-street parking.

To do this, the basement must be at least one level deeper.

If we do not impose this requirement, the parking problems that are already present in that neighborhood must naturally worsen. We should be moving to eliminating on-street parking. This development will make it impossible to park in that area.

Please note that I own the property **2326 NW Lovejoy Street**, and I have owned this since 1988.

Paul Phillips
(509) 455-3969

From: James Cutler
To: Jeffreys, Grace
Subject: NW 23rd and Marshall Apartments
Date: Friday, April 9, 2021 4:56:40 PM
Attachments: image.png

Case File:
LU 20-123610 DZM
PC# 19-227727

Hello Grace,

I live close by to the proposed NW 23rd and Marshall Apartments. I have lived around NW 23rd for the past 5 years and I have some comments on the proposed project. The NW and Pearl Districts have seen a boom in construction in the past few years, with multiple large apartment buildings being constructed off of NW 23rd avenue as well as downtown. I have listed several of the closest below:

Q21 at 2112 NW Quimby St (built in 2015)
LL Hawkins at 1515 NW 21st Ave (built in 2015)
The Carson Apartments at 2121 NW Savier St (2017)
Two large apartment buildings currently under construction between NW 20th and 21st on NW Raleigh St
Large apartment building currently under construction between NW Savier St and NW Vaughn St on NW 23rd St
Recently constructed apartment at NW Savier St and NW 23rd St (pictured below)

This list does not include the mass of apartments constructed recently or currently under construction in the nearby Pearl District which adds to the total housing soon to be available. It has taken years for the above apartments to fill up and I am still seeing for lease signs outside all the buildings. With all the new construction, I feel the last thing we need is more apartments in the area as there are already a significant number of recently built and soon to be finished buildings.

I know that this concern was brought up at the last public forum for this project and the response from the developer was that they don't see the amount of available housing nearby as being an issue which I don't think addresses the question. I would like the developer to have a third party analysis done of the housing in the surrounding area so that it can be determined if more apartments are necessary.

I feel that an analysis is warranted especially because of the current state of the city. The outbreak of COVID-19 as well as the recent protests have greatly reduced the demand and desire to live in the city and surrounding areas. Before these events, Portland was growing steadily and therefore the mass of housing construction was needed. However, many of these projects were started before COVID-19/protests with the expectation that the demand for Portland housing would be increasing faster, instead of the current state.

Additionally, the size of the building raises some concern as it will be one of the larger buildings in the area, particularly right on NW 23rd. The closest buildings of similar height are the Legacy Good Samaritan Hospital across the street as well as the Northrup Commons condominium just up the street on NW Northrup St. The height of the new apartment building

will enclose the main street and stand like a monolith. This will detract from what makes the NW District what it is today and turn it into more of a downtown area.

I believe that it would be more in keeping with the neighborhood if the building height was reduced to fit more with the surrounding neighborhood. For example, keep the ground floor as shopping/dinning while only adding two or three floors of apartments on the top, similar to the building recently constructed below. This would keep the area looking like NW 23rd as well as reduce the resulting traffic, which is already becoming more of an issue in recent years.



I would like to see the property developed as the current building has sat mostly abandoned for several years now. However, there are better alternatives to the building being proposed that will better suit the neighborhood and its needs. Can the developer produce several alternatives that are more in keeping with the aesthetic NW 23rd street?

If you have any questions, please do not hesitate to let me know.

Thank you.
-A local NW resident

City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue · Portland, Oregon 97201 | 503-823-7300 | www.portlandoregon.gov/bds

Land Use Review Application

File Number: LU 20-123610 DZM

FOR INTAKE, STAFF USE ONLY

Date Rec 2/26/20 by ejd

☐ Type I ☐ Type Ix ☐ Type II ☐ Type IIx ☒ Type III ☐ Type IV

LU Reviews DZM

[Y] [N] Unincorporated MC

[Y] [N] Flood Hazard Area (LD & PD only)

[Y] [N] Potential Landslide Hazard Area (LD & PD only)

[Y] [N] 100-year Flood Plain [Y] [N] DOGAMI

Qtr Sec Map(s) 2927 Zoning CM2d,m (MU-U)

Plan District Northwest

Historic and/or Design District d-overlay

Neighborhood Northwest District

District Coalition NW/NW

Business Assoc Nob Hill

Related File # EA19-227727PC

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.

Development Site Address or Location 1111-1137 NW 23rd Avenue

Cross Street NW Marshall Street **Sq. ft./Acreage** 20,230 sf

Site tax account number(s)

R 171331 R 171330 R

R R R

Adjacent property (in same ownership) tax account number(s)

R R R

Describe project (attach additional page if necessary)

New mixed use building with ground level retail, 4 levels of apartments above, and 1 level of below grade parking. (74 units)

Describe proposed stormwater disposal methods

Proposed stormwater disposal method is lined flow thru stormwater planter.

Identify requested land use reviews

Type III Design Review

3 modifications

Tier 4

- **Design & Historic Reviews** - For **new development**, provide project valuation. $ 19,000,000
  For **renovation**, provide exterior alteration value. $
  AND provide total project valuation. $
- **Land Divisions** - Identify number of lots (include lots for existing development).
  New street (public or private)? ☐ yes ☑ no
- **Affordable Housing** - For buildings containing five or more dwelling units, will 50% or more of the units be affordable to households with incomes equal to or less than 60% of the median family income for the county or state, whichever is greater? ☐ yes ☑ no ☐ N/A

continued / over

Applicant Information

- Identify the primary contact person, applicant, property owner and contract purchaser. Include any person that has an interest in your property or anyone you want to be notified. Information provided, including telephone numbers and e-mail addresses, will be included in public notices.
- For all reviews, the applicant must sign the Responsibility Statement.
- For land divisions, all property owners must sign the application.

PRIMARY CONTACT:

Name Richard Dobrot Signature Richard Dobrot

Company/Organization GBD ARCHITECTS Incorporated

Mailing Address 1120 NW Couch Street, Suite 300

City Portland State Oregon Zip Code ~~97214~~ 97209

Day Phone 503-224-9656 FAX email richard@gbdarchitects.com

Check all that apply ☒ Applicant ☐ Owner ☒ Other Architect

Name Seth GaRey Signature

Company/Organization CE John Company

Mailing Address 1701 SE Columbia River Drive

City Vancouver State Washington Zip Code 98661

Day Phone 503-283-5365 FAX email sgarey@cejohn.com

Check all that apply ☐ Applicant ☒ Owner ☐ Other

Name Signature

Company/Organization

Mailing Address

City State Zip Code

Day Phone FAX email

Check all that apply ☐ Applicant ☐ Owner ☐ Other

Name Signature

Company/Organization

Mailing Address

City State Zip Code

Day Phone FAX email

Check all that apply ☐ Applicant ☐ Owner ☐ Other

Responsibility Statement As the applicant submitting this application for a land use review, I am responsible for the accuracy of the information submitted. The information being submitted includes a description of the site conditions. I am also responsible for gaining the permission of the owner(s) of the property listed above in order to apply for this review and for reviewing the responsibility statement with them. If the proposal is approved, the decision and any conditions of the approval must be recorded in the County Deed Records for the property. The City of Portland is not liable if any of these actions are taken without the consent of the owner(s) of the property. In order to process this review, City staff may visit the site, photograph the property, or otherwise document the site as part of the review. I understand that the completeness of this application is determined by the Director. By my signature, I indicate my understanding and agreement to the Responsibility Statement.

Print name of person submitting this application Richard Dobrot

Signature Richard Dobrot

Phone number 503-24-9656 Date 2/25/2020

Neighborhood Contact – Certification Statement

The Neighborhood Contact requirement provides a way to learn more about a proposed development before a land use review or building permit is submitted. The applicant must provide documentation with the land use review or building permit application to document that Neighborhood Contact requirements are met. There are three different Neighborhood Contact processes, each requiring slightly different documentation. These requirements are listed below. This form can also be used to satisfy the requirements to submit a signed statement certifying certain requirements related to timelines and note distribution were met.

To complete this form:

1. Check the box that corresponds to the Neighborhood Contact process required.
2. Sign the bottom of this form to verify that timeline and note distribution requirements were met.
3. Submit the listed documentation requirements with the land use review or building permit application to verify other Neighborhood Contact requirements were met.

❒ Neighborhood Contact 1

- A copy of the initial notification email or letter sent to the neighborhood association, district neighborhood coalition, and business association;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;

❒ Neighborhood Contact 2

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), and business association(s);
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required meeting was held at least 14 days before applying for the land use review or building permit and at least 14 days after sending the initial notification email or letter and posting the required sign(s); and
  - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

continued on back

☒ Neighborhood Contact 3

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), business association, and school district;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
  - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
  - The required meeting request was sent;
  - The neighborhood association either did not reply or declined the request, or that the neighborhood association meeting took place; and
  - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

By signing this form, I acknowledge the Neighborhood Contact requirements for the marked option above have been met.

Applicant Signature: Richard Dobrot Date: 2/26/2020

Printed Name: Richard Dobrot, GBD Architects

Additional Applicant Signature: _____ Date: _____

Printed Name: _____

March 18, 2020

Richard Dobrot
GBD ARCHITECTS INCORPORATED
1120 NW Couch St, Suite 300
Portland OR 97209

Re: Land Use Review LU 20-123610 DZM- NW 23rd & Marshall Apartments

Dear Richard:

The Bureau of Development Services received your application for a Design Review w/ Modifications located at 1137 NW 23RD AVE on February 26, 2020. Your case has been assigned to me, Grace Jeffreys. In order to continue to review your application, additional information is needed. Once you submit this information, your application will be considered complete, and I will proceed with a full review of your proposal. Up to this point, your application has been reviewed only to determine if all required information has been submitted. The application has not been fully reviewed to determine if it meets the relevant approval criteria, however some issues you may want to consider are identified in Section II below.

I. Information Necessary to Complete Application
The following information must be submitted before your proposal can be evaluated:

1. Provide more information about adjacent context, such as a site plan with estimated location of adjacent properties, 3-D views from eye level (instead of birds eye) showing relationship along Marshall, and an elevation of the proposal from the other side of the west property line to show how this proposal effects the neighbors at their grade level (this may be C.23 & 24, but it is unclear where these are cut, see below).
2. Provide typical enlarged details and material cutsheets.
3. Provide FAR diagrams.
4. C.3 Site Plan.
    a. Increase size of smallest type (at trash area, etc.) to a larger font readable at 11x17.
    b. Dot in below-grade development proposed below the ROW (Marshall only?).
    c. Show in plan where the building sections and west elevation are cut.
5. C.12 Exterior Lighting.
    a. 6 Fixture B's are shown in one bay, this appears a large number of fittings in this one location may be excessive. Provide further information about the amount of illumination proposed here and why this quantity is necessary.
    b. Fixture E is proposed under canopies, please provide enlarged details.
6. C.51 Basement Plan.
    a. Show where and how the bike room is accessed.
    b. Add dimensions to vehicle parking.
    c. Show loading proposal (Two Type B or one Type A required).
7. X.9 Landscaping.

a. *33.130.225 Landscaped Areas.* It appears more than 1/3rd of hardscape is used in the calculations of landscape areas (188 sf plus 814 sf). Clarify intention, as a Modification would need to be requested if this standard is not met.

8. Service Bureaus.
   a. BES – Please refer to attached response from BES, dated March 10, 2020. "*The applicant has submitted the minimum level of information for BES to begin conducting a full review of the land use application. As staff begins reviewing the application against relevant approval criteria and BES code requirements, additional information may be requested."*
   b. Other Bureaus – Please refer to the EA_19_227727_PC Pre-Application Summary notes dated November 5, 2019, for the other Bureau's requirements.

Applications for additional reviews will not be accepted unless accompanied by the required fees. Please note that failure to submit the needed application with the required fee may result in a denial of your proposal.

II. Issues to Consider

While not necessary to determine the application complete, additional information may be needed to show that your proposal meets the applicable approval criteria. You are encouraged to address the following issues regarding the approvability of your proposal:

1. Relocate the below-grade transformer to make room for a minimum of 2 street trees to NW Northrup to maintain the residential nature of the street. Work with Urban Forestry on spacing/types if needed (Refer to guidelines related to coherency and context).
2. Increase the size of the canopy at Retail E to be more in keeping with the rest of the frontage (Refer to guidelines related to coherency and context).
3. Provide reasoning behind why small bay of Retail A on NW 23rd is solid rather than storefront glazing (Refer to guidelines related to coherency and context).

III. Time to Complete Application

The Portland Zoning Code allows you up to 180 days to complete your application. Since the 180-day period began on the day we received the application, the deadline to make your application complete is **Monday August 24, 2020.**

IV. Determination of a Complete Application

The application will be determined complete when you have submitted:

1. All of the requested information included in Section I, above. If you cannot provide all of the requested information at one time and intend to submit additional information, please include a written statement with each separate submittal indicating that you still intend to provide the additional missing information by the **Monday August 24, 2020** deadline, **or**

2. Some of the requested information included in Section I, above, and a written statement that no additional information will be provided; **or**

3. A written statement that none of the requested information included in Section I, above, will be provided.

Please be aware that not submitting the requested information may result in your application being denied. The information is needed to demonstrate the approval criteria are met. Once the application is deemed complete, review of your application can proceed using the information you have provided.

Your application will be approved if it meets the relevant land use review approval criteria. It is your responsibility to document how the approval criteria are met. The items listed above will help provide that documentation.

Voiding of Application
If your application is not complete by **Monday August 24, 2020**, it will be voided, and the application fee will not be refunded. The City's land use review procedures are outlined in Chapter 33.730 of the Portland Zoning Code.

Please contact me if you have any questions about this letter. My telephone number is **503-823-7840**, and my e-mail address is Grace.Jeffreys@portlandoregon.gov. You may mail correspondence to me at the Bureau of Development Services, Suite 5000, 1900 SW Fourth Avenue, Portland, OR 97201. If you deliver the requested material in person, please bring it to the **fifth-floor** receptionist at 1900 SW Fourth Avenue. Please label all correspondence and materials you submit with the case number LU 20-123610.

Sincerely,



Grace Jeffreys, Planner
Land Use Services Division

cc: Seth Garey, CE JOHN PROPERTIES 71 LLC - sgarey@cejohn.com
Application Case File

Completeness Response

Date: March 10, 2020

To: Grace Jeffreys, BDS Land Use Services
503-823-7840, Grace.Jeffreys@portlandoregon.gov

From: Abigail Cermak, BES Systems Development
503-823-7577, Abigail.Cermak@portlandoregon.gov

Case File: LU 20-123610

Location: 1137 NW 23RD AVE

Proposal: New mixed use building with ground level retail, 4 levels of apartments above, and 1 level of below grade parking. 74 units.

BES provides the following comments in response to materials received for the purpose of determining completeness of the above-referenced Land Use application. Items requested in this memo should not be considered final, as staff reserves the right to request additional materials during the formal review period.

1. The applicant has submitted the minimum level of information for BES to begin conducting a full review of the land use application. As staff begins reviewing the application against relevant approval criteria and BES code requirements, additional information may be requested.

August 14, 2020

Richard Dobrot, GBD ARCHITECTS INCORPORATED
1120 NW Couch St, Suite 300, Portland OR 97209

Re: Land Use Review LU 20-123610 DZM- NW 23rd & Marshall Apartments

Dear Richard,

City records indicate that you applied for a Land Use Review on February 26, 2020 for the property at 1137 NW 23RD AVE. It is City case file LU 20-123610 DZM. The last date that there was any activity regarding this application was March 18, 2020 when the enclosed letter was sent to you requesting information that was needed in order to deem the application complete.

State law (ORS 227.178) allows you up to 180 days from the date your application was submitted to provide some or all of the requested missing information, or to provide a written statement indicating that none of the requested missing information will be provided. If none of the requested information is provided within 180 days, or if a written statement is not submitted within 180 days indicating none of the requested information will be provided, ORS 227.178 states the application is voided on the 181st day. Without this time limit, it is difficult to process applications because regulations and other circumstances may be considerably different from when the application was first submitted.

In this case, the incomplete application will be voided on Monday August 24, 2020. If you wish to pursue this application, by **Friday August 21, 2020**, please submit the items indicated in the Incomplete Letter dated March 18, 2020 or provide a written statement that none of the requested information will be provided. If you no longer wish to pursue the application, a written request to withdraw your application would result in a partial refund. Again, if we don't receive any response, the application will be voided on **Monday August 24, 2020** with no refund.

You may reach me at (503) 823-7840 or via email at *grace.jeffreys@portlandoregon.gov*.

Sincerely,



Grace Jeffreys, Planner
Land Use Services Division

cc: Seth Garey, CE JOHN PROPERTIES 71 LLC - sgarey@cejohn.com
Case File

Enc: Incomplete Letter dated March 18, 2020

March 18, 2020

Richard Dobrot
GBD ARCHITECTS INCORPORATED
1120 NW Couch St, Suite 300
Portland OR 97209

Re: Land Use Review LU 20-123610 DZM- NW 23rd & Marshall Apartments

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    a. Increase size of smallest type (at trash area, etc.) to a larger font readable at 11x17.
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    a. 6 Fixture B's are shown in one bay, this appears a large number of fittings in this one location may be excessive. Provide further information about the amount of illumination proposed here and why this quantity is necessary.
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3. Provide reasoning behind why small bay of Retail A on NW 23rd is solid rather than storefront glazing (Refer to guidelines related to coherency and context).

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Please contact me if you have any questions about this letter. My telephone number is **503-823-7840**, and my e-mail address is Grace.Jeffreys@portlandoregon.gov. You may mail correspondence to me at the Bureau of Development Services, Suite 5000, 1900 SW Fourth Avenue, Portland, OR 97201. If you deliver the requested material in person, please bring it to the **fifth-floor** receptionist at 1900 SW Fourth Avenue. Please label all correspondence and materials you submit with the case number LU 20-123610.

Sincerely,



Grace Jeffreys, Planner
Land Use Services Division

cc: Seth Garey, CE JOHN PROPERTIES 71 LLC - sgarey@cejohn.com
Application Case File

Completeness Response

Date: March 10, 2020

To: Grace Jeffreys, BDS Land Use Services
503-823-7840, Grace.Jeffreys@portlandoregon.gov

From: Abigail Cermak, BES Systems Development
503-823-7577, Abigail.Cermak@portlandoregon.gov

Case File: LU 20-123610

Location: 1137 NW 23RD AVE

Proposal: New mixed use building with ground level retail, 4 levels of apartments above, and 1 level of below grade parking. 74 units.

BES provides the following comments in response to materials received for the purpose of determining completeness of the above-referenced Land Use application. Items requested in this memo should not be considered final, as staff reserves the right to request additional materials during the formal review period.

1. The applicant has submitted the minimum level of information for BES to begin conducting a full review of the land use application. As staff begins reviewing the application against relevant approval criteria and BES code requirements, additional information may be requested.

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

Dan Ryan, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portland.gov/bds

STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 20-123610 DZM
PC # 19-227727
NW 23rd and Marshall Apartments
REVIEW BY: Design Commission
WHEN: May 6, 2021, 1:30pm
REMOTE ACCESS: Design Commission Agenda:
https://www.portlandoregon.gov/bds/42441

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 / Grace.Jeffreys@portlandoregon.gov

GENERAL INFORMATION

Applicant: Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209
(503) 548-2332 www.gbdarchitects.com

Representative/ Owner: Seth Garey, CE John Properties 71 LLC
1701 SE Columbia River Dr, Vancouver WA 98661

Site Address: **1137 NW 23RD AVE**

Legal Description: BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.: R331300220, R331300240, R331300240
State ID No.: 1N1E33BB 03000, 1N1E33BB 03100, 1N1E33BB 03100
Quarter Section: 2927

Neighborhood: Northwest District, contact Greg Theisen at 503-227-5430.
Business District: Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Northwest
Other Designations: None
Zoning: **CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type: **DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.

- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

Procedural Information:
- The application for this land use review was submitted on February 26, 2020 and it was determined to be complete on August 20, 2020.
- A "Notice of Proposal in Your Neighborhood" was mailed September 25, 2020 for a hearing date of October 15, 2020 which is within 56 days from August 20th (Exhibit D5).
- The applicant requested that the hearing date be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set 2021 (Exhibit A.20).
- *A Revised* Notice of Proposal in Your Neighborhood was mailed on March 29, 2021 for a reschduled hearing date of May 6, 2021 which is within 51 days of March 9th (Exhibit D10).

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS staff response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Staff has incorporated relevant elements from this response into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

   - *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

     On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

   - *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances*

from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*
- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS staff response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

   BDS staff response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

   The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

   Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

BDS staff response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

   BDS staff response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in *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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

P1.1 Urban Character: District-wide Considerations *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

P1.2 Urban Character Area: Streetcar Main Streets: Architecture: *Main streets like NW 23rd Avenue, located along the original streetcar routes, have*

historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

P1.3 Urban Character Area: Streetcar Main Streets: Urban Pattern*: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.*

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: *The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses*

located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

These guidelines are met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

  Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.

- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.
- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.
- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.
- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.
- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e., internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.
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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback

an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.

- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.
- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

These guidelines are 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.
D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit oriented.
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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.
- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas.

Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.

- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.

- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

  On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this

recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

  The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

  At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:
The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested

modifications if it finds that the applicant has shown that the following approval criteria are met:

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b). Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood*.

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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 proposed mixed-use development supports many of the traditions and desired characteristics stated in the NW Plan – partial block composition, active ground level uses, residential at the upper floors, pedestrian amenities at the ground level, and on-site parking. The project will be a welcome addition to NW Portland's main street, NW 23rd Avenue. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval**.**

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends approval of the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Staff recommends approval of the following four (4) Modifications:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Staff recommends approval per the following conditions of approval:

A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 20-123610 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

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Procedural Information. The application for this land use review was submitted on **February 26, 2020** and was determined to be complete on **August 20, 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 February 26, 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 A8. Unless further extended by the applicant, **the 120 days will expire on: August 20, 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 $5,250.00 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 **the day following the last day to appeal** 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
April 26, 2021

EXHIBITS – NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21

21. Revised sheets C10 and APP3, 3/22/21
22. Revised 4.15.21 - Drawings
23. Revised 4.15.21 – Overview
24. Revised 4.15.21 – Zoning Diagrams
25. Cutsheet for Synthetic Stucco Finish

B. Zoning Map (attached)

C. Plan & Drawings
1. Cover page
2. Site Plan (attached)
3. Existing Conditions Plan
4. Utility Plan
5. Basement Floor Plan
6. Ground Floor Plan
7. Second Floor Plan
8. Third -Fourth Floor Plan
9. Fifth Floor Plan
10. Roof Plan
11. Setback Dimension Plan; 2nd Floor Dimension Plan
12. Landscape Materials Plan
13. Landscape Planting Plan
14. Fifth Floor Terraces; Balconies Dimension Plan
15. Exterior Lighting Plan
16. East-West Building Section
17. East-West Building Section
18. North-South Building Section
19. North-South Building Section
20. Elevation – South (color)
21. Elevation – South (bw)
22. Elevation – East (color)
23. Elevation – East (bw)
24. Elevation – North (color)
25. Elevation – North (bw)
26. Elevation – West (color)
27. Elevation – West (bw)
28. Elevation – West at Setback (bw)
29. Elevation – West at Stepdown Plane
30. Exterior Details - South
31. Exterior Details - South
32. Exterior Details - South
33. Exterior Details – East
34. Exterior Details – East
35. Exterior Details - East
36. Exterior Details - East
37. Exterior Details - North
38. Exterior Details - North
39. Exterior Details – West
40. Exterior Details - West
41. Exterior Details – Canopy Plans
42. Exterior Details – Canopy Plans
43. Building Materials
44. Cutsheets – Roof Mechanical
45. Cutsheets – Roof Mechanical
46. Cutsheets - Doors
47. Cutsheets - Glazing
48. Cutsheets - Vents
49. Cutsheets – Garage Doors
50. Cutsheets – Guardrail

51. Bike Parking Plan
52. Bike Parking Enlarged Plans

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

E. Agency Responses:
1. Bureau of Environmental Services
2a. Bureau of Transportation Engineering and Development Review, Bike Mod
2b. Bureau of Transportation Engineering and Development Review, General
3. Water Bureau
4. Fire Bureau
5. Site Development Section of Bureau of Development Services
6. Bureau of Parks, Forestry Division
7. Life Safety Section of Bureau of Development Services

F. Letters
1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.
4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
1. Original LUR Application
2. Incomplete letter, 5/4/20
3. 180-day reminder notice, 8/14/20

Revised STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE:	LU 20-123610 DZM PC # 19-227727 NW 23rd and Marshall Apartments
REVIEW BY:	Design Commission
WHEN:	May 6, 2021, 1:30pm
REMOTE ACCESS:	Design Commission Agenda: https://www.portlandoregon.gov/bds/42441

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 / Grace.Jeffreys@portlandoregon.gov

Revisions to the April 26, 2021 staff report have been shown as boxed. These revisions are in response to new information provided by the applicant after the staff report was published. This included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations.

GENERAL INFORMATION

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland OR 97209 (503) 548-2332 www.gbdarchitects.com
Representative/ Owner	Seth Garey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver WA 98661
Site Address:	**1137 NW 23RD AVE**
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Northwest
Other Designations: None
Zoning: **CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type: **DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.
- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

Procedural Information:
- The application for this land use review was submitted on February 26, 2020 and it was determined to be complete on August 20, 2020.
- A "Notice of Proposal in Your Neighborhood" was mailed September 25, 2020 for a hearing date of October 15, 2020 (Exhibit D5).
- The applicant requested that the hearing date be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021 (Exhibit A.20).

- *A Revised* Notice of Proposal in Your Neighborhood was mailed on March 29, 2021 for a rescheduled hearing date of May 6, 2021, which is within 51 days of March 9th (Exhibit D10).

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:
- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS staff response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Staff has incorporated relevant elements from this response into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

   - *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

     On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

   - *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet*

below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*
- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS staff response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

   BDS staff response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

   The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

   Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

   BDS staff response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

   BDS staff response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in *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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

P1.1 Urban Character: District-wide Considerations *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

P1.2 Urban Character Area: Streetcar Main Streets: Architecture: *Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.*

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

P1.3 Urban Character Area: Streetcar Main Streets: Urban Pattern*: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.*

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: *The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should*

incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

These guidelines are met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.

- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.
- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.
- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.
- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.
- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e., internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.

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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.
- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.
- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

These guidelines are 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.
D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit oriented.
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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential

lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.

- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.
- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.
- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings

and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

  The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

  At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

After the staff report was published on April 26, 2021, the applicant provided new information and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations (See Exhibits C53-C55)

Stucco Alternative Option: This alternative option is to replace metal panels with synthetic stucco in some locations, including along the parapets and in minor

recessed locations on the three street frontages. The synthetic stucco has a textured plaster finish which wraps corners, with ½ inch x ½ inch recessed joints. With this finish, the joints can be spaced further apart than the proposed metal panels, so there would be fewer joints. This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use of this material as a minor cladding material on the street frontages in these locations also meets the guidelines.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

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

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b).
Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood*.

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to

the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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 proposed mixed-use development supports many of the traditions and desired characteristics stated in the NW Plan – partial block composition, active ground level uses, residential at the upper floors, pedestrian amenities at the ground level, and on-site parking. The project will be a welcome addition to NW Portland's main street,

NW 23rd Avenue. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval**.**

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends approval of the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base. Staff recommendation of approval is for the original proposal and the alternate proposal, as depicted in Exhibits C53-C55.

Staff recommends approval of the following four (4) Modifications:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Staff recommends approval per the following conditions of approval:

A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 20-123610 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

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Procedural Information. The application for this land use review was submitted on **February 26, 2020** and was determined to be complete on **August 20, 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 February 26, 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 A8. Unless further extended by the applicant, **the 120 days will expire on: August 20, 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 $5,250.00 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 **the day following the last day to appeal** 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

April 29, 2021

EXHIBITS – NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21
   21. Revised sheets C10 and APP3, 3/22/21
   22. Revised 4.15.21 - Drawings
   23. Revised 4.15.21 – Overview
   24. Revised 4.15.21 – Zoning Diagrams
   25. Response to NWDA's Comments
B. Zoning Map (attached)
C. Plan & Drawings
   1. Cover page
   2. Site Plan (attached)
   3. Existing Conditions Plan
   4. Utility Plan
   5. Basement Floor Plan
   6. Ground Floor Plan
   7. Second Floor Plan
   8. Third -Fourth Floor Plan
   9. Fifth Floor Plan
   10. Roof Plan
   11. Setback Dimension Plan; 2nd Floor Dimension Plan
   12. Landscape Materials Plan
   13. Landscape Planting Plan
   14. Fifth Floor Terraces; Balconies Dimension Plan
   15. Exterior Lighting Plan
   16. East-West Building Section
   17. East-West Building Section
   18. North-South Building Section
   19. North-South Building Section
   20. Elevation – South (color)
   21. Elevation – South (bw)
   22. Elevation – East (color)
   23. Elevation – East (bw)
   24. Elevation – North (color)
   25. Elevation – North (bw)
   26. Elevation – West (color)
   27. Elevation – West (bw)

28. Elevation – West at Setback (bw)
29. Elevation – West at Stepdown Plane
30. Exterior Details - South
31. Exterior Details - South
32. Exterior Details - South
33. Exterior Details – East
34. Exterior Details – East
35. Exterior Details - East
36. Exterior Details - East
37. Exterior Details - North
38. Exterior Details - North
39. Exterior Details – West
40. Exterior Details - West
41. Exterior Details – Canopy Plans
42. Exterior Details – Canopy Plans
43. Building Materials
44. Cutsheets – Roof Mechanical
45. Cutsheets – Roof Mechanical
46. Cutsheets - Doors
47. Cutsheets - Glazing
48. Cutsheets - Vents
49. Cutsheets – Garage Doors
50. Cutsheets – Guardrail
51. Bike Parking Plan
52. Bike Parking Enlarged Plans
53. Cutsheets for Metal Panels and Synthetic Stucco Finish
54. Revised elevations with metal panel joints
55. Revised elevations with Synthetic stucco alternative

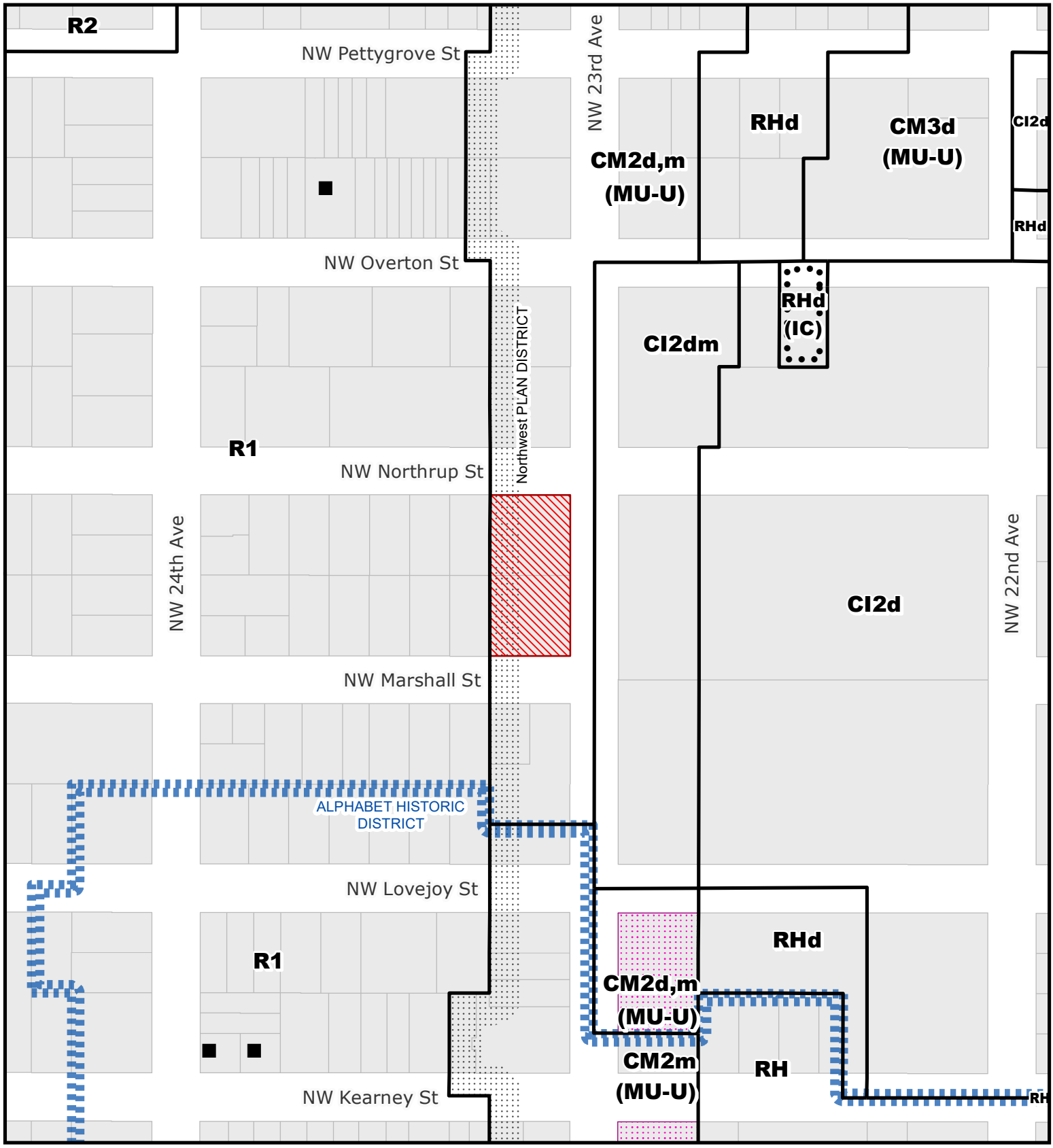
D. Notification information:
   1. Request for response
   2. Posting letter sent to applicant
   3. Notice to be posted
   4. Applicant's statement certifying posting
   5. Mailed notice
   6. Mailing list
   7. Revised Posting letter sent to applicant
   8. Revised Notice to be posted
   9. Applicant's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

E. Agency Responses:
   1. Bureau of Environmental Services
   2a. Bureau of Transportation Engineering and Development Review, Bike Mod
   2b. Bureau of Transportation Engineering and Development Review, General
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Section of Bureau of Development Services
   6. Bureau of Parks, Forestry Division
   7. Life Safety Section of Bureau of Development Services

F. Letters
   1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
   2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
   3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
1. Original LUR Application
2. Incomplete letter, 5/4/20
3. 180-day reminder notice, 8/14/20



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

LU 20-123610 DZM, Exhibit H2

City of Portland
Design Commission

Type III Land Use Review

MEMORANDUM

Date: **April 29, 2021**

To: **Design Commission**

From: **Grace Jeffreys, Design / Historic Review Team**

503-865-6521 | Grace.Jeffreys@PortlandOregon.gov

Re: **LU 20-123610 DZM – NW 23rd and Marshall Apartments**
Type III Design Review – May 6, 2021

Attached are materials for the Type III Design Review scheduled on May 6, 2021. Please contact me with any questions or concerns.

I. PROGRAM OVERVIEW

Type III Design Review for proposed new five story mixed-use building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail located in the Northwest Plan District. One level of below grade parking for 44 cars, one B sized loading space, and 91 bikes will be accessed off NW Northrup Street. Primary cladding materials include brick and metal panels with vinyl windows, ground level wood and aluminum storefront glazing and board formed and painted concrete at the base and metal canopies.

The following four (4) Modifications are requested:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24” to 18”.
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15’-0” instead of the required 16’-0”.

II. DEVELOPMENT TEAM BIO

Architect	Richard Dobrot | GBD Architects Incorporated
Owner	Seth GaRey | CE John Company
Project Valuation	**$** 19 million

III. DESIGN REVIEW APPROVAL CRITERIA – Matrix attached.

- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements See attached matrix.*

III. MODIFICATIONS - Four (4) Modifications are requested, Subject to the following approval criteria:

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

IV. STAFF RECOMMENDATION

Approval: Staff found that the proposal with modifications meets the applicable Design Review criteria and modification criteria, therefore, the Staff Report recommends approval. From the SR conclusion:

"*The proposed mixed-use development supports many of the traditions and desired characteristics stated in the NW Plan – partial block composition, active ground level uses, residential at the upper floors, pedestrian amenities at the ground level, and on-site parking. The project will be a welcome addition to NW Portland's main street, NW 23rd Avenue."*

Note: After the original staff report was published on 4-26-21, the applicant provided new information (Exhibits C53-55) and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations.

The revised drawings are attached, and the revised Staff Report dated April 29, 2021 includes this new information and support for the stucco alternative option. Staff found that *"This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use this material as a minor cladding material on the street frontages in these locations also meets the guidelines.*

V. CONDITIONS OF APPROVAL

The standard three conditions of approval have been added.

VI. PROCEDURAL NOTES

- The application was deemed complete on August 20, 2020.
- A hearing date was set for October 15, 2020.
- The applicant requested the hearing be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021 (Exhibit A.20).

Attachments: Drawing Set, dated April 16, 2021

Attachments below are provided digitally
Drawing revisions received after the Staff Report was published on 4-26-21:
- Exhibit C53 - Cutsheets for metal panel and stucco
- Exhibit C54 - Revised elevations with metal panel joints
- Exhibit C55 - Revised elevations with Synthetic stucco alternative

Revised Staff Report to include the synthetic stucco as an option, dated April 29, 2021.
Guidelines Matrix
Exhibit F1 - NWDA letter, dated September 9, 2020

CITY OF PORTLAND, OREGON - BUREAU OF DEVELOPMENT SERVICES

1900 SW Fourth Avenue, Portland, Oregon 97201, www.portlandoregon.gov/bds

COMMUNITY DESIGN GUIDELINES (1998)	PROJECT NAME: NW 23rd & Marshall Apartments	CASE NUMBER: LU 20-123610 DZM
DATE: May 6, 2021	ARCHITECT: Richard Dobrot, GBD	PROJECT VALUE $ 19m

CONTEXT	STAFF		COMMISSION	
	+ / -	*Comments*	+ / -	*Comments*
P1: Community Plan Area Character. Enhance sense of place & identity by incorporating features that respond to area's desired characteristics and traditions	Met			
P2: Historic and Conservation Districts. Enhance identity of historic and conservation districts, using features that reinforce area's significance	Met			
P3: Gateways. Develop/strengthen transitional role of gateways adopted in community plan	NA			
D7: Blending into the Neighborhood. Incorporate elements of nearby quality buildings such as building details	Met			

PUBLIC REALM	STAFF		COMMISSION	
	+ / -	*Comments*	+ / -	*Comments*
E1: Pedestrian Networks. Create a safe and connected sidewalk network for pedestrians	Met			
E2: Stopping Places. Provide comfortable places along circulation routes to stop, meet and rest	Met			
E3: The Sidewalk Level of Buildings. Create a sense of enclosure through design features, gathering places and differentiated facades	Met			
E4: Corners that Build Active Intersections. Create active intersections through careful scale and location of building entrances	Met			
E5: Light, Wind and Rain. Design to protect pedestrians from sun, shadow, glare, reflection, wind and rain	Met			
D1: Outdoor Areas. Create outdoor areas when possible. Design these areas to be accessible and connected to pedestrian circulation	Met			
D2: Main Entrances. Make main entrances to buildings prominent and transit-oriented	Met			
D3: Landscape Features. Enhance building design through placement of landscape features	Met			
D4: Parking Areas and Garages. Integrate parking to minimize negative impacts for pedestrians	Met			
D5: Crime Prevention. Reduce crime through placement of windows and active ground level use	Met			

QUALITY & PERMANENCE	STAFF		COMMISSION	
	+ / -	*Comments*	+ / -	*Comments*
D6: Architectural Integrity. Respect building character when making exterior modifications	NA			

D8: Interest, Quality and Composition. All parts of a building should be interesting and long lasting, forming a cohesive composition	Met			

From: DennisHarper@protonmail.com
To: Jeffreys, Grace
Subject: LU 20-123610 DZM - NW 23rd and Marshall Apartments
Date: Friday, April 30, 2021 5:16:09 PM

To the Design Commission:

As an architect who has lived in NW Portland since 1976, I have a deep concern for the quality and character of the neighborhood. So when I observed that the referenced project, which the Commission will review on May 6, clearly does not comply with the Northwest District Plan, P1.1 Urban Character: District-wide Considerations, which establishes 4 stories as a maximum height in settings like this along more-modestly-scaled NW 23rd Avenue, I sketched what the proposed building could look like if it were designed to comply. Please refer to the three attached elevation sketches.

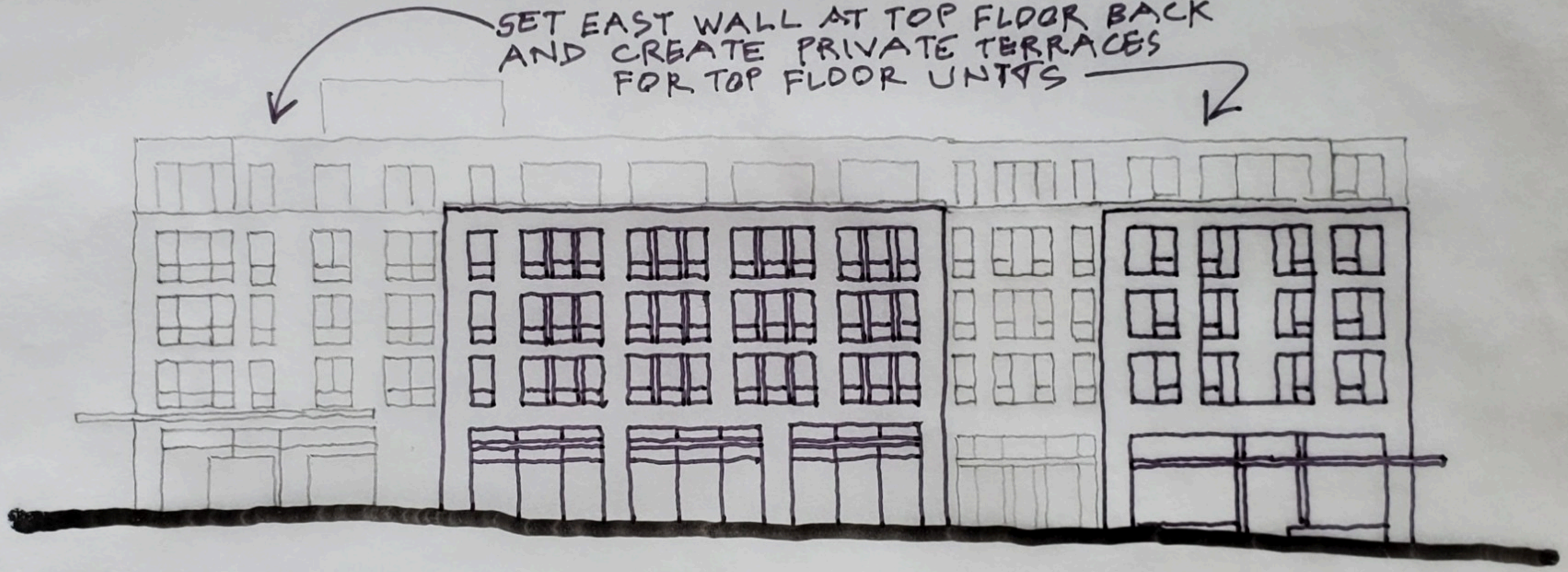
Not only would the building cornice along NW 23rd Avenue be noticeably lower, but the top floor apartments would have an extremely desirable amenity, private roof terraces, so the units would command higher rents. For pedestrians below on NW 23rd Avenue, the roof terrace trees and greenery would be an added visual benefit. It seems that this revision would be a win for the neighborhood and a win for the building owner.

In addition, were this building to be constructed as proposed, it would set a dangerous precedent that would undermine the Northwest District Plan. Fiv-story buildings would be built at other sites, ultimately making a mockery of neighborhood planning and making the Northwest District Plan toothless. Please direct the design team to make modifications to reduce the height of the perceived building along NW 23rd Avenue while adding roof terrace amenities.

Regards,
Dennis Harper

Sent from ProtonMail mobile

Sent from ProtonMail mobile



EAST ELEVATION ALONG NW 23rd

NW 23rd & MARSHALL APTS.



NORTH ELEVATION

NW 23rd & MARSHALL APTS.



SOUTH ELEVATION

NW 23rd & MARSHALL APTS.

May 6, 2021

Bureau of Development Services
1900 SW 4th Avenue
Portland, Oregon 97201

attn.: **Grace Jeffreys**

RE: LU 20-123610 DZM – NW 23rd and Marshall
PC # 19-227727

The NWDA Planning Committee reviewed the design review submittal and the Staff Report for the above referenced project with BDS staff on April 29 2021, and offer the following comments:

The NWDA generally supports the proposal's arrangement of the building elements on the site, the design concept and material applications, and views the proposed building as a well-designed effort to mitigate the impact of a large building on the adjacent residential neighborhood to the west, in keeping with the requirements of the CM2 zone. The proposed massing facing 23rd Avenue, however, is in conflict with the fundamental guideline regarding height relative to the context of the commercial main streets in the Northwest District. The 5th level massing would need to be stepped back to meet the relevant guideline:

1. **Guideline P1: Community Plan Area Character – Upper Stories Stepbacks** Northwest District Plan, p. C-15; *"New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale."*

The intent of this guideline is to mitigate the impact of the scale of buildings over 4 floors on the adjacent context of 2-4 story buildings. This proposal appears to be employing the height bonus provision from 33.245.040.A.2.(3) to increase the allowable height from the base zone maximum height of 45' to the IH bonus maximum height of 55'.

On this site, the increase in allowable height is further pronounced by the site's slope, the northern property line being more than 10' below the southern property line. In that the maximum building height is measured from the high point of the site, this results in the northern facades of the building being over 65' in actual height, the equivalent of 6 stories, amplifying the need for compliance with Guideline P1.

The Staff Report narrative, taken from the applicant's response, states:

> *While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result ofthe step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast*

elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail atthis datum height that is further enhanced with a 6-inch step back to the upper floor.

The step down height at the west façade of the building is required by the base zone, and is irrelevant to the conformance with the guideline on the main street façade on the east side of the building and the streetscape that is the subject of the guideline.

Providing parapet and cornice details do not accomplish the intent of this guideline, which is for the building to be visually perceived in the adjacent street envelope as being four stories tall or less, consistent with context and community plan area character. Guideline P1 is not met.

Best Regards,
Northwest District Association Planning Committee

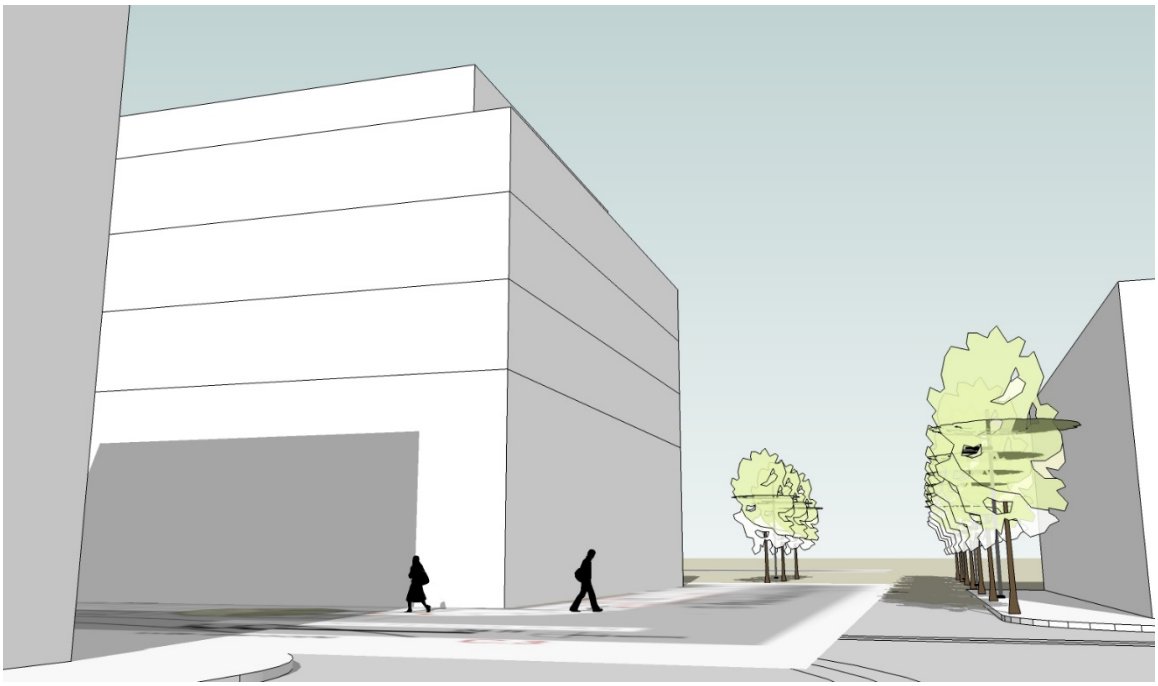
Steve Pinger
member, NWDA Planning Committee



Relative heights at northern facades



View of northern facades as proposed from east on NW Northrup



View of northern facades massing from east on NW Northrup stepped back per Guideline P1



City of Portland

Design Commission

Type III Land Use Review

LU 20-123610 DZM

NW 23rd & Marshall

May 6, 2021

Staff Presentation

Context

Location
Zoning
Approval Criteria
Context
Program Overview
Project History
Modifications | Adjustments | Exceptions

Applicant Presentation

Approvability Items

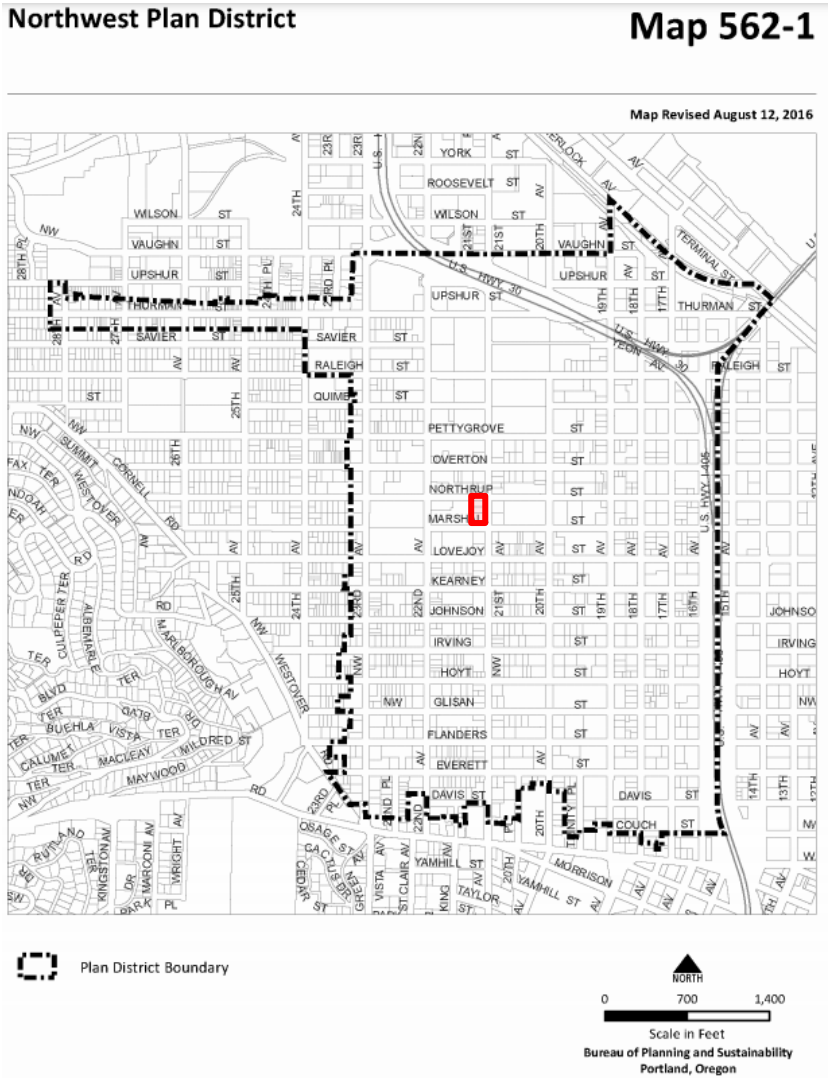
Context
Public Realm
Quality & Permanence
Modifications | Adjustments | Exceptions

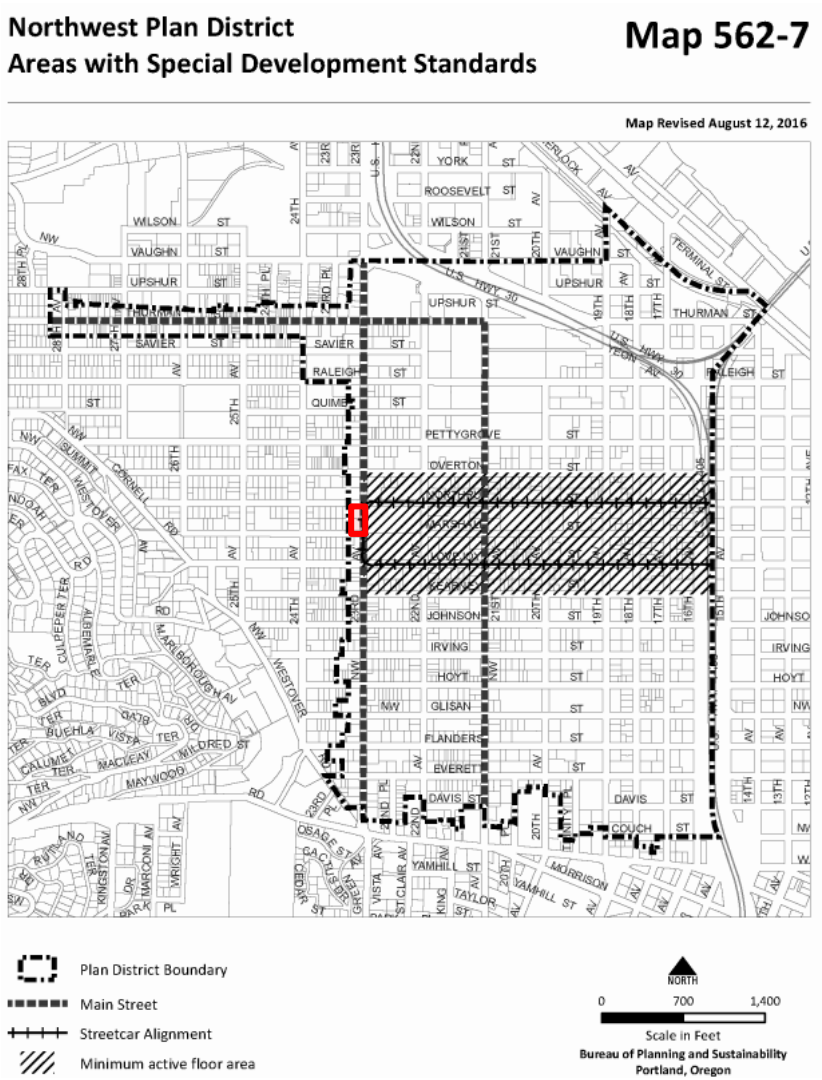
Staff Recommendation

Conditions of Approval
Next Steps

Context

LU 20-123610 DZM, Exhibit H7

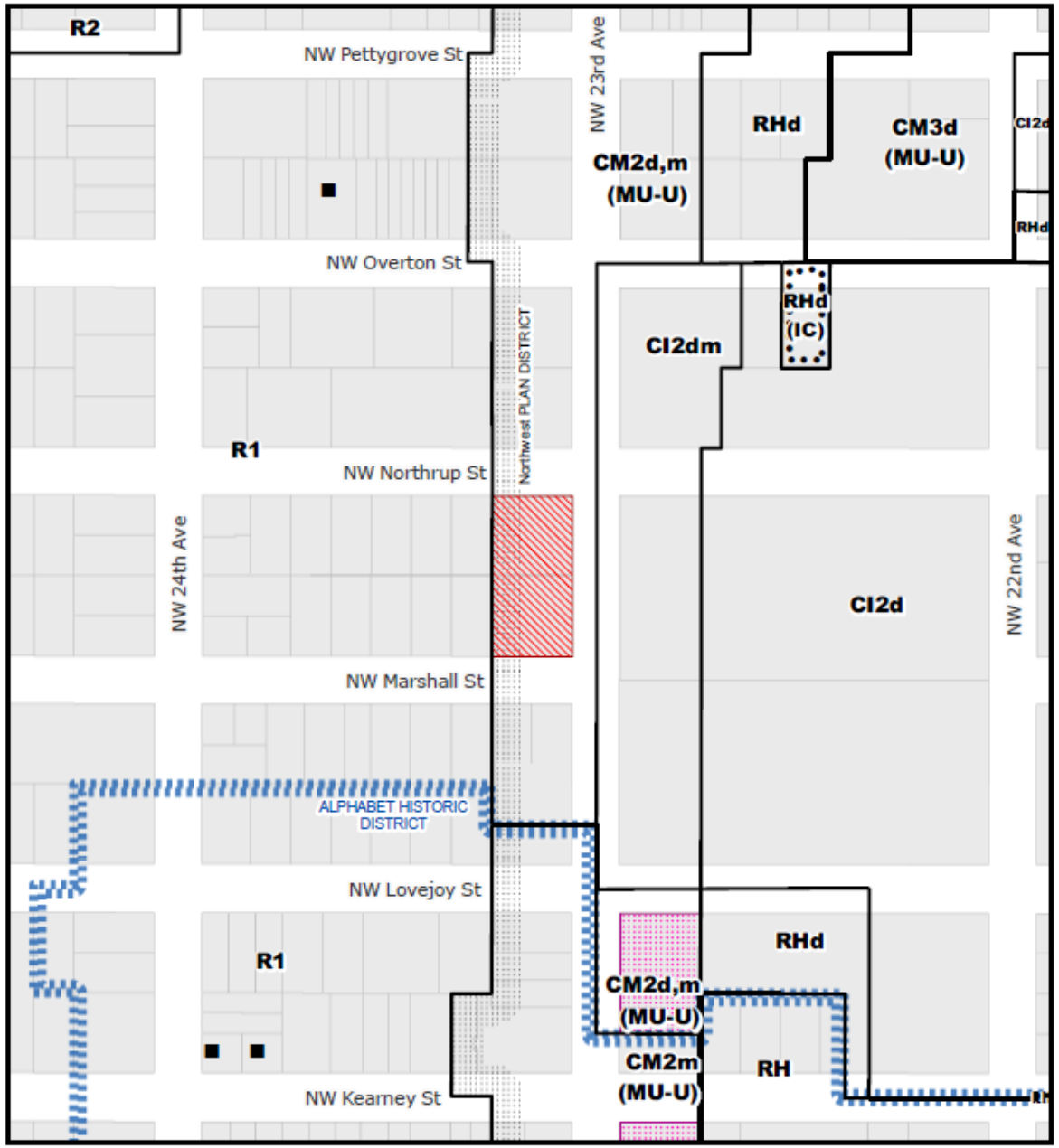




Location

Northwest Plan District

Also:
On a Main Street (NW 23rd)
On a Streetcar Alignment.



Zoning

Base Zone:

CM2 Commercial/ Mixed Use 2

Overlays:

Design (d)
Centers Main Street (m)

Floor Area Ratio:

Std: 2.5:1 (4:1 w/ IH bonus)
Prop: 3.8:1

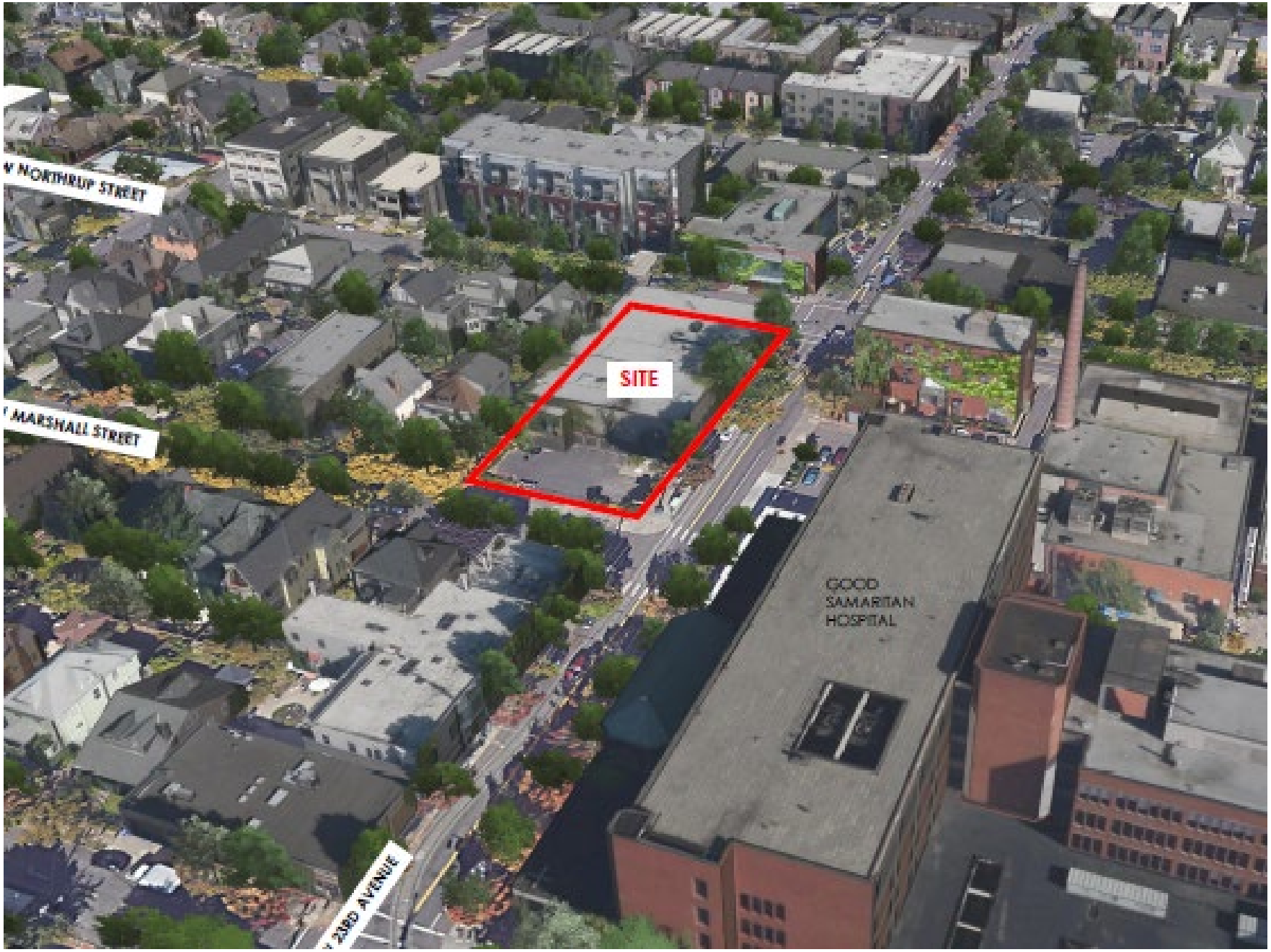
Height:

Std: 45’ (55’ w/ IH bonus)
Prop: 55’

Adjacencies:

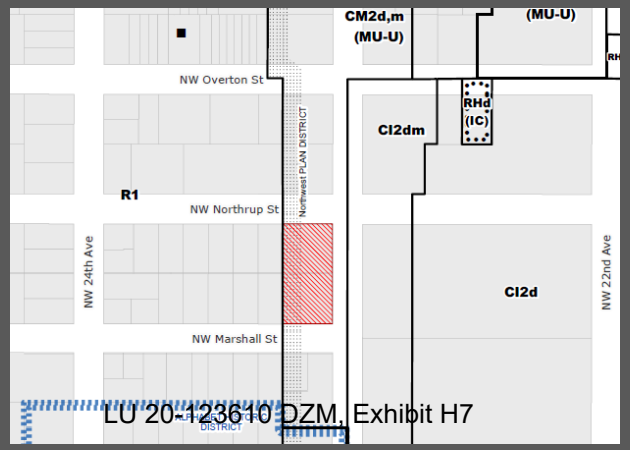
Alphabet HD ½ block to the south
R1 (Residential Multi-Dwelling 1) to the west

LU 20-123610 DZM, Exhibit H7



Context

- Full block frontage on NW 23rd.
- NW 23rd designated Streetcar Main Street
- Good Sam across NW 23rd (6 stories)
- Site 100 x 200 approx.
- Extg 1-story commercial bldgs. and surface parking to be demolished.



LU 20-123640 DZM, Exhibit H7



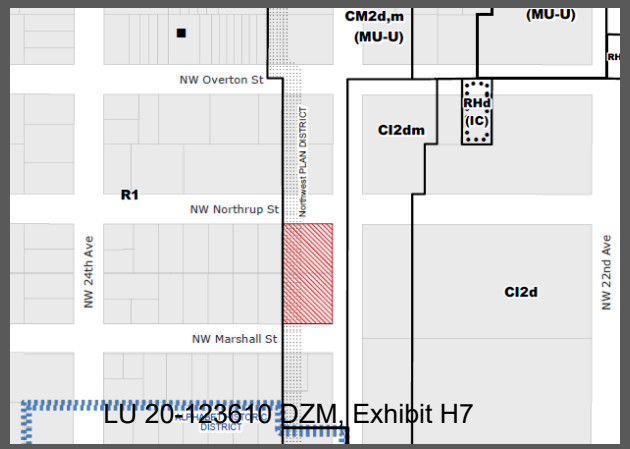
Context

TSP classifications:

NW 23rd:
- Neighborhood Main Street,
- Major Transit Priority,
- Neighborhood Collector Traffic,
- Major City Walkway,
- Local Service Bikeway.

NW Northrup Street:
- Neighborhood Walkway
- Local Service for other modes.

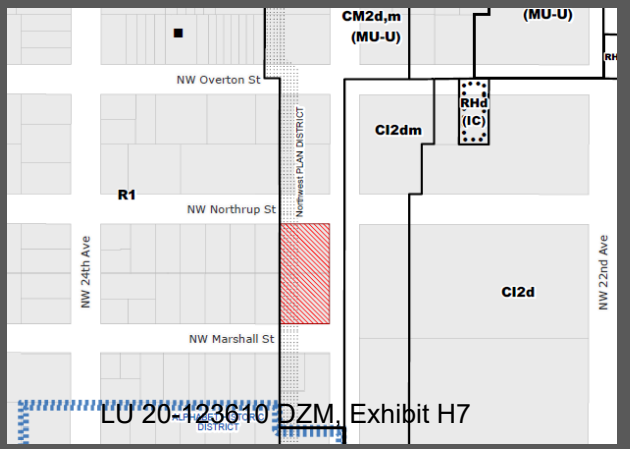
NW Marshall Street:
- Local Service for all modes.



LU 20-123640 DZM, Exhibit H7

Context

View north on NW 23rd toward the site



LU 20-123610 DZM, Exhibit H7

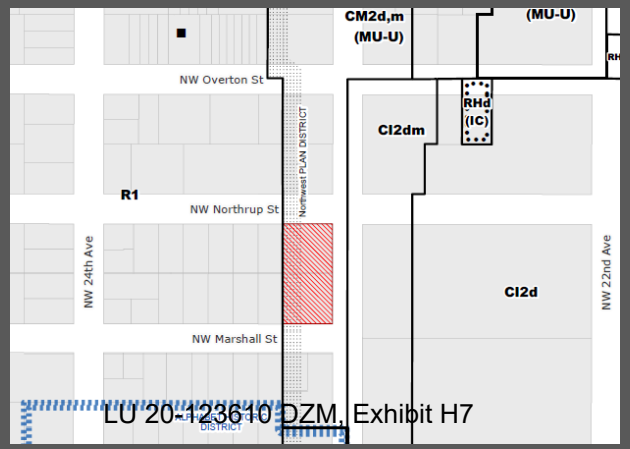
Context

View north on NW 23rd

View south on 23rd







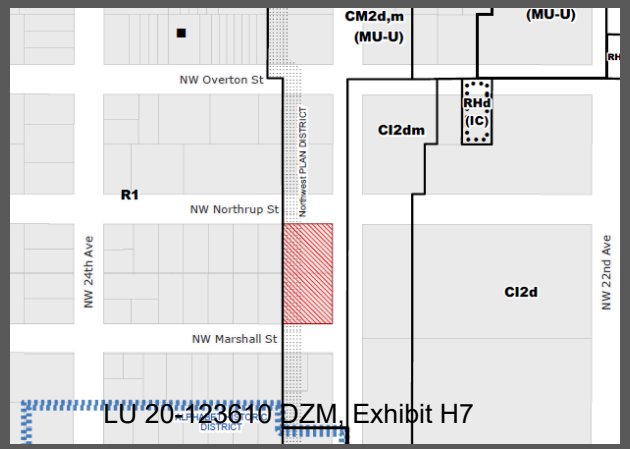
LU 20-123610 DZM, Exhibit H7

Context

Views west on Marshall







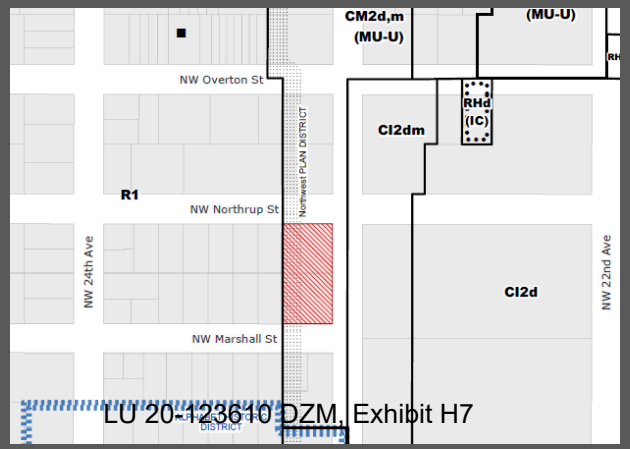
LU 20-123640 DZM, Exhibit H7

Context

Views east on Marshall







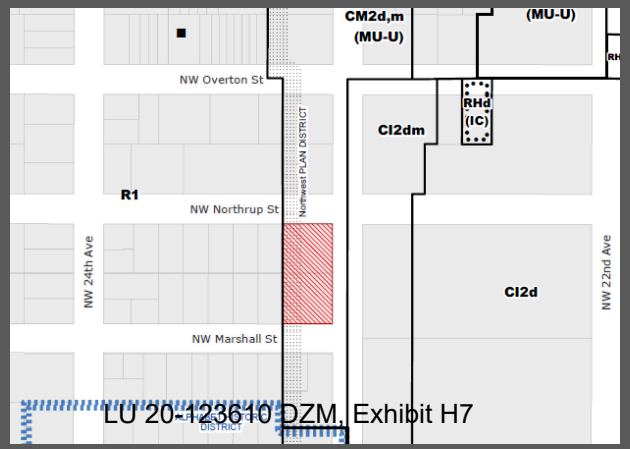
LU 20-123640 DZM, Exhibit H7

Context

Views west on Northrup







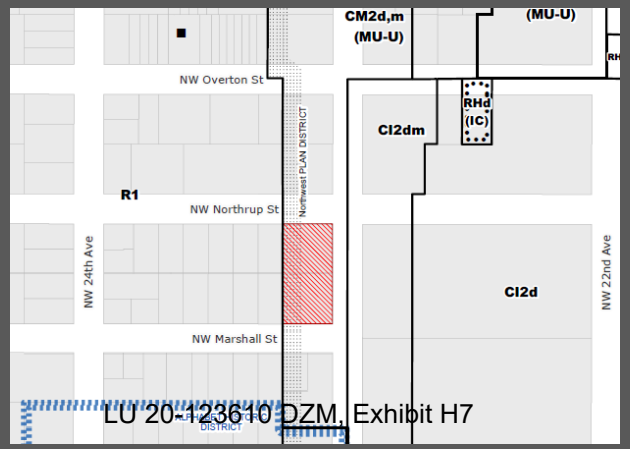
LU 20-123640 DZM, Exhibit H7

Context

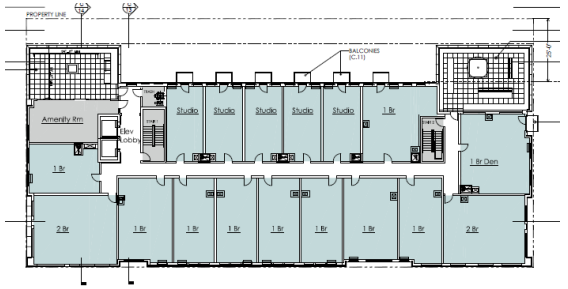
Views east on Northrup

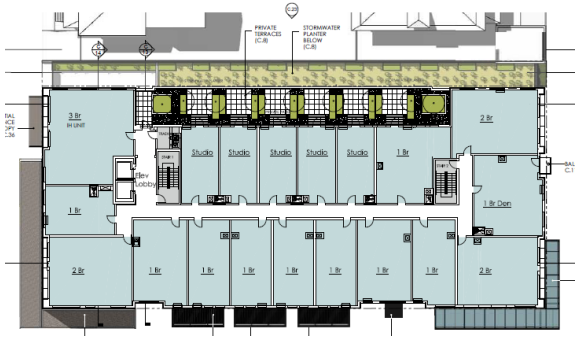




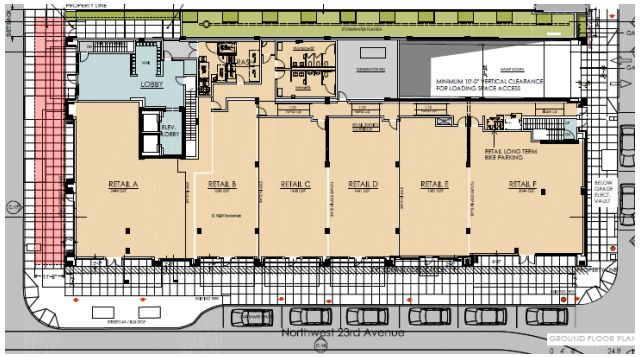


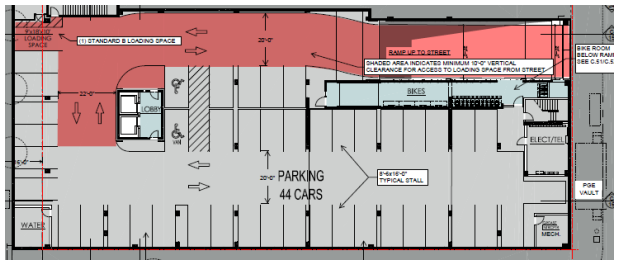






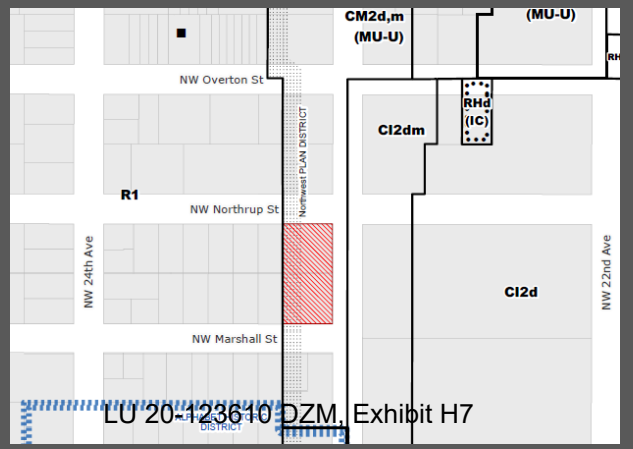


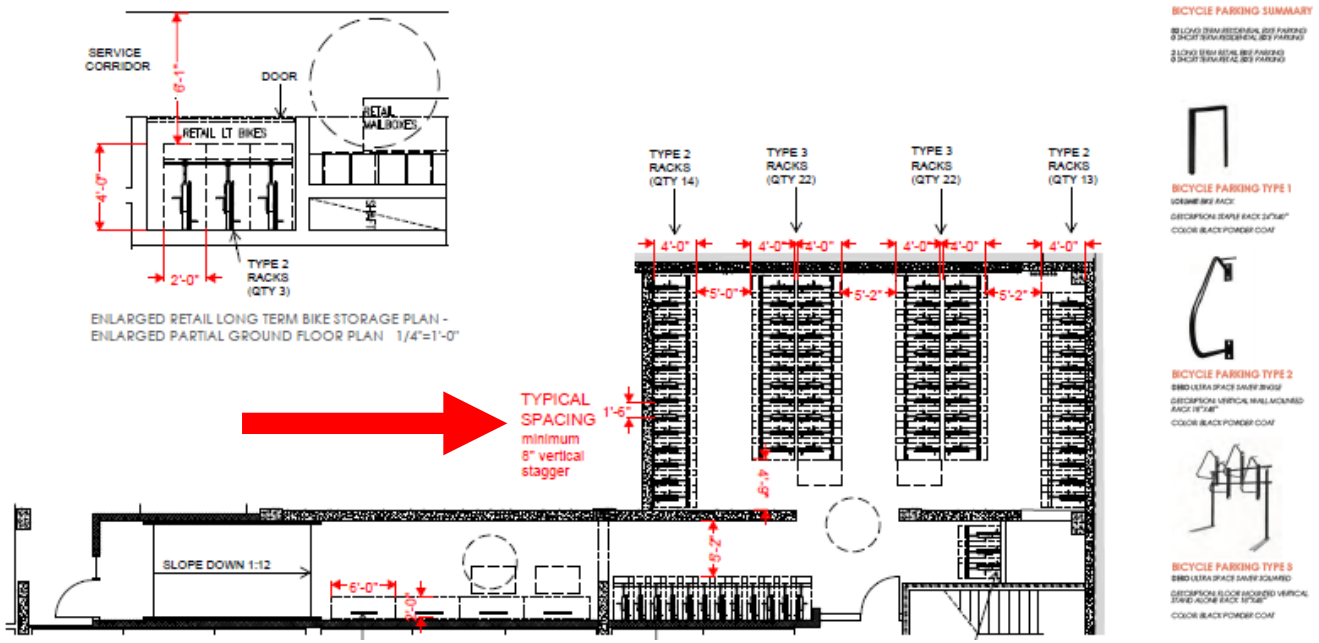




Program Overview

- 5-stories
- 10,000 sf Ground floor retail
- 74 residential units above
- 44 parking spaces below-grade
- Amenities include private and communal terraces





1. Bike Parking – Stall Widths (33.266.220.C.3.b).

The Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles.

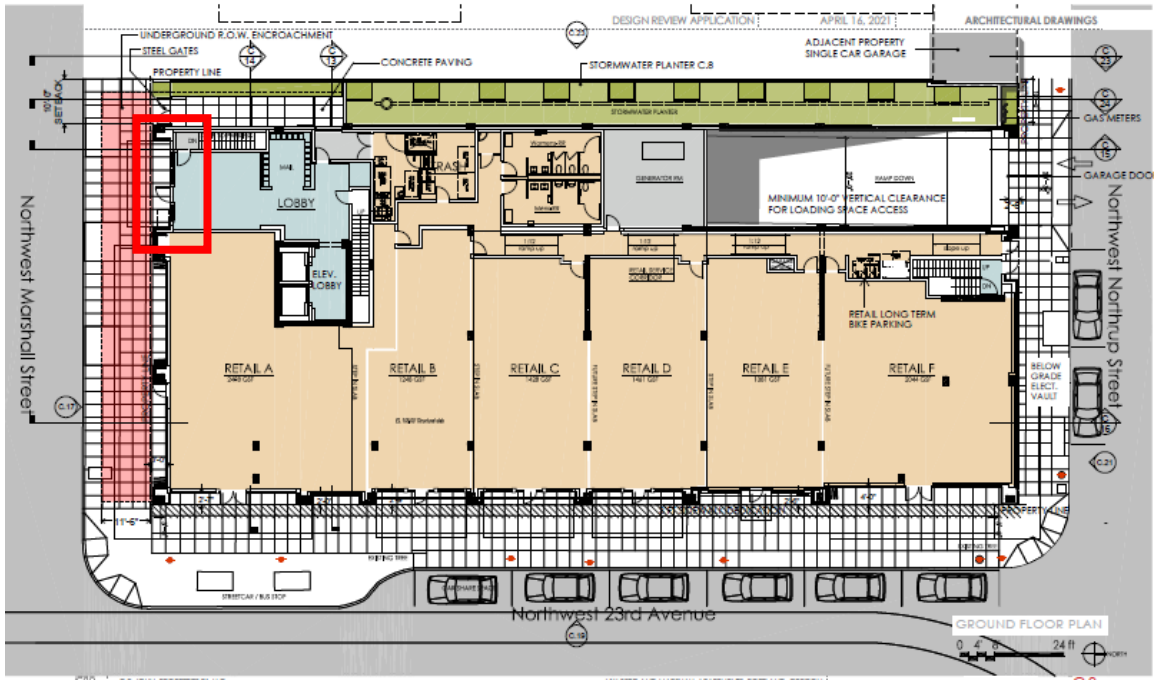
The Standard: The A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components

The Proposal: Request to reduce the width of the vertically hung bike parking spaces from 24” to 18”, with an 8” vertical stagger.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)



2. Transit Street Main Entrance – Location (33.130.242.C.3.c)

The Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

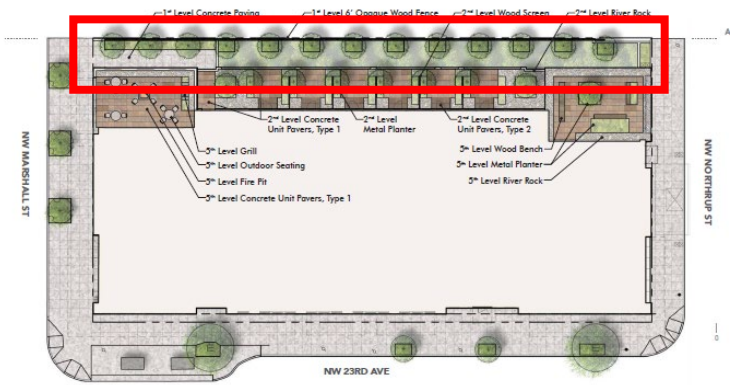
The Standard: One main entrance to a multi-dwelling structure must be within 25 feet of the transit street; allow pedestrians to both enter and exit the building; and either face the transit street; be at an angle of up to 45 degrees from the transit street; or face a courtyard and be within 60 feet of the transit street.

The Proposal: Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

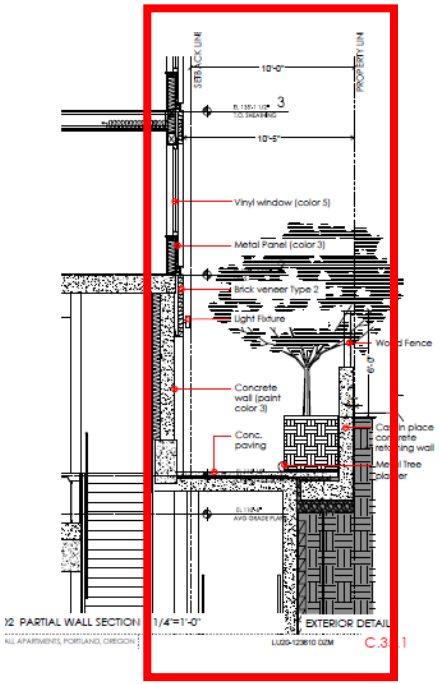
Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)







3. Setbacks – L3 Landscape (33.130.215.B.2.b)

The Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

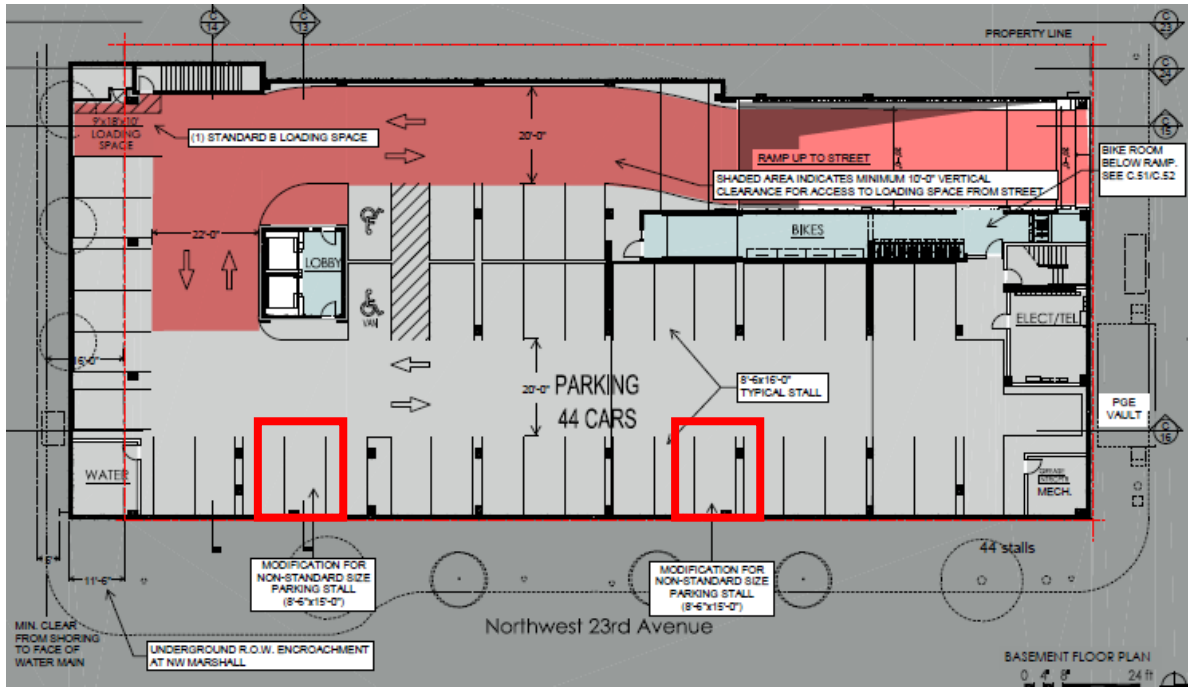
The Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

The Proposal: Request to alter the required L3 landscape screening to the west due to substantial grade differences.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)



4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4)

The Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

The Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8’-6”x 16’-0”.

The Proposal: Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15’-0” instead of the required 16’-0”.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)

Applicant Presentation

LU 20-123610 DZM, Exhibit H7

Staff Recommendations



East Elevation
Original SR – C.19



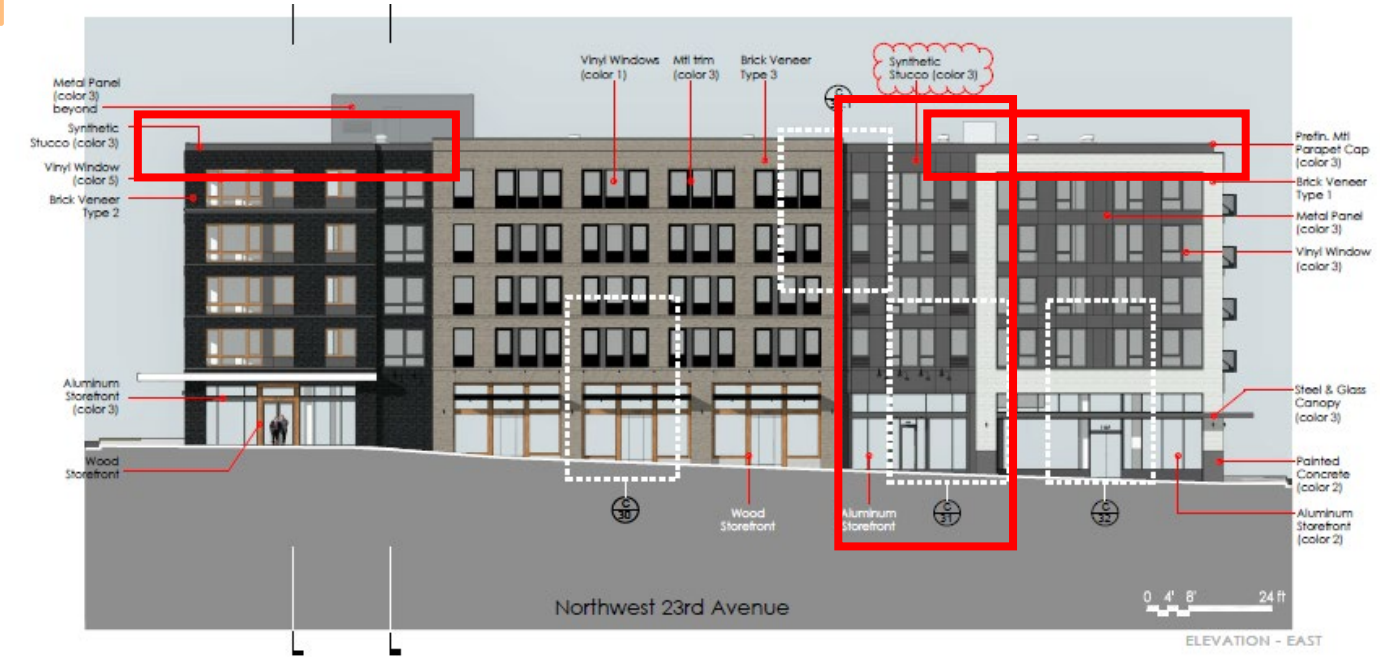
East Elevation
Revised SR – C.54

Smaller metal panel joints

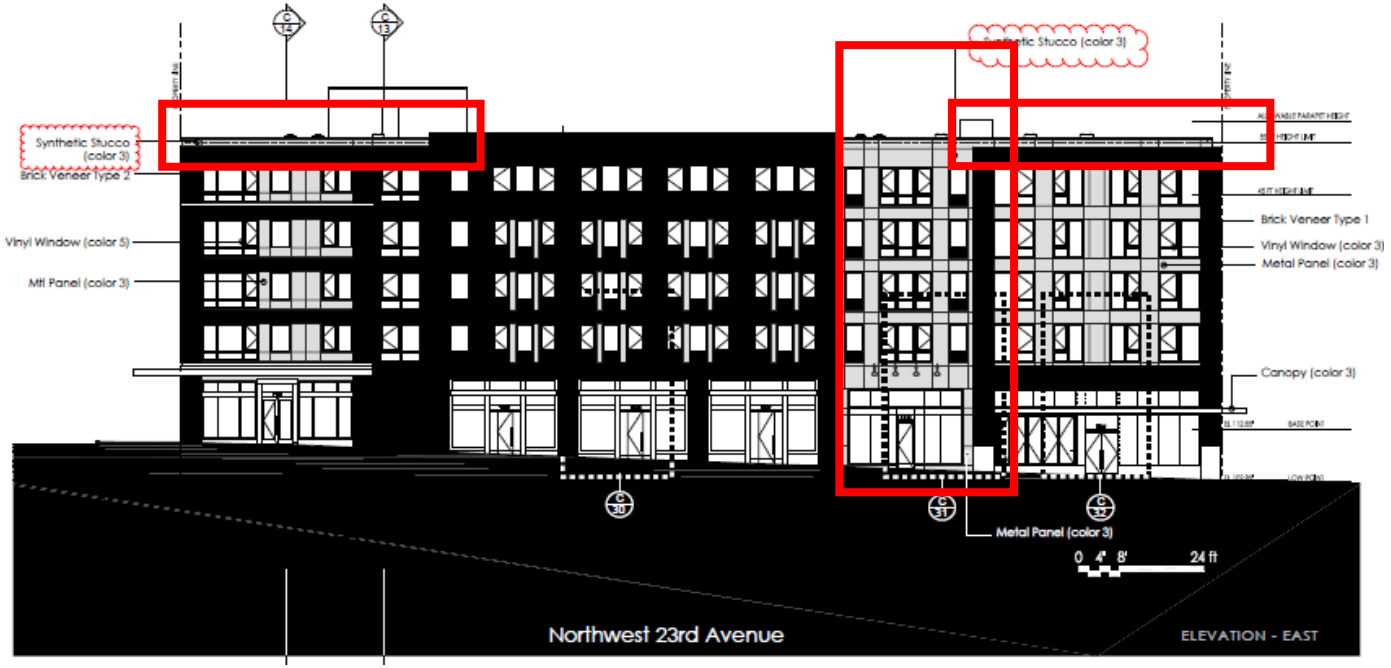
SR Revision

- Metal Panels
- Synthetic Stucco Alternative

LU 20-123610 DZM, Exhibit H7



East Elevation
Original SR – C.19



East Elevation
Revised SR – C.54

Smaller metal panel joints

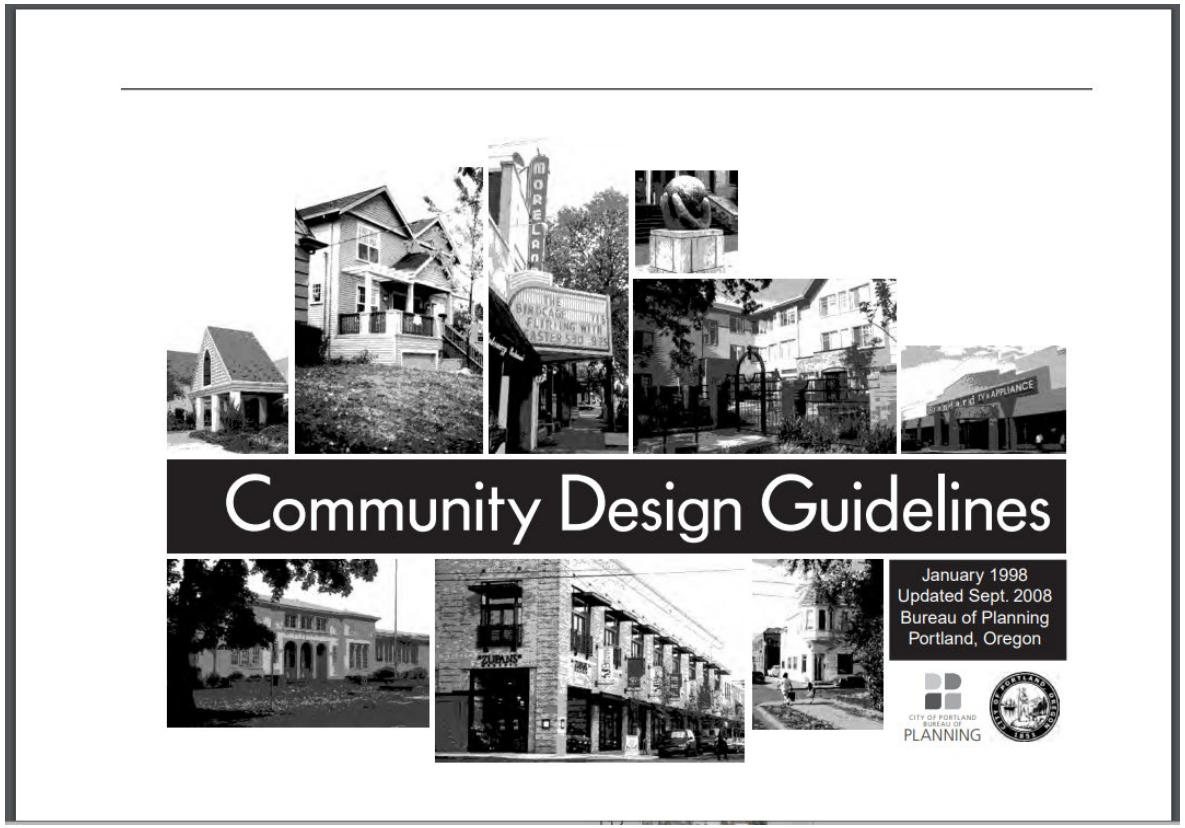
SR Revision

- Metal Panels
- Synthetic Stucco Alternative

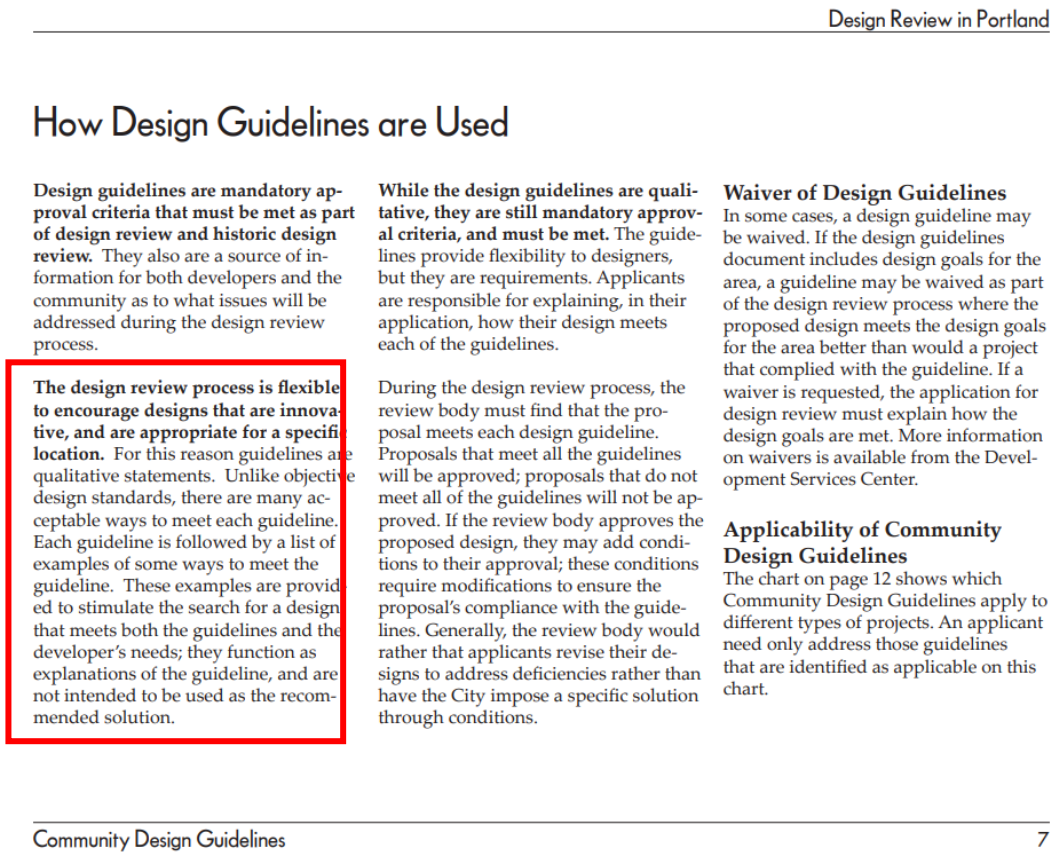
LU 20-123610 DZM, Exhibit H7

Approval Criteria

- Design Review
  Community Design Guidelines



LU 20-123610 DZM, Exhibit H7



How Design Guidelines are Used

Design guidelines are mandatory approval criteria that must be met as part of design review and historic design review. They also are a source of information for both developers and the community as to what issues will be addressed during the design review process.

The design review process is flexible to encourage designs that are innovative, and are appropriate for a specific location. For this reason guidelines are qualitative statements. Unlike objective design standards, there are many acceptable ways to meet each guideline. Each guideline is followed by a list of examples of some ways to meet the guideline. These examples are provided to stimulate the search for a design that meets both the guidelines and the developer's needs; they function as explanations of the guideline, and are not intended to be used as the recommended solution.

While the design guidelines are qualitative, they are still mandatory approval criteria, and must be met. The guidelines provide flexibility to designers, but they are requirements. Applicants are responsible for explaining, in their application, how their design meets each of the guidelines.

During the design review process, the review body must find that the proposal meets each design guideline. Proposals that meet all the guidelines will be approved; proposals that do not meet all of the guidelines will not be approved. If the review body approves the proposed design, they may add conditions to their approval; these conditions require modifications to ensure the proposal's compliance with the guidelines. Generally, the review body would rather that applicants revise their designs to address deficiencies rather than have the City impose a specific solution through conditions.

Waiver of Design Guidelines

In some cases, a design guideline may be waived. If the design guidelines document includes design goals for the area, a guideline may be waived as part of the design review process where the proposed design meets the design goals for the area better than would a project that complied with the guideline. If a waiver is requested, the application for design review must explain how the design goals are met. More information on waivers is available from the Development Services Center.

Applicability of Community Design Guidelines

The chart on page 12 shows which Community Design Guidelines apply to different types of projects. An applicant need only address those guidelines that are identified as applicable on this chart.

From **How Design Guidelines are Used** (CDG page 7), it notes that the guidelines are intended to be flexible and location appropriate, and examples provided are explanations, rather than recommended solutions.

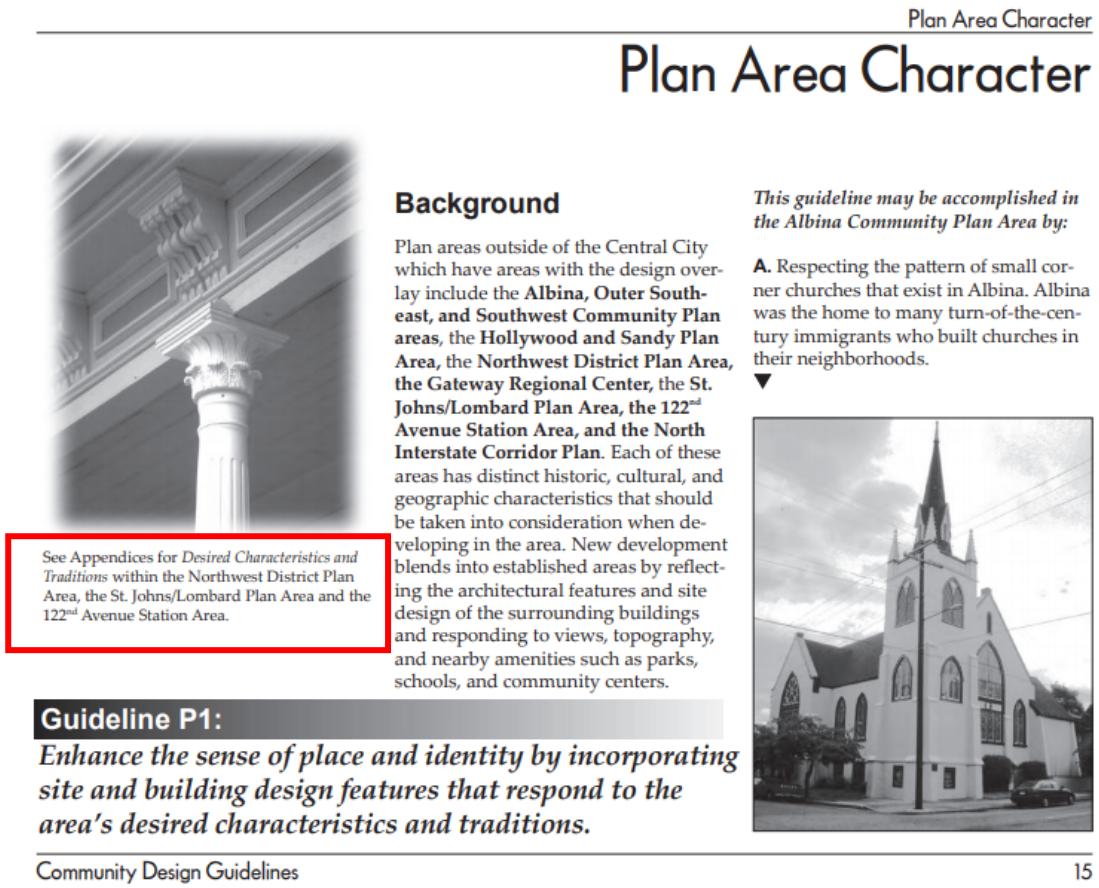
"The design review process is flexible to encourage designs that are innovative and are appropriate for a specific location."

"Each guideline is followed by a list of examples of … ways to meet the guidelines … provided to stimulate the search for a design that meets both the guidelines and the developer's needs; they function as explanations of the guideline and are not intended to be used as the recommended solutions."

Approval Criteria

- Design Review Community Design Guidelines

LU 20-123610 DZM, Exhibit H7



Plan Area Character

See Appendices for *Desired Characteristics and Traditions* within the Northwest District Plan Area, the St. Johns/Lombard Plan Area and the 122nd Avenue Station Area.

Background

Plan areas outside of the Central City which have areas with the design overlay include the **Albina, Outer Southeast, and Southwest Community Plan areas**, the **Hollywood and Sandy Plan Area,** the **Northwest District Plan Area, the Gateway Regional Center,** the **St. Johns/Lombard Plan Area, the 122nd Avenue Station Area, and the North Interstate Corridor Plan**. Each of these areas has distinct historic, cultural, and geographic characteristics that should be taken into consideration when developing in the area. New development blends into established areas by reflecting the architectural features and site design of the surrounding buildings and responding to views, topography, and nearby amenities such as parks, schools, and community centers.

This guideline may be accomplished in the Albina Community Plan Area by:

A. Respecting the pattern of small corner churches that exist in Albina. Albina was the home to many turn-of-the-century immigrants who built churches in their neighborhoods.

Guideline P1:

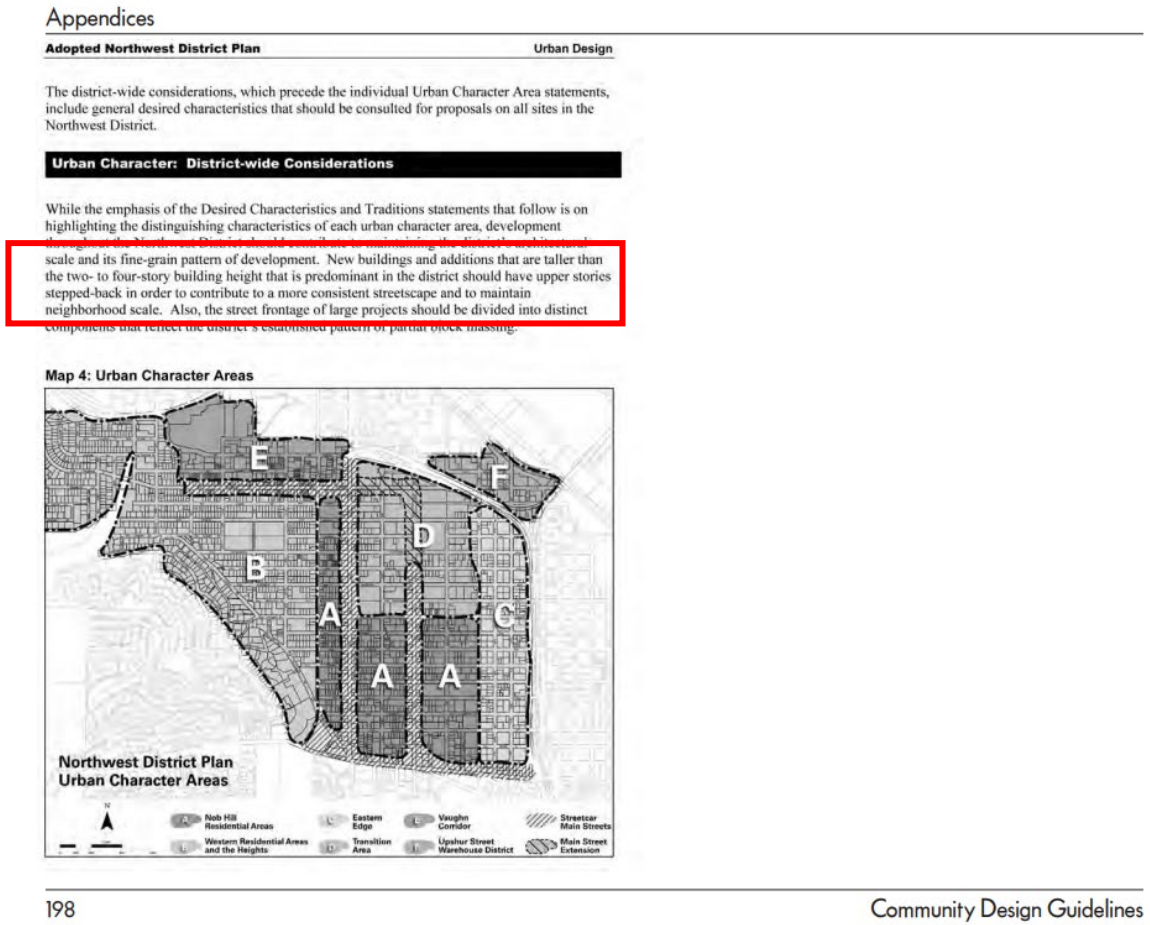
Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

From **P1 Plan Area Character CDG** (page 15), Appendix J is listed as a reference for the area, providing *"Desired Characteristics and Traditions".* It is important to understand that these are *desired characteristics* rather than *required* design solutions.

Approval Criteria

- Design Review Community Design Guidelines

LU 20-123610 DZM, Exhibit H7



Appendices

Adopted Northwest District Plan Urban Design

The district-wide considerations, which precede the individual Urban Character Area statements, include general desired characteristics that should be consulted for proposals on all sites in the Northwest District.

Urban Character: District-wide Considerations

While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development [illegible] scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.

Map 4: Urban Character Areas

198 Community Design Guidelines

From **Appendix J: Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions** (CDG page 198),

Under District-wide Considerations, it notes that "*New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale.*"

Approval Criteria

- Design Review Community Design Guidelines

LU 20-123610 DZM, Exhibit H7





Staff Finding: In this case, the building is over 4 stories but is not stepped back from NW 23rd. Given this building located in the middle of NW 23rd, it faces the streetcar as well as the larger Good Sam across the street, and most of the massing has appropriately been set to the east away from the smaller-scaled residential zoned area to the west, staff considered the 5-story massing facing NW 23rd appropriate for this specific site.

Approval Criteria

- Design Review
  Community Design Guidelines

Staff recommendation:

- Approval of Design Review with 3 standard conditions of approval
- Approval of the 4 requested Modifications

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.

Staff found that the proposed mixed-use development responds to its urban mixed-use context, enhances the public realm along the street frontages, especially on NW 23rd Avenue, NW Portland's main street, and demonstrates quality and resilience through its design features and materials.

The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.



Staff Recommendation

- **Approval, with 3 Standard conditions**

LU 20-123610 DZM, Exhibit H7

Questions

LU 20-123610 DZM, Exhibit H7

LU 20-123610 DZM – NW 23rd and Marshall A

ATTENDEES - TESTIFIERS IN RED *(subject to change)*

	FIRST NAME	LAST NAME	EMAIL
1	Steve	Pinger	steve@sspdev.com
2	sue	perkel	s.perkel@comcast.net
	JOHN	CZARNECKI	JRCA@AOL.COM
	John	Mesberg	mesberg@gmail.com

LU 20-213946 DZ - APPEAL

ATTENDEES - TESTIFIERS IN RED *(subject to change)*

FIRST NAME	LAST NAME	EMAIL

NONE

5/6/21 - DESIGN COMMISSION HEARING

Apartments

ADDRESS	CITY	ZIP
2669 NW Savier St	Portland	972100
4534 nw seblar terrace	portland	97210
1020 SW Taylor St #234	PORTLAND	97205
740 Heather Way	Ann Arbor,	48104

ADDRESS	CITY	ZIP

ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST
YES	YES	N/A
YES	YES	AGAINST
YES	N/A	N/A
YES	NO	N/A

ARE YOU ATTENDING FOR:	WOULD YOU LIKE TO TESTIFY	FOR OR AGAINST

TESTIFIED	DID NOT

TESTIFIED	DID NOT

FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON May 6, 2021

FINAL DECISION BY THE DESIGN COMMISSION

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 20-123610 DZM
PC # 19-227727
NW 23RD AND MARSHALL APARTMENTS

BUREAU OF DEVELOPMENT SERVICES STAFF: Grace Jeffreys 503-865-6521 / Grace.Jeffreys@portlandoregon.gov

GENERAL INFORMATION

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland, OR 97209 (503) 224-9656, Richard@gbdarchitects.com
Representative/ Owner	Seth GaRey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver, WA 98661
Site Address:	1137 NW 23RD AVE
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Other Designations:	None
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.

- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

Procedural Information:
- The application for this land use review was submitted on February 26, 2020 and it was determined to be complete on August 20, 2020.
- A "Notice of Proposal in Your Neighborhood" was mailed September 25, 2020 for a hearing date of October 15, 2020 (Exhibit D5).
- The applicant requested that the hearing date be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021 (Exhibit A.20).
- *A Revised* Notice of Proposal in Your Neighborhood was mailed on March 29, 2021 for a rescheduled hearing date of May 6, 2021, which is within 51 days of March 9th (Exhibit D10).
- A Land Use hearing was held with the Portland Design Commission on May 6, 2021. The Staff Report at that time found that the proposal met the approval criteria and therefore warranted approval. Public testimony was heard (see Exhibit H8 for a list of testifiers). At that hearing, the Commission voted to approve the application.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2a and 2b)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, for the NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Relevant elements from this response have been incorporated into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

   - *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

     On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

   - *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with*

doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*
- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

   BDS response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

   The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

   Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

BDS response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

   BDS response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in *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.

*The Commission 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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

P1.1 Urban Character: District-wide Considerations *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

P1.2 Urban Character Area: Streetcar Main Streets: Architecture: *Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry*

construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

P1.3 Urban Character Area: Streetcar Main Streets: Urban Pattern*: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.*

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: *The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.*

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

These guidelines are met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

  Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.
- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.
- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally

similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.

- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.
- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.
- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e., internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.

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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.
- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of

anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

These guidelines are 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.
D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit oriented.
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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.
- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.
- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.
- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

  On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

  At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

After the staff report was published on April 26, 2021, the applicant provided new information and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations (See Exhibits C53-C55)

Stucco Alternative Option: This alternative option is to replace metal panels with synthetic stucco in some locations, including along the parapets and in minor recessed locations on the three street frontages. The synthetic stucco has a textured plaster finish which wraps corners, with ½ inch x ½ inch recessed joints. With this finish, the joints can be spaced further apart than the proposed metal panels, so there would be fewer joints. This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use of this material as a minor cladding material on the street frontages in these locations also meets the guidelines.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

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

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b). Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This

alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood.*

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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 proposed mixed-use development responds well to its surrounding mixed-use context, will enhance the public realm along the street frontages, especially NW Portland's main street, NW 23rd Avenue, and demonstrates quality and resilience through its design features and materials. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval**.**

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Approval of the following Modification requests:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Approvals per Exhibits C.1-C-69, signed, stamped, and dated May 19, 2021, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B – C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE- Case File LU 20-123610 DZM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

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By: _____
Julie Livingston, Design Commission Chair

Application Filed: February 26, 2020
Decision Filed: May 7, 2021
Decision Rendered: May 6, 2021
Decision Mailed: May 21, 2021

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 26, 2020 and was determined to be complete on August 20, 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 February 26, 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 A8. Unless further extended by the applicant, **the 120 days will expire on: August 19, 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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on June 4, 2021. The appeal application form can be accessed at https://www.portlandoregon.gov/bds/45477. Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified 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 $5,250.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. 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. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

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 **June 4, 2021** 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.

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).

EXHIBITS – NOT ATTACHED UNLESS INICATED

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21
   21. Revised sheets C10 and APP3, 3/22/21

22. Revised 4.15.21 - Drawings
23. Revised 4.15.21 – Overview
24. Revised 4.15.21 – Zoning Diagrams
25. Response to NWDA's Comments

B. Zoning Map (attached)

C. Plan & Drawings
1. Cover page
2. Site Plan - (attached)
3. Existing Conditions Plan
4. Utility Plan
5. Basement Floor Plan
6. Ground Floor Plan
7. Second Floor Plan
8. Third -Fourth Floor Plan
9. Fifth Floor Plan
10. Roof Plan
11. Setback Dimension Plan; 2nd Floor Dimension Plan
12. Landscape Materials Plan
13. Landscape Planting Plan
14. Fifth Floor Terraces; Balconies Dimension Plan
15. Exterior Lighting Plan
16. East-West Building Section
17. East-West Building Section
18. North-South Building Section
19. North-South Building Section
20. Elevation – South (color) - (Attached)
21. Elevation – South (bw)
22. Elevation – East (color) - (Attached)
23. Elevation – East (bw)
24. Elevation – North (color) - (Attached)
25. Elevation – North (bw)
26. Elevation – West (color) - (Attached)
27. Elevation – West (bw)
28. Elevation – West at Setback (bw)
29. Elevation – West at Stepdown Plane
30. Exterior Details - South
31. Exterior Details - South
32. Exterior Details - South
33. Exterior Details – East
34. Exterior Details – East
35. Exterior Details - East
36. Exterior Details - East
37. Exterior Details - North
38. Exterior Details - North
39. Exterior Details – West
40. Exterior Details - West
41. Exterior Details – Canopy Plans
42. Exterior Details – Canopy Plans
43. Building Materials
44. Cutsheets – Roof Mechanical
45. Cutsheets – Roof Mechanical
46. Cutsheets - Doors
47. Cutsheets - Glazing
48. Cutsheets - Vents
49. Cutsheets – Garage Doors

50. Cutsheets – Guardrail
51. Bike Parking Plan
52. Bike Parking Enlarged Plans
53. Cutsheets for Metal Panels and Synthetic Stucco Finish
54. Revised elevations with metal panel joints
55. Revised elevations with metal panel joints
56. Revised elevations with metal panel joints
57. Revised elevations with metal panel joints
58. Revised elevations with Synthetic stucco alternative
59. Revised elevations with Synthetic stucco alternative
60. Revised elevations with Synthetic stucco alternative
61. Revised elevations with Synthetic stucco alternative
62. Revised elevations with Synthetic stucco alternative
63. Revised elevations with Synthetic stucco alternative
64. Revised elevations with Synthetic stucco alternative
65. Revised elevations with Synthetic stucco alternative
66. Revised elevations with Synthetic stucco alternative
67. Revised elevations with Synthetic stucco alternative
68. Revised elevations with Synthetic stucco alternative
69. Revised elevations with Synthetic stucco alternative

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

E. Agency Responses:
   1. Bureau of Environmental Services
   2a. Bureau of Transportation Engineering and Development Review, Bike Mod
   2b. Bureau of Transportation Engineering and Development Review, General
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Section of Bureau of Development Services
   6. Bureau of Parks, Forestry Division
   7. Life Safety Section of Bureau of Development Services

F. Letters
   1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
   2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
   3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.
   4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
   5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
   1. Original LUR Application
   2. Incomplete letter, 5/4/20

3. 180-day reminder notice, 8/14/20

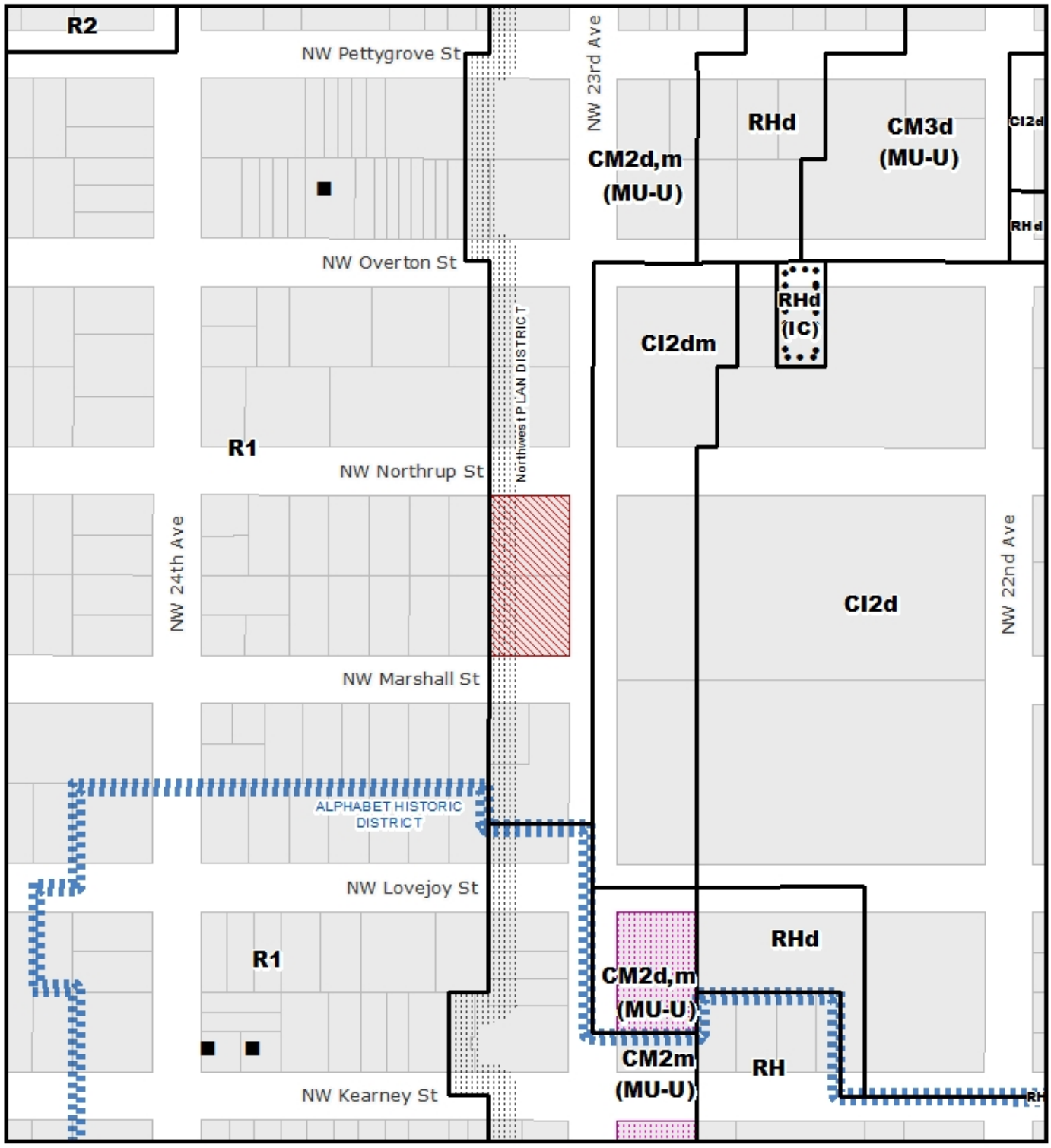
H. Commission Exhibits

(Received before the Hearing)

1. Staff Report, April 26, 2021
2. Revised Staff Report with alternative cladding, April 29, 2021
3. Staff Memorandum, April 29, 2021
4. DG Matrix, April 29, 2021
5. Dennis Hopper letter, April 30, 2021, noted concerns with 5–story massing facing NW 23rd.
6. NWDA letter, May 6, 2021, noted concerns with 5–story massing facing NW 23rd.

[Received at the Hearing, May 6, 2021]

7. Staff PowerPoint
8. Testifier Sheet



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

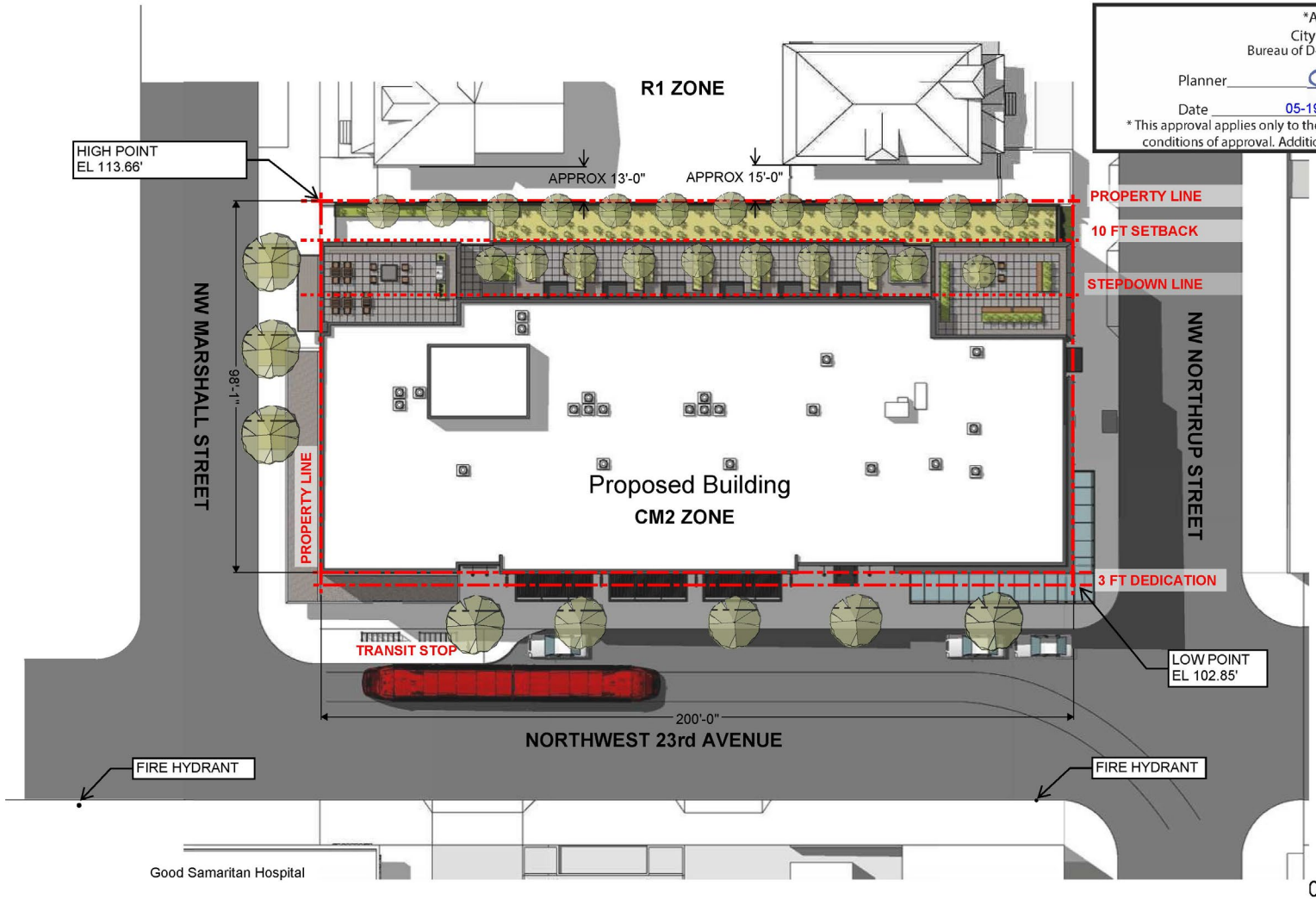
Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

LU 20-123610 DZM, Exhibit I1

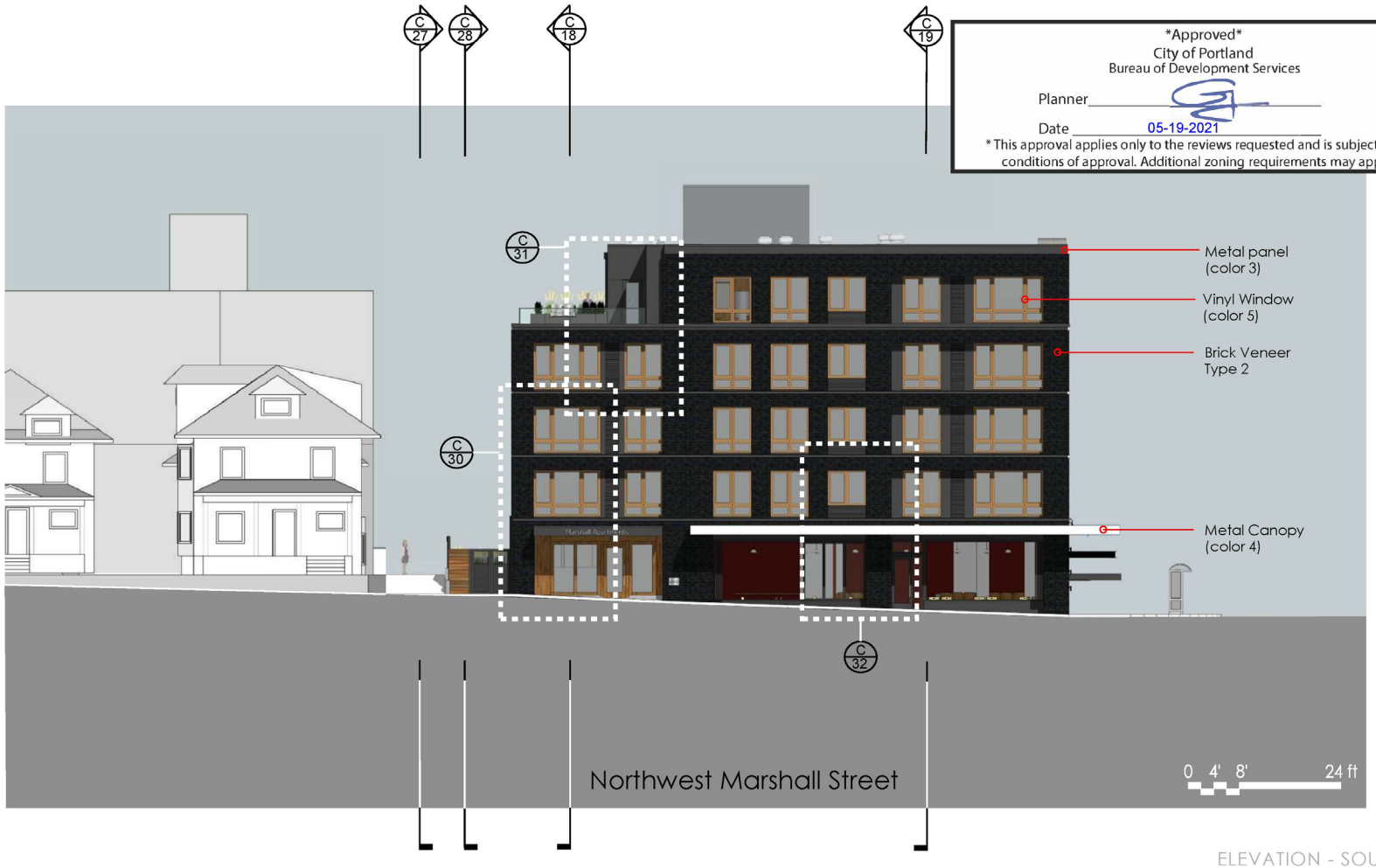
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



NORTH SITE PLAN

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit I1



Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

ELEVATION - SOUTH

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

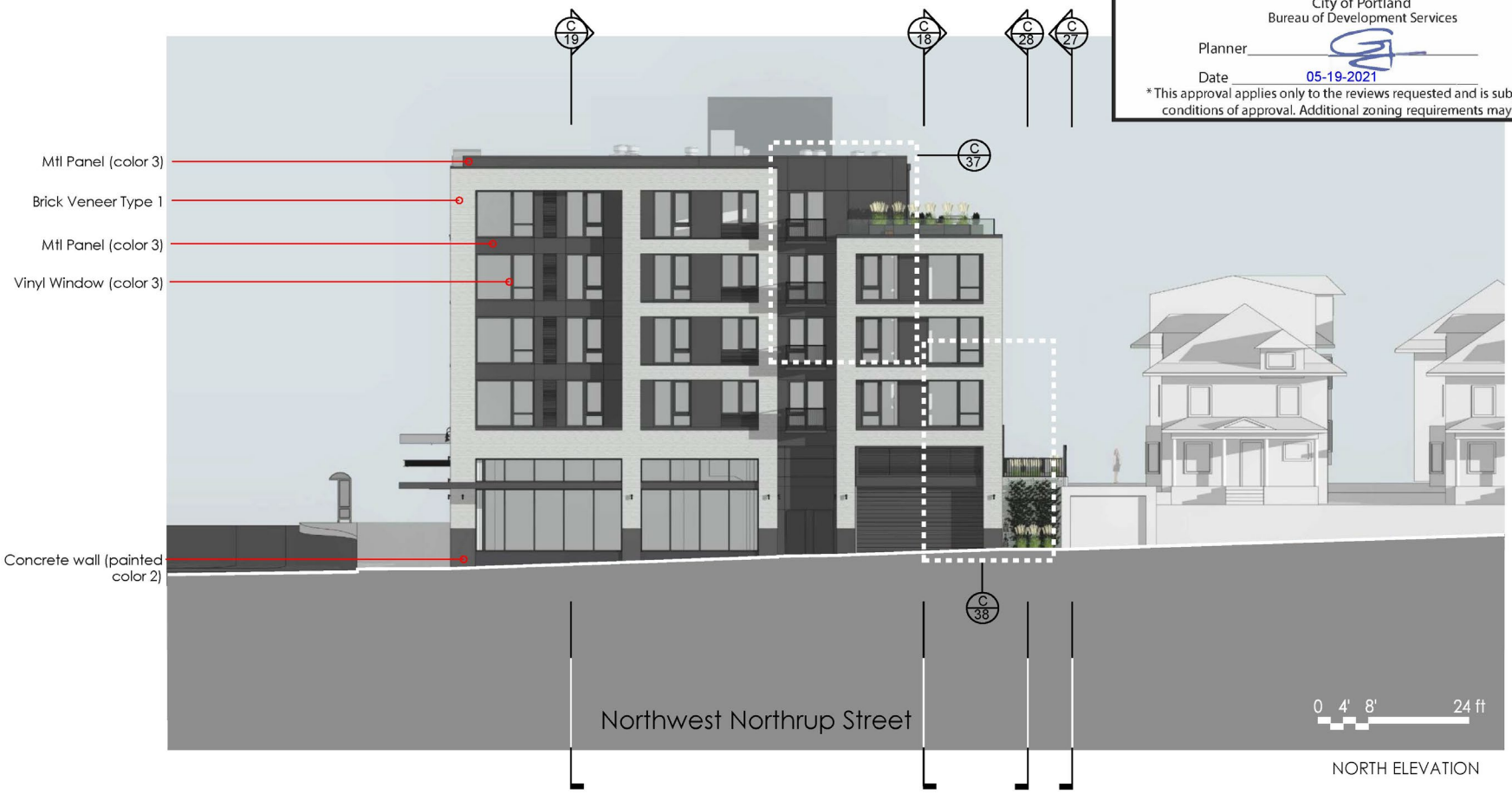
LU 20-123610 DZM, Exhibit I1



ELEVATION - EAST

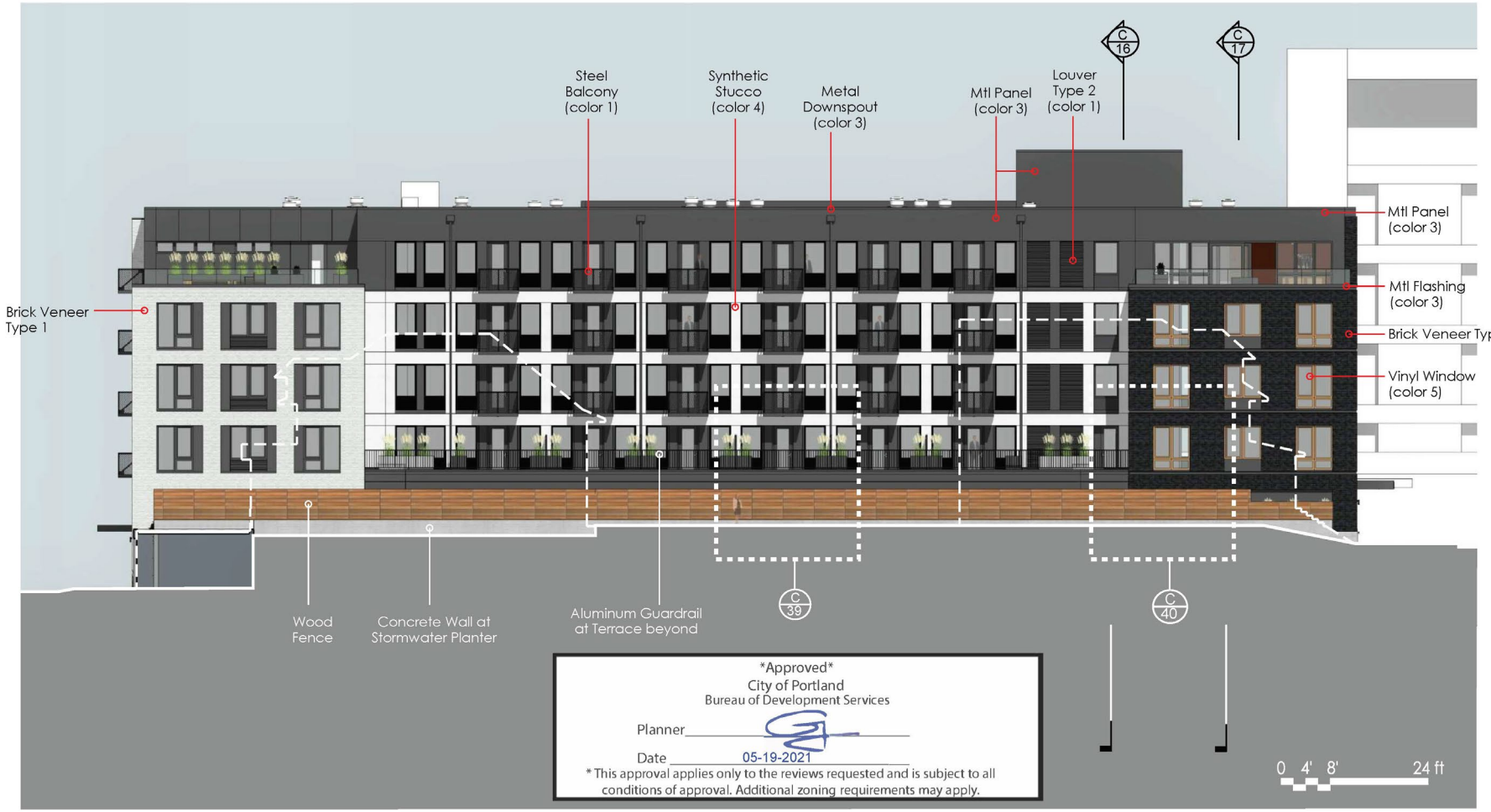
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

LU 20-123610 DZM, Exhibit I1



NORTH ELEVATION

LU 20-123610 DZM, Exhibit I1



WEST ELEVATION

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED		RESPONDENT/TESTIFIER	PINGER STEVE	2669 NW SAVIER ST	PORTLAND OR 97210
3	RETURN SERVICE REQUESTED		TESTIFIER	PERKEL SUE	4534 NW SEBLAR TERRACE	PORTLAND OR 97210
4	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BB 80007	CUTLER JAMES & CHEEK KELLY	2327 NW NORTHRUP ST #8	PORTLAND OR 97210
5	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BC 13000	GILLES THOMAS E & GILLES KARON L	2841 HOLLYRIDGE DR	LOS ANGELES CA 90068-2320
6	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BB 1500	WEISSFLOG THILO & CHARLTON CARLA	2342 NW MARSHALL ST	PORTLAND OR 97210
7	RETURN SERVICE REQUESTED	OWNER/AGENT 1N1E33BB 3000	C E JOHN PROPERTIES 71 LLC	GAREY SETH	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
8	RETURN SERVICE REQUESTED	APPLICANT	GBD ARCHITECTS INCORPORATED	DOBROT RICHARD	1120 NW COUCH ST STE 300	PORTLAND OR 97209
9	RETURN SERVICE REQUESTED		NEIGHBORS WEST-NORTHWEST	SIEBER MARK	2257 NW RALEIGH ST	PORTLAND OR 97210
10	RETURN SERVICE REQUESTED		LAND USE CONTACT	NOB HILL BUSINESS ASSOCIATION	25 NW 23RD PL STE 6 PMB 217	PORTLAND OR 97210
11	RETURN SERVICE REQUESTED		NORTHWEST DISTRICT ASSOCIATION	THEISEN GREG	2257 NW RALEIGH ST	PORTLAND OR 97210
12	RETURN SERVICE REQUESTED		LAND USE CONTACT	HILLSIDE NEIGHBORHOOD ASSOCIATION	2257 NW RALEIGH ST	PORTLAND OR 97210
13	RETURN SERVICE REQUESTED		HILLSIDE NEIGHBORHOOD ASSOCIATION	KOHNSTAMM KEVIN	3002 NW LURAY CIRCUS	PORTLAND OR 97210
14	RETURN SERVICE REQUESTED		LAND USE CONTACT	AIA URBAN DESIGN COMMITTEE	422 NW 13TH AVE	PORTLAND OR 97209
15	RETURN SERVICE REQUESTED			DOUG KLOTZ	1908 SE 35TH PLACE	PORTLAND OR 97214
16	RETURN SERVICE REQUESTED			JUDY PETERS	6916 NE 40TH ST	VANCOUVER WA 98661
17	RETURN SERVICE REQUESTED			KARLA MOORE-LOVE (CITY HALL)	1221 SW 4TH AVE #130	PORTLAND OR 97204
18	RETURN SERVICE REQUESTED		RISK & LAND DEPARTMENT	NW NATURAL	250 SW TAYLOR STREET	PORTLAND OR 97204-3038
19	RETURN SERVICE REQUESTED		LAND USE CONTACT	PACIFIC POWER & LIGHT	7544 NE 33RD DR	PORTLAND OR 97211
20	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
21	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
22	RETURN SERVICE REQUESTED		LAND USE CONTACT	RESTORE OREGON	1130 SW MORRISON ST STE 318	PORTLAND OR 97205
23	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE FISH & WILDLIFE	17330 SE EVELYN ST	CLACKAMAS OR 97015
24	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
25	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
26	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORTLAND SCHOOL DISTRICT	501 N DIXON	PORTLAND OR 97227
27				LAND USE CONTACT	PROSPER PORTLAND	129/PROSPER
28					BRANDON SPENCER-HARTLE	B299/R7000
29					DAWN KRANTZ	B299/R5000
30					HEARINGS CLERK	299/3100
31	RETURN SERVICE REQUESTED		20-123610 FFDEC 05-21-2021	CASE FILE JEFFREYS	1900 SW 4TH AVE #5000	PORTLAND OR 97201

City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds

Type III Decision Appeal Form

LU Number: LU20-123610DZM

FOR INTAKE, STAFF USE ONLY

Date/Time Received _____ ☐ Action Attached _____

Received By _____ Fee Amount _____

Appeal Deadline Date _____ ☐ Y ☐ N Fee Waived

☐ Entered in Appeal Log _____ Bill # _____

☐ Notice to Auditor _____ ☐ Y ☐ N Unincorporated MC

☐ Notice to Dev. Review _____

APPELLANT: Complete all sections below. Please print legibly.

PROPOSAL SITE ADDRESS 1137 NW 23RD AVE DEADLINE OF APPEAL June 4 2021

Name NW District Association, by Steve Pinger

Address _____ City _____ State/Zip Code _____

Day Phone 503 807 3601 Email steve@sspdev.com Fax _____

Interest in proposal (applicant, neighbor, etc.) Neighborhood Association

Identify the specific approval criteria at the source of the appeal:

Zoning Code Section 33. 825 . 055 Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____ Zoning Code Section 33. _____ . _____

Describe how the proposal does or does not meet the specific approval criteria identified above or how the City erred procedurally:

Staff Report Finding for Community Design Guideline P1. Plan Area Character, P1.1 Urban Character: District-wide Considerations does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline. The Finding for this guideline is in err.

Appellant's Name _____ ☐

I acknowledge this typed name as my signature

FILE THE APPEAL - Submit the following:

- ☑ This completed appeal form
- ☑ A copy of the Type III Decision being appealed
- ☑ An appeal fee as follows:
  - ☐ Appeal fee as stated in the Decision, payable to City of Portland
  - ☑ Fee waiver for Civic Life Recognized Organizations approved (see instructions under Appeals Fees A on back)
  - ☐ Fee waiver request letter for low income individual is signed and attached
  - ☐ Fee waiver request letter for Unincorporated Multnomah County recognized organizations is signed and attached

Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

To file the appeal, this completed application form and any supporting documentation must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of the Decision. To be valid, the City must receive the appeal by 4:30 p.m. on the deadline listed in the Decision. Once the completed appeal application form is received, a Land Use Services Technician will contact you with instructions on how to pay the fee.

The Portland City Council will hold a hearing on this appeal. The land use review applicant, those who testified and everyone who received notice of the initial hearing will receive notice of the appeal hearing date.

Information about the appeal hearing procedure and fee waivers is on the back of this form.

Type III Appeal Hearing Procedure

A Type III Decision may be appealed only by the applicant, the owner, or those who have testified in writing or orally at the hearing, provided that the testimony was directed to a specific approval criterion, or procedural error made. It must be filed with the accompanying fee by the deadline listed in the decision. The appeal request must be submitted on the Type III Appeal Form provided by the City and it must include a statement indicating which of the applicable approval criteria the decision violated (33.730.030) or what procedural errors were made. If the decision was to deny the proposal, the appeal must use the same form and address how the proposal meets all the approval criteria. There is no local Type III Appeal for cases in unincorporated Multnomah County.

Appeal Hearings for Type III Decisions are scheduled by the City Auditor at least 21 days after the appeal is filed and the public notice of the appeal has been mailed.

Appellants should be prepared to make a presentation to the City Council at the hearing. In addition, all interested persons will be able to testify orally, or in writing. The City Council may choose to limit the length of the testimony. Prior to the appeal hearing, the City Council will receive the written case record, including the appeal statement. The City Council may adopt, modify, or overturn the decision of the review body based on the information presented at the hearing or in the case record.

Appeal Fees

In order for an appeal to be valid, it must be submitted prior to the appeal deadline as stated in the decision and it must be accompanied by the required appeal fee or an approved fee waiver. The fee to appeal a decision is one-half of the original Bureau of Development Services Land Use Services application fee. The fee amount is listed in the decision. The fee may be waived as follows:

Fee Waivers (33.750.050)

The director may waive required fees for Office of Community & Civic Life Recognized Organizations and for low-income applicants when certain requirements are met. The decision of the director is final.

A. Office of Community & Civic Life Recognized Organizations Fee Waiver

Neighborhood or business organizations recognized by the City of Portland Office of Comunity & Civic Life or Multnomah County are eligible to apply for an appeal fee waiver if they meet certain meeting and voting requirements.

These requirements are listed in the Type III Appeal Fee Waiver Request for Organizations form and instruction sheet available from the Bureau of Development Services Development Services Center, 1st floor, 1900 SW 4th, Portland, OR 97201. Recognized organizations must complete the Type III Appeal Fee Waiver Request for Organizations form and submit it prior to the appeal deadline to be considered for a fee waiver.

B. Low Income Fee Waiver

The appeal fee may be waived for an individual who is an applicant in a land use review for their personal residence, in which they have an ownership interest, and the individual is appealing the decision of their land use review application. In addition, the appeal fee may be waived for an individual residing in a dwelling unit, for at least 60 days, that is located within the required notification area. Low income individuals requesting a fee waiver will be required to certify their annual gross income and household size. The appeal fee will only be waived for households with a gross annual income of less than 50 percent of the area median income as established and adjusted for household size by the federal Department of Housing and Urban Development (HUD). All financial information submitted to request a fee waiver is confidential. Fee waiver requests must be approved prior to appeal deadline to be considered for a fee waiver.

1900 SW Fourth Avenue. Portland, Oregon 97201 | 503-823-7300 | www.portlandoregon.gov/bds

Type III Decision Appeal Fee Waiver Request for Organizations

FOR INTAKE, STAFF USE ONLY

LU Number:_____

Date/Time Received_____

Received By_____

D Directors Approval Letter Requested

D Waiver Approved by Director

D Waiver Denied

Date waiver Approved/Denied:_____

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.

This form is to request a waiver for the fee charged for an appeal. To file an appeal, a separate form must be completed.

Development Site Address or Location 1137 NW 23RD AVE

File Number LU20-123610DZM **Appeal Deadline Date** June 4 2021

Organization and Appeal Information

Organization Name NW District Association

Person Authorized by the Organization to file the Appeal Steve Pinger

Street Address ~~2669 NW Savier St~~

City Portland **State** OR **Zip Code** 97210

Day Phone 503 807 3601 **FAX** _____ **email** steve@sspdev.com

By signing this form, the organization confirms that:

X yes D The organization testified orally or in writing at the hearing, and the testimony was directed to a specific approval criterion;

X yes D The appeal is being made on behalf of the recognized organization, and not on behalf of an individual; and

X yes D The vote to appeal was done in accordance with the organization's bylaws.

Name/Title Steve Pinger, member Planning Committee, Board Secretary

Signature/Date June 3, 2021

Please complete all of the information requested below.
See reverse side for additional information on fee waiver requirements.

Date of meeting when the vote to appeal the land use decision was taken : June 3 2021

The decision to appeal was made by a vote of (check one of the following):

The general membership in a meeting of the organization as listed above.

The board in a meeting of the organization as listed above.

X The land use subcommittee in a meeting of the organization as listed above.

Please include at least one of the following:

X A copy of the minutes from the meeting when the vote to appeal was taken.

X Vote results to appeal - Number of **YES** votes to appeal 5 Number of **NO** votes to appeal 1

To request a waiver of an appeal fee for a land use review take:

X This completed fee waiver request form and any supplemental information necessary to qualify for a fee waiver.

The City must receive the appeal fee waiver request and the appeal by 4:30 pm on the deadline listed in the Decision in order for the appeal to be valid. To file the appeal, submit the completed appeal application and fee waiver application at the Reception Desk on the 5th Floor of 1900 SW 4th Ave, Portland, Oregon, between 8:00 am and 4:30 pm Monday through Friday.

The following information will help neighborhood, community, business and industrial associations and other organizations that are recognized or listed in the Office of Neighborhood Involvement Directory to apply for fee waivers when appealing a City land use review decision. The Portland Zoning Code, the Office of Neighborhood Involvement and the Oregon statutes, which regulate public meetings and public records, all describe requirements that associations and organizations must meet when requesting a fee waiver from the City for a land use appeal.

In order for an appeal to be valid, it must be accompanied by the required appeal fee or a waiver request that was approved before the appeal deadline as stated in the specific land use decision (Section 33.730.020 of the Portland Zoning Code). The Bureau of Development Services Director may waive a land use review appeal fee for a recognized organization under certain circumstances (Section 33.750.050). A recognized organization is one that is listed by the Office of Neighborhood Involvement (Portland Zoning Code Chapter 33.910).

Because the City understands that the timelines for appeals are short, we will allow the waiver and appeal to be submitted at the same time. However, if the request for a fee waiver is denied, the appeal may be invalid because the deadline passed and the fee did not accompany the appeal. Within 48 hours of receiving the fee waiver request, the Bureau of Development Services Director, or the Director's delegate, will notify the organization's contact person as to whether the request for a fee waiver is approved, or if additional information is needed to make a decision on the fee waiver request. The Director's decision to waive an appeal fee is final.

Zoning Code Requirements

The Portland Zoning Code states that the appeal fee may be waived for a recognized organization if all of the following conditions are met:

1. The recognized organization has standing to appeal. This applies only to appeals of a Type III land use review, and means that the recognized organization testified, either orally or in writing, at the initial evidentiary hearing;
2. The appeal is being made on the behalf of the recognized organization; and
3. The appeal contains the signature of the chairperson or the other person authorized by the organization, confirming the vote to appeal was done in accordance with the organization's bylaws.

Applicant contact

While it is not a requirement of the Zoning Code, you are encouraged to notify the applicant or their representative prior to the meeting where an appeal of the City's decision will be discussed and voted on. This gives the applicant, or their representative, an opportunity to attend the meeting and participate in the discussion.

Where to obtain the Type III Decision Appeal Fee Waiver Requests and Appeal Forms

To file an appeal, a separate form must be completed and submitted. Both the Appeal Fee Waiver Form and Appeal Form are available from the Bureau of Development Services, Development Services Center, 1st floor, 1900 SW Fourth Avenue, Portland, OR 97201.

June 3 2021 NWDA Planning Meeting Minutes

Attendees: Steve Pinger, Roger Vrilakas, Elliott Graber, Larry Kojaku, Bill Welch, Vicki Skryha, JoZell Johnson

Guests: Jeanne Harrison, Sue Bristol, Lewellyn Robison, Allan Classen, Mike Stonebreaker, John Czarnecki, Sue Perkel

Introductions

Announcements

Meeting minutes review – from 2 weeks ago - carried on to next meeting

NW Streetscape Study follow up - revised scope discussion - S Pinger

- The beginning of this was started as a capital projects study by parking sac
    - Using the Parking SAC revenues for action
    - Look at something that looks at the urban design features of the main streets
        - "Spiffing up of the streets"
- Jeanne took back to the Parking SAC subcommittee the Planning meetings questions and also included the Parking SAC Questions
    - Was originally part of the NW 23rd study
        - But there were no decisions on north of lovejoy and the new area in ESCO/Montgomery park
        - These projects are on delay
    - Feedback was to review what could be funded by the Parking SAC but also what was available for developers to pick up
- Feedback was that there was not one character of the main streets
    - Request from Jeanne that the Planning Committee take point due to the history of urban design practices
    - Need to revamp the proposal to address the community needs
- Review of the NWIM study
    - Program recommendation in NWIM that speaks to the regulation/administration of the pedestrian through zone
    - Specific Element of the corridor improvement – specifically point 2
        - Outlines the improvements over the course of 23rd improvement
        - Street lighting and pedestrian lighting
        - Illustrations of creative curb extensions
            - Emphasis on things that could be done quickly
            - Concern if that is PBOT's goal or the neighborhood program
    - Background
        - City is putting 250 Million aside to support
        - SAC cannot fund maintenance
    - Feedback from PSAC
        - The visions seem a summary of all actions in one block – not a true design for the implementation of the block
    - Question - Elliott
        - The scope was developed by PBOT staff by the request of the capital projects sub committee
            - Lot of pushback from the parking SAC

                - Creeping SCOPE and details
            - PBOT is seeing the Parking SAC as being a means to implement this particular element of NWIM
        - Discussion of other elements Parking SAC is reviewing
            - Update of the Garbage Cans
                - Physical things that could be put in the neighborhood to function better
                - Twice the capacity than existing
                - 4x pick up on 23rd, 3x pick up on 21st
                    - Same pick up as always – but with 2x the capacity
            - Desire to show projects that can illustrate to the public the actions of the Parking SAC
- In the Scope: The PSAC capital projects subcommittee would be the client – providing direction to the consultant
    - Refers to the NWDA planning and transportation subcommittees "to inform them" what is going on – Concern on wording
    - Who should be the advisory for this level of group??
- Does not define deliverables
    - Is the deliverable out of this study – something like the river district right of way standards that provide guidance to the pearl district
    - Development of a streetscape guidline?
    - Are we talking about a public expenditure to support new actions throughout the street or looking to just the areas of development
    - How does it interact with the slabtown standards
    - Lovejoy and 23rd – north of lovejoy is not included because the roadbed will not be updated for 5 years
        - Additionally the streetcar status is in flux
    - Additional specific street callouts that are not consistent with a guidelines
    - We need to focus on overall guidelines that provide guidance to private frontages in redevelopment and then key public improvements in key public areas
        - If that is what we are after – guidelines and implementation – who needs to be involved in direction
            - Question of who is providing input – need for better outreach – need to include the owners/residents to insure direct feedback
            - Comment at the PSAC comparing an urban design project rather than traffic engineers - project scope
            - This version of the scope speaks to the consultant having specific qualifications that seem to beyond the first scope call out
        - Comparison with Alberta Streetscape projects
            - Discusses that the next consultant on the list is the one you get
        - Storm water improvement would not be in scope because it is beyond the sidewalk
- What role should the Planning Committee should be
    - Discussion of a meeting requiring visual improvements to improve what is here now not a new vision of the street
        - "spiffing it up"
- What is the budget for this plan?

- Before the scope – PBOT gave the budget of $250k
  - Parking sac does not spend money without a match from the city
  - When PSAC asked if the city would pay for any of that the answer was no
- When the whole scope of burnside to Nicole – the budget dropped to $300k
  - When parking sac questioned that (that's not going to happen)
  - City envisioning all coming from PSAC
- Question to our resident developers what would they consider the consultant fee
  - Multiyear project – may be $300k considering full time staff and scope – humans are expensive
  - If this could be done without regulatory actions then the cost could come down to 100k
  - Originally presented as something that is more carrots to the developer – standards require city staff to write the regulations
- What are the precedents?
  - What was their cost and implementation actions
  - What could be used from the Pearl and Alberta areas and modified to nw
  - Understanding the historical requirements and place contexts – specifically in the alphabet district
    - Charm of the neighborhood is the diversity
    - Concern that one standard may not be appropriate for the neighborhood
- Discussion on the goal of getting input from the neighborhood (Roger/Elliott)
- What are the motivation?
  - Is this an action to spend Psac funds?
  - Other actions ongoing – trash barrels, 21st and Glisan, curb extensions
  - PSAC has accumulated quite a bit of money and the goal is to include capital improvements in the planning
    - Parking projects
    - Streetcar project
  - Trying to find projects that are broadly supported across community – business, neighbors etc
  - Curb extensions discussion – paint only $100 – concrete ect $50k
  - Discussion of Curb extension at the s courner at 23rd and Raligh
    - Lack of ADA compliance
- Celebrating intersections
  - LoveJoy and 21st – geographic center of the neighborhood
  - Has that been discussed??
  - What about 21st and Raliegh – a completed curb extension environment
    - Still under construction
- What could the final stance be to show the results of parking funding
  - Support doing more outreach
    - Walking tours
    - Roger offering to fund a venue for neighborhood interaction
    - Ideal way to get the neighborhood engaged
  - Unobjectionable simple projects
    - Like garbage cans

- What are the ways to survey the neighborhood
  - 10-20k quoted for professionally reviewing the neighborhood – to just get an opinion
  - NWDA membership is about 10% of total population

NW 23rd and Marshall (QP) follow up to appeal decision - S Pinger

- The decision went out a couple weeks ago – is appealable until tomorrow
- Summary – neighborhood guidelines that modifies P1 guidelines – that states that when buildings on mainstreets exceed 4 floors the upper floors should step back. This design does not do that – it has 5 floor and 10 feet of side degrading resulting in 20 feet above standards on the north side.
  - The building does step back on the backside towards the neighbors
  - But it ignores the guidelines completely on the streetscape
  - Significantly higher than the 45 feet height restriction – 65 at north end
  - Concern is the design review process – which does not take into account the existing guidelines
- How specific is the set back
  - Discussion – they conformed in some ways to a poorly written law
  - Concern that we are tilting at windmills and will lose at city council
  - With the deadline tomorrow what is the best use of action
    - In future – ask the developer in for feedback with more runway
  - Discussion on the affordable housing guidelines and how they are effecting the designs and neighborhood implementation
    - The guidelines are not neighborhood specific and are prioritized for implementation
  - Concern is the acting of the city staff by not following the guidelines – not so much the concern of the building overall – irritating but overall is a good building
    - They are writing findings to get the buildings approved – not supporting the neighborhood – and its guidelines
- Motion - Bill – Motion to move forward with the appeal – Bill/Roger
  - No cost to NWDA – the Developer will be on 20-24k work to respond to the appeal
  - The developer was set up to not follow the rules
    - Doing this to bring in affordable housing
  - Needs to be crystal clear on what we are appealing it is the regulations not the developer – how do we clarify this concern
  - Need to highlight that they did not meet the guidelines
  - Vote
    - Yes: Bill, Steve, Vicki, Roger, Larry
    - Abstain: Elliott
    - No: JoZell – we need to figure out how to position this and make it clearly on regs
  - Steve to write the appeal

Quimby Festival Street follow up - K Fioravanti, T Heron memo reply - S Pinger

DOZA follow up - P Nameny update - S Pinger

Public Comment

- Sue – Important to set precedence and hold the city to their guidelines

Adjourn

Upcoming NWDA Planning Committee Agendas
Jun 10 2021 South Park Blocks Master Plan presentation

W Rahm

Downtown NA

Jun 17 2021

MP2H PWG Discussion Draft follow up ?

June 9, 2021

NW District Neighborhood Association
Attn: Steve Pinger, Planning Committee, Board Secretary
steve@sspdev.com

RE: REVISED: A Type III Decision Appeal fee waiver request for proposed site at 1137 NW 23rd Ave. Land Use Review #: 20-123610-DZM

Dear Mr. Pinger,

On June 3, 2021, an appeal was filed on behalf of the NW District Neighborhood Association along with a Type III Decision Appeal Fee Waiver Request signed by Steve Pinger, Planning Committee, Board Secretary

Our records show that a Type III Appeal Fee waiver is **$5,250.00**. The applicant is appealing the 1137 NW 23rd Ave proposed new five-story mixed-use building, with 74 apartment units on four floors located in the NW Plan District.

At the June 3, 2021 NW District Neighborhood Association Board Meeting vote results to appeal were Five (5) YES votes to appeal and One (1) NO vote to appeal the "*Neighborhood guidelines that modifies P1 guidelines – that states that when buildings on mainstreets exceed 4 floors the upper floors should step back. This design does not do that – it has 5 floors and 10 feet of side degrading resulting in 20 feet above standards on the north side".* **I am authorizing a 100% one-time fee waiver in the amount of $5,250.00.**

If you have questions about the appeal, please contact Douglas Hardy, Records Management Manager at 503-823-7816.

Sincerely,

Rebecca Esau

Rebecca Esau
Bureau of Development Services

Cc: Chariti Montez, Commissioner Ryan's Office
Kim Tallant, Land Use Services Division Manager
Douglas Hardy, Records Management Manager
BDS Land Use Services Tech Team
John Duran, BDS Accountant

NOTICE OF A PUBLIC HEARING BEFORE THE CITY COUNCIL ON AN APPEAL OF THE PORTLAND DESIGN COMMISSION

CASE FILE:	**LU 20-123610 DZM – 1137 NW 23RD AVE**
HEARING DATE:	**WEDNESDAY, JULY 14, 2021 at 2:00pm**
REMOTE ACCESS:	**CITY COUNCIL AGENDA** https://www.portlandoregon.gov/auditor/26997

Date: June 10, 2021
To: Interested Person
From: Grace Jeffreys, Land User Services, 503.865.6521

A virtual public hearing will be held to consider an appeal of the Design Commission's decision to approve a proposed new five-story mixed-use building at **1137 NW 23RD AVE** which is in the Northwest Plan District. The Design Commission decision of approval has been appealed by **Steve Pinger representing the NW District Neighborhood Association**. During the hearing, City Council will consider the appeal. You are invited to testify at the hearing. SEE INFORMATION BELOW ON HOW TO TESTIFY.

This will be an Evidentiary hearing, one in which new evidence can be submitted to the City Council. For a general explanation of the City Council hearing process please refer to the last page of this notice.

Due to the City's Emergency Response to COVID19, this land use hearing will be remote participation via Zoom. Please refer to https://www.portlandoregon.gov/auditor/26997 **for information on how to observe and participate remotely.**

GENERAL INFORMATION

Applicant: Richard Dobrot, GBD Architects Incorporated
1120 NW Couch St, Suite 300, Portland OR 97209
(503) 548-2332, Richard@gbdarchitects.com

Representative/ Owner Seth Garey, CE John Properties 71 LLC
1701 SE Columbia River Dr, Vancouver WA 98661

Site Address: 1137 NW 23RD AVE

Legal Description: BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.: R331300220, R331300240, R331300240
State ID No.: 1N1E33BB 03000, 1N1E33BB 03100, 1N1E33BB 03100
Quarter Section: 2927

Neighborhood: Northwest District, contact Greg Theisen at 503-227-5430.
Business District: Nob Hill, contact at nobhillportland@gmail.com.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Northwest

Other Designations: None

Zoning: **CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type: **DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

REVIEW BODY DECISION

The following decision was mailed on May 21, 2021.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Approval also for Modifications to four (4) Portland Zoning Code standards: Stall Widths for Bike Parking, Location of Street Main Entrance, Treatment of Landscape in Setbacks, and Stall Size for Vehicle Parking.

The full decision is available on the BDS website:
https://www.portlandoregon.gov/bds/index.cfm?&a=783826

APPEAL

The Design Commission decision of approval has been appealed by **Steve Pinger representing the NW District Neighborhood Association**. According to the appellants' statement, the appeal of the Design Commission decision is based on argument that:

- The Staff Report Finding for *Community Design Guideline P1. Plan Area Character, P1.1 Urban Character: District-wide Considerations* does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline.

The full appeal statement can be viewed in the notice located on the BDS website at https://efiles.portlandoregon.gov/Record?pagesize=200&sortBy=recCreatedOn&q=20-123610

Click on the District Coalition then scroll to the relevant Neighborhood and case number.

Review of the case file: If you are interested in viewing information in the file, please contact the planner listed on the front of this notice or call the Request Line at 503-823-7617 to request specific materials. 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 Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

We are seeking your comments on this proposal. The hearing will be held before the City Council. To comment, you may write in advance, or testify during the hearing. If you would like to testify during the hearing you may need to sign up a few days in advance of the hearing; visit https://www.portlandoregon.gov/auditor/26997 for more information on how to testify during the hearing. In your comments, you should address the approval criteria, as stated above. Please refer to the file number when seeking information or submitting testimony.

Written comments that are mailed via USPS **must be received by the close of the record** and should include the case file number and the name and address of the submitter. It can be mailed to the Council Clerk, 1221 SW Fourth Avenue, Room 140, Portland, OR 97204.

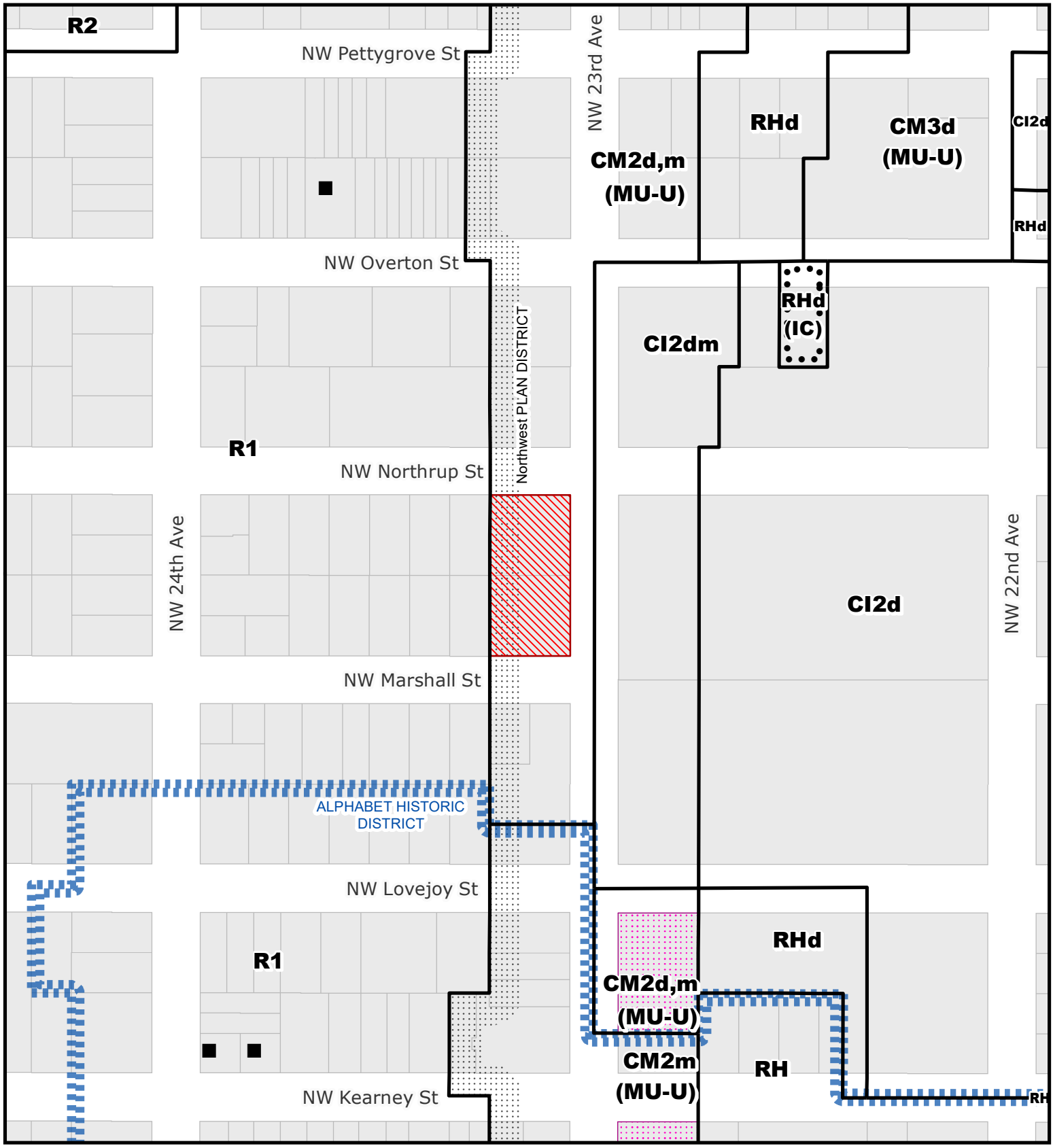
If you choose to provide testimony by e-mail, please direct it to the Council Clerk at CCTestimony@portlandoregon.gov . Due to legal and practical reasons, City Council members cannot accept e-mail on cases under consideration by the Council. Any e-mail on this matter must be received no less than one hour prior to the time and date of the scheduled public hearing. The Council Clerk will ensure that all City Council members receive copies of your communication.

A description of the City Council Hearing process is attached.

City Council's decision is final. Any further appeal must be filed with the Oregon Land Use Board of Appeals (LUBA). Failure to raise an issue in a hearing, in person or by letter, by the close of the record or at the final hearing on the case or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the City Council, they may not be able to respond to the issue you are trying to raise. For more information, call the Auditor's Office at (503) 823-4086.

If you have a disability and need accommodations, please call 503-823-4085 (TDD: 503-823-6868). Persons requiring a sign language interpreter must call at least 48 hours in advance.

Attachments:
1. Zoning Map
2. Site plan: Sheet C-2
3. Elevations: Sheets C-20, C-22, C-24, C-26
4. City Council Appeal Process
5. Appeal Statement (on-line version only).



ZONING

NORTH

NORTHWEST PLAN DISTRICT

Site

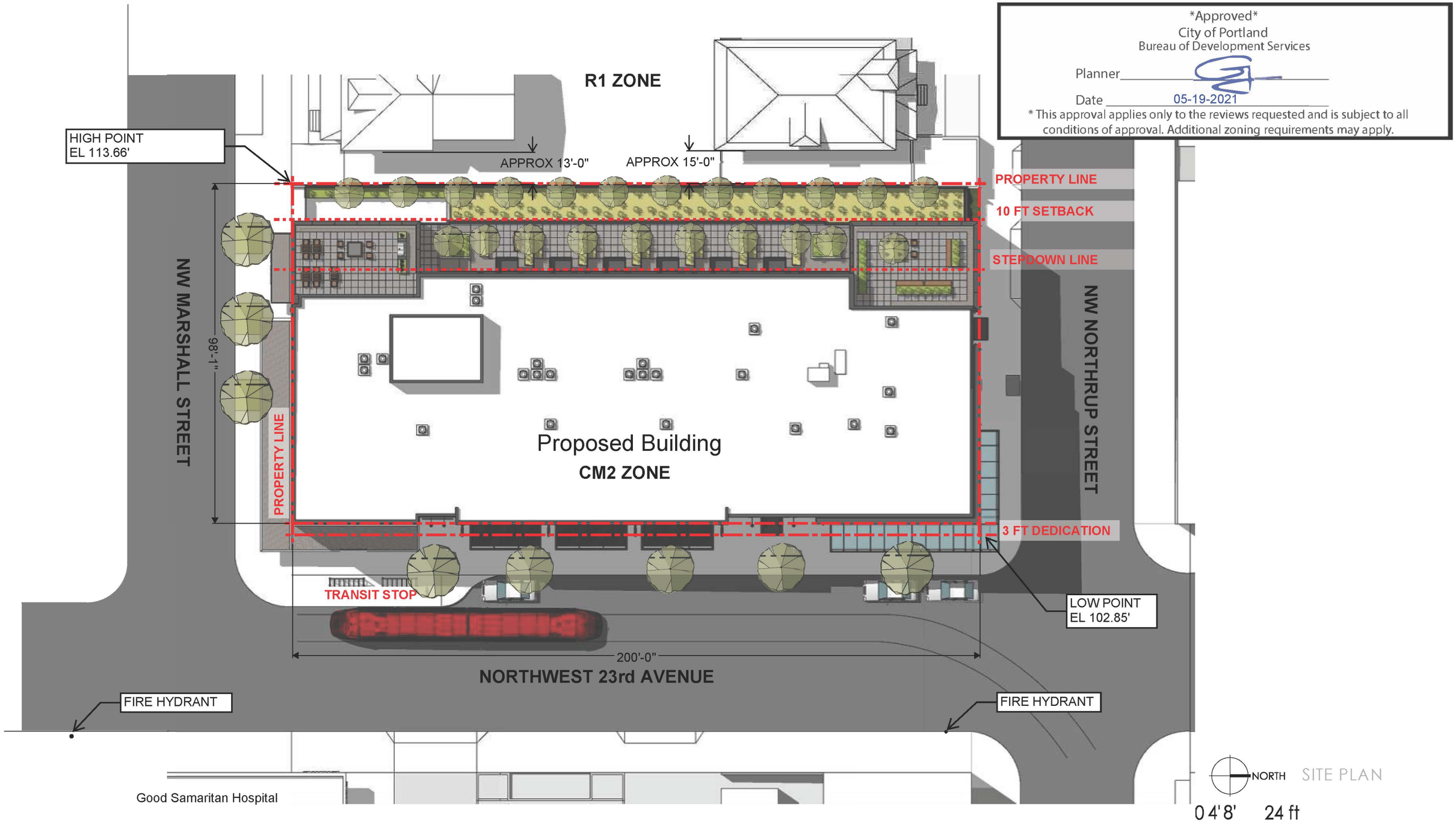
Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020

LU 20-123610 DZM, Exhibit I.6

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



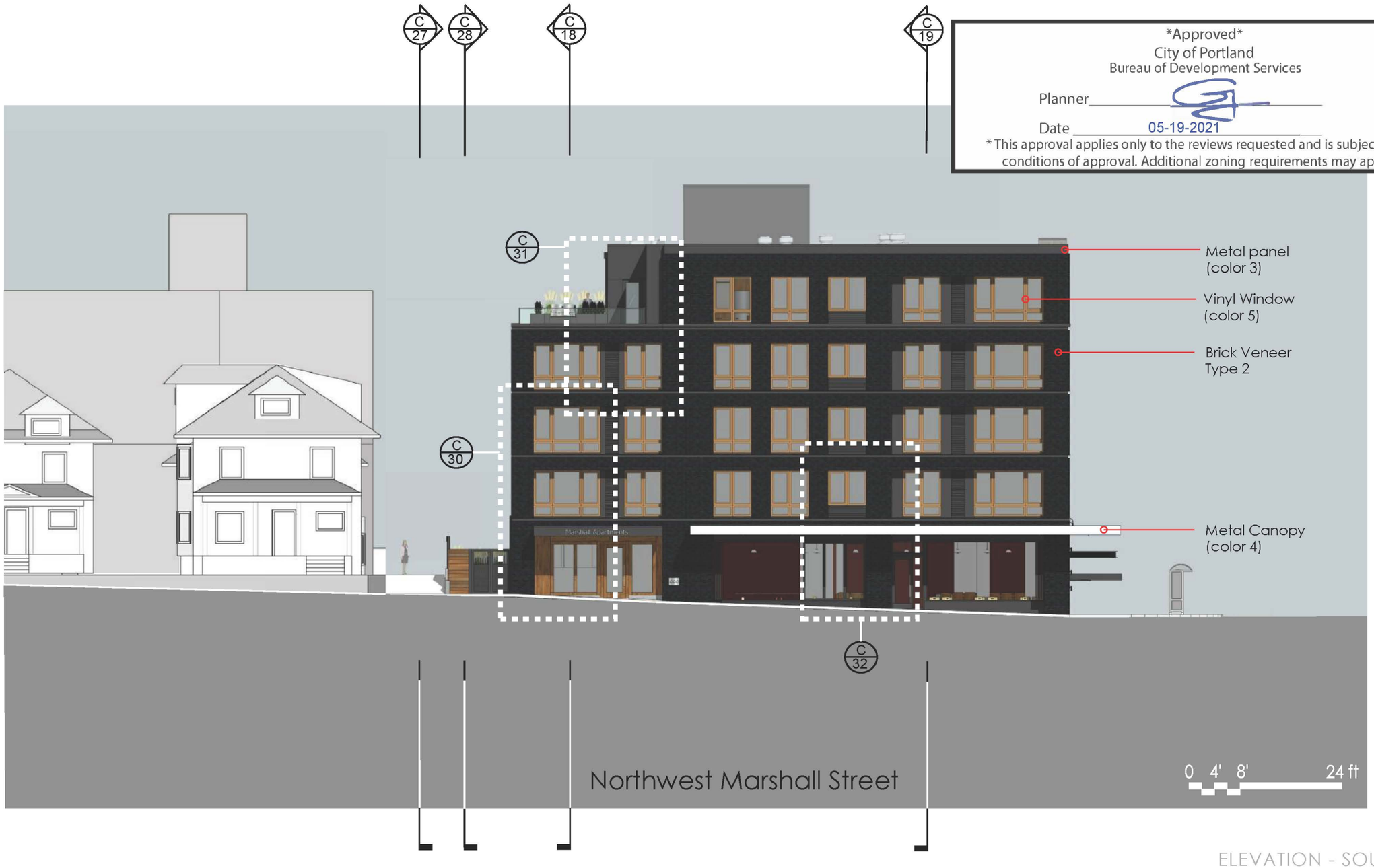
NORTH

SITE PLAN

0 4' 8' 24 ft

LU 20-123610 DZM, Exhibit I.6

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



ELEVATION - SOUTH

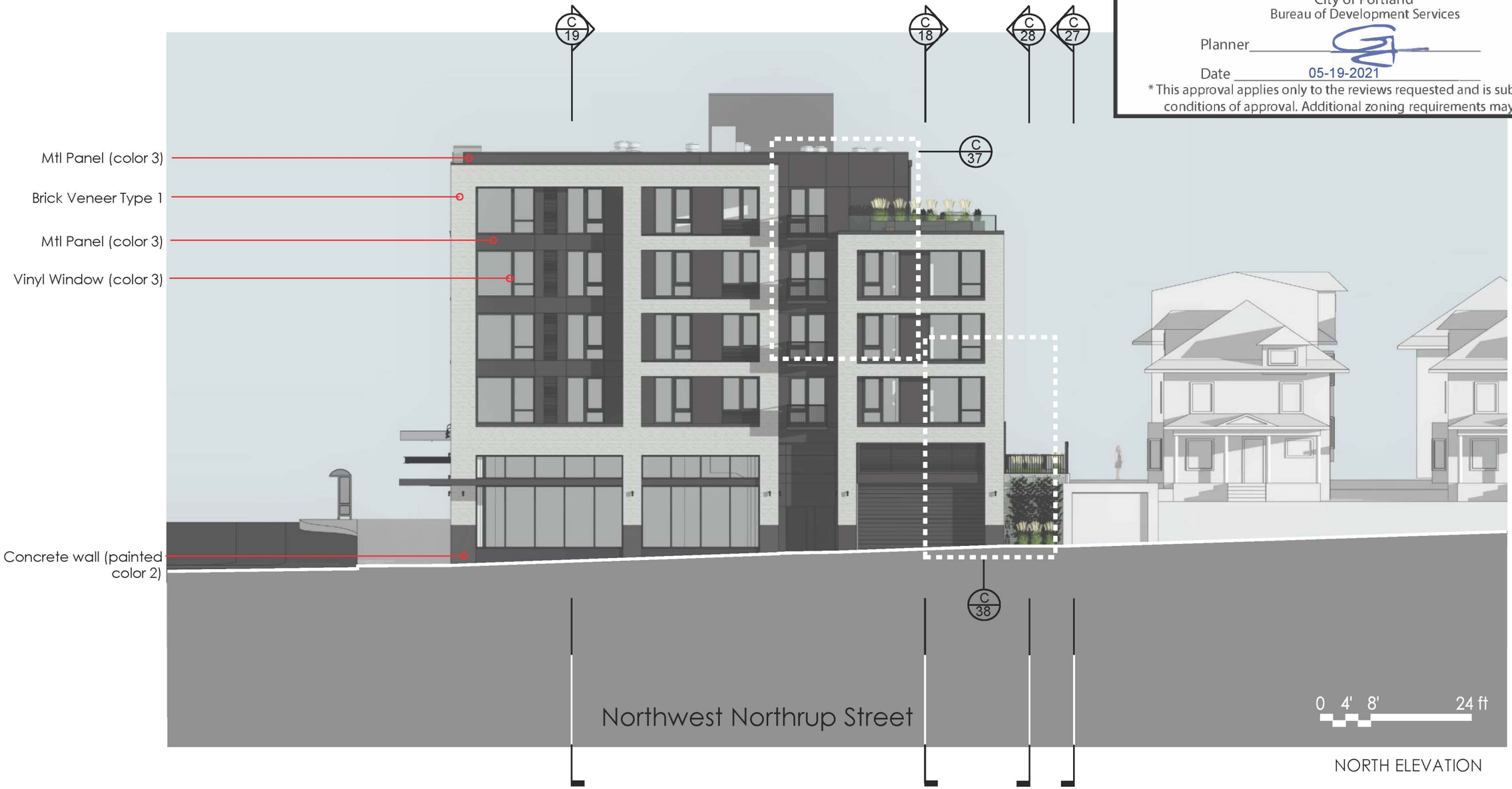
Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



ELEVATION - EAST

LU 20-123610 DZM, Exhibit I.6

Approved
City of Portland
Bureau of Development Services
Planner _____
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



NORTH ELEVATION

LU 20-123610 DZM, Exhibit I.6



Approved
City of Portland
Bureau of Development Services

Planner _____

Date 05-19-2021

* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

WEST ELEVATION

GENERAL EXPLANATION OF CITY COUNCIL APPEAL HEARING PROCESS FOR EVIDENTIARY/DE NOVO APPEALS

1. SUBMISSION OF TESTIMONY

a. Testimony may be submitted via email to CCTestimony@portlandoregon.gov or in writing to the Council Clerk, 1221 SW Fourth Avenue, Room 130, Portland, Oregon 97204. Written comments must be received by the time of the hearing and should include the case file number.

b. Testimony may be submitted orally (see below).

2. HEARINGS PROCESS

a. The order of appearance and time allotments is generally as follows:

Staff Report	10 minutes
Appellant	10 minutes
Supporters of Appellant	3 minutes each
Principal Opponent of the Appeal	15 minutes
Other Opponents of the Appeal	3 minutes each
Appellant Rebuttal	5 minutes
Council Discussion	

b. The applicant has the burden of proof to show that each and every element of the approval criteria can be satisfied. If the applicant is opposing the Design Commission's recommendation, the applicant may also argue the criteria are being incorrectly interpreted, the wrong approval criteria are being applied or additional approval criteria should be applied.

c. In order to prevail, the opponents of the application must persuade the City Council to find that the applicant has not carried the burden of proof to show that the evidence submitted in support of the application demonstrates that each and every element of the approval criteria is satisfied. The opponents may wish to argue the criteria are being incorrectly applied, the wrong criteria are being applied or additional approval criteria should be applied.

d. The failure to address an issue with sufficient specificity to afford the decision maker and the parties an opportunity to respond to the issue precludes an appeal to the Land Use Board of Appeals (LUBA) on that issue.

3. OTHER INFORMATION

a. If you are interested in viewing information in the file, please contact the planner listed on the front of this proposal. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

If you have a disability and need accommodations, please call 503-823-4085 (TDD: 503-823-6868). Persons requiring a sign language interpreter must call at least 48 hours in advance.

City of Portland, Oregon - Bureau of Development Services

1900 SW Fourth Avenue • Portland, Oregon 97201 | 503-823-7300 | www.portland.gov/bds

Type III Decision Appeal Form

LU Number: LU20-123610DZM

FOR INTAKE, STAFF USE ONLY

Date/Time Received 6/4/21 @8:00am

Received By Mary B

Appeal Deadline Date 6/4/21 @4:30pm

☐ **Entered in Appeal Log** _____

☐ **Notice to Auditor** _____

☐ **Notice to Dev. Review** _____

Copy of LU Decision & Meeting Minutes from Neighbohood Meeting

☒ **Action Attached** of 6/3/21

Fee Amount $5,250

☐ Y ☐ N **Fee Waived** (Pending - The waiver was submitted concurrently)

Bill # 4833048

☐ Y ☒ N **Unincorporated MC**

APPELLANT: Complete all sections below. Please print legibly.

PROPOSAL SITE ADDRESS 1137 NW 23RD AVE **DEADLINE OF APPEAL** June 4 2021

Name NW District Association, by Steve Pinger

Address _____ **City** _____ **State/Zip Code** _____

Day Phone 503 807 3601 **Email** steve@sspdev.com **Fax** _____

Interest in proposal (applicant, neighbor, etc.) Neighborhood Association

Identify the specific approval criteria at the source of the appeal:

Zoning Code Section 33. 825 . 055

Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____

Zoning Code Section 33. _____ . _____

Describe how the proposal does or does not meet the specific approval criteria identified above or how the City erred procedurally:

Staff Report Finding for Community Design Guideline P1. Plan Area Character, P1.1 Urban Character: District-wide Considerations does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline. The Finding for this guideline is in err, the guideline is not met.

Appellant's Name _____ ☐

I acknowledge this typed name as my signature

FILE THE APPEAL - Submit the following:

- ☒ This completed appeal form
- ☒ A copy of the Type III Decision being appealed
- ☒ An appeal fee as follows:
  - ☐ Appeal fee as stated in the Decision, payable to City of Portland
  - ☒ Fee waiver for Civic Life Recognized Organizations approved (see instructions under Appeals Fees A on back)
  - ☐ Fee waiver request letter for low income individual is signed and attached
  - ☐ Fee waiver request letter for Unincorporated Multnomah County recognized organizations is signed and attached

Email this application and supporting documents to: LandUseIntake@portlandoregon.gov

To file the appeal, this completed application form and any supporting documentation must be emailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of the Decision. To be valid, the City must receive the appeal by 4:30 p.m. on the deadline listed in the Decision. Once the completed appeal application form is received, a Land Use Services Technician will contact you with instructions on how to pay the fee.

The Portland City Council will hold a hearing on this appeal. The land use review applicant, those who testified and everyone who received notice of the initial hearing will receive notice of the appeal hearing date.

Information about the appeal hearing procedure and fee waivers is on the back of this form.

Type III Appeal Hearing Procedure

A Type III Decision may be appealed only by the applicant, the owner, or those who have testified in writing or orally at the hearing, provided that the testimony was directed to a specific approval criterion, or procedural error made. It must be filed with the accompanying fee by the deadline listed in the decision. The appeal request must be submitted on the Type III Appeal Form provided by the City and it must include a statement indicating which of the applicable approval criteria the decision violated (33.730.030) or what procedural errors were made. If the decision was to deny the proposal, the appeal must use the same form and address how the proposal meets all the approval criteria. There is no local Type III Appeal for cases in unincorporated Multnomah County.

Appeal Hearings for Type III Decisions are scheduled by the City Auditor at least 21 days after the appeal is filed and the public notice of the appeal has been mailed.

Appellants should be prepared to make a presentation to the City Council at the hearing. In addition, all interested persons will be able to testify orally, or in writing. The City Council may choose to limit the length of the testimony. Prior to the appeal hearing, the City Council will receive the written case record, including the appeal statement. The City Council may adopt, modify, or overturn the decision of the review body based on the information presented at the hearing or in the case record.

Appeal Fees

In order for an appeal to be valid, it must be submitted prior to the appeal deadline as stated in the decision and it must be accompanied by the required appeal fee or an approved fee waiver. The fee to appeal a decision is one-half of the original Bureau of Development Services Land Use Services application fee. The fee amount is listed in the decision. The fee may be waived as follows:

Fee Waivers (33.750.050)

The director may waive required fees for Office of Community & Civic Life Recognized Organizations and for low-income applicants when certain requirements are met. The decision of the director is final.

A. Office of Community & Civic Life Recognized Organizations Fee Waiver

Neighborhood or business organizations recognized by the City of Portland Office of Comunity & Civic Life or Multnomah County are eligible to apply for an appeal fee waiver if they meet certain meeting and voting requirements.

These requirements are listed in the Type III Appeal Fee Waiver Request for Organizations form and instruction sheet available from the Bureau of Development Services Development Services Center, 1st floor, 1900 SW 4th, Portland, OR 97201. Recognized organizations must complete the Type III Appeal Fee Waiver Request for Organizations form and submit it prior to the appeal deadline to be considered for a fee waiver.

B. Low Income Fee Waiver

The appeal fee may be waived for an individual who is an applicant in a land use review for their personal residence, in which they have an ownership interest, and the individual is appealing the decision of their land use review application. In addition, the appeal fee may be waived for an individual residing in a dwelling unit, for at least 60 days, that is located within the required notification area. Low income individuals requesting a fee waiver will be required to certify their annual gross income and household size. The appeal fee will only be waived for households with a gross annual income of less than 50 percent of the area median income as established and adjusted for household size by the federal Department of Housing and Urban Development (HUD). All financial information submitted to request a fee waiver is confidential. Fee waiver requests must be approved prior to appeal deadline to be considered for a fee waiver.

1900 SW Fourth Avenue. Portland, Oregon 97201 | 503-823-7300 | www.portlandoregon.gov/bds

Type III Decision Appeal Fee Waiver Request for Organizations

FOR INTAKE, STAFF USE ONLY

LU Number: _____

Date/Time Received _____

Received By _____

D **Directors Approval Letter Requested**

D **Waiver Approved by Director**

D **Waiver Denied**

Date waiver Approved/Denied: _____

APPLICANT: Complete all sections below that apply to the proposal. Please print legibly.

This form is to request a waiver for the fee charged for an appeal. To file an appeal, a separate form must be completed.

Development Site Address or Location 1137 NW 23RD AVE

File Number LU20-123610DZM **Appeal Deadline Date** June 4 2021

Organization and Appeal Information

Organization Name NW District Association

Person Authorized by the Organization to file the Appeal Steve Pinger

Street Address ~~2669 NW Savier St~~

City Portland **State** OR **Zip Code** 97210

Day Phone 503 807 3601 **FAX** _____ **email** steve@sspdev.com

By signing this form, the organization confirms that:

X yes D The organization testified orally or in writing at the hearing, and the testimony was directed to a specific approval criterion;

X yes D The appeal is being made on behalf of the recognized organization, and not on behalf of an individual; and

X yes D The vote to appeal was done in accordance with the organization's bylaws.

Name/Title Steve Pinger, member Planning Committee, Board Secretary

Signature/Date June 3, 2021

Please complete all of the information requested below.
See reverse side for additional information on fee waiver requirements.

Date of meeting when the vote to appeal the land use decision was taken : June 3 2021

The decision to appeal was made by a vote of (check one of the following):

The general membership in a meeting of the organization as listed above.

The board in a meeting of the organization as listed above.

X The land use subcommittee in a meeting of the organization as listed above.

Please include at least one of the following:

X A copy of the minutes from the meeting when the vote to appeal was taken.

X Vote results to appeal - Number of **YES** votes to appeal 5 Number of **NO** votes to appeal 1

To request a waiver of an appeal fee for a land use review take:

X This completed fee waiver request form and any supplemental information necessary to qualify for a fee waiver.

The City must receive the appeal fee waiver request and the appeal by 4:30 pm on the deadline listed in the Decision in order for the appeal to be valid. To file the appeal, submit the completed appeal application and fee waiver application at the Reception Desk on the 5th Floor of 1900 SW 4th Ave, Portland, Oregon, between 8:00 am and 4:30 pm Monday through Friday.

The following information will help neighborhood, community, business and industrial associations and other organizations that are recognized or listed in the Office of Neighborhood Involvement Directory to apply for fee waivers when appealing a City land use review decision. The Portland Zoning Code, the Office of Neighborhood Involvement and the Oregon statutes, which regulate public meetings and public records, all describe requirements that associations and organizations must meet when requesting a fee waiver from the City for a land use appeal.

In order for an appeal to be valid, it must be accompanied by the required appeal fee or a waiver request that was approved before the appeal deadline as stated in the specific land use decision (Section 33.730.020 of the Portland Zoning Code). The Bureau of Development Services Director may waive a land use review appeal fee for a recognized organization under certain circumstances (Section 33.750.050). A recognized organization is one that is listed by the Office of Neighborhood Involvement (Portland Zoning Code Chapter 33.910).

Because the City understands that the timelines for appeals are short, we will allow the waiver and appeal to be submitted at the same time. However, if the request for a fee waiver is denied, the appeal may be invalid because the deadline passed and the fee did not accompany the appeal. Within 48 hours of receiving the fee waiver request, the Bureau of Development Services Director, or the Director's delegate, will notify the organization's contact person as to whether the request for a fee waiver is approved, or if additional information is needed to make a decision on the fee waiver request. The Director's decision to waive an appeal fee is final.

Zoning Code Requirements

The Portland Zoning Code states that the appeal fee may be waived for a recognized organization if all of the following conditions are met:

1. The recognized organization has standing to appeal. This applies only to appeals of a Type III land use review, and means that the recognized organization testified, either orally or in writing, at the initial evidentiary hearing;
2. The appeal is being made on the behalf of the recognized organization; and
3. The appeal contains the signature of the chairperson or the other person authorized by the organization, confirming the vote to appeal was done in accordance with the organization's bylaws.

Applicant contact

While it is not a requirement of the Zoning Code, you are encouraged to notify the applicant or their representative prior to the meeting where an appeal of the City's decision will be discussed and voted on. This gives the applicant, or their representative, an opportunity to attend the meeting and participate in the discussion.

Where to obtain the Type III Decision Appeal Fee Waiver Requests and Appeal Forms

To file an appeal, a separate form must be completed and submitted. Both the Appeal Fee Waiver Form and Appeal Form are available from the Bureau of Development Services, Development Services Center, 1st floor, 1900 SW Fourth Avenue, Portland, OR 97201.

FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON May 6, 2021

FINAL DECISION BY THE DESIGN COMMISSION

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 20-123610 DZM
PC # 19-227727
NW 23RD AND MARSHALL APARTMENTS

BUREAU OF DEVELOPMENT SERVICES STAFF: Grace Jeffreys 503-865-6521 / Grace.Jeffreys@portlandoregon.gov

GENERAL INFORMATION

Applicant:	Richard Dobrot, GBD Architects Incorporated 1120 NW Couch St, Suite 300, Portland, OR 97209 (503) 224-9656, Richard@gbdarchitects.com
Representative/ Owner	Seth GaRey, CE John Properties 71 LLC 1701 SE Columbia River Dr, Vancouver, WA 98661
Site Address:	1137 NW 23RD AVE
Legal Description:	BLOCK 2 LOT 1&2, GOLDSMITHS ADD; BLOCK 2 LOT 3&4, GOLDSMITHS ADD
Tax Account No.:	R331300220, R331300240
State ID No.:	1N1E33BB 03000, 1N1E33BB 03100
Quarter Section:	2927
Neighborhood:	Northwest District, contact Greg Theisen at 503-227-5430.
Business District:	Nob Hill, contact Nob Hill at nobhillportland@gmail.com.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Northwest
Other Designations:	None
Zoning:	**CM2 (MU-U)d, m;** Commercial/Mixed Use 2 (CM2) with Design (d) and Centers Main Street (m) overlays.
Case Type:	**DZM,** Design Review with Modification 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 proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. Proposal also includes below grade parking for 44 cars, one B sized loading space, and 91 bikes, which will be all accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels, synthetic stucco, ground level aluminum and wood storefront glazing, commercial-grade vinyl windows above, metal canopies, and painted concrete at the base.

The following four (4) Modifications are requested:
1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of $2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the criteria of Title 33. The relevant criteria are:
- *Community Design Guidelines*
- *PZC Section 33.825.040 Modifications That Will Better Meet Design Review Requirements*

ANALYSIS

Site and Vicinity: The site is located in the Northwest Plan District on Northwest 23rd Avenue between Northwest Marshall Street and NW Northrup Street. It is roughly 100 feet by 200 feet and is zoned CM2 d/m, Mixed Used Commercial with a Design and Main Street overlay. NW 23rd Avenue is a pedestrian oriented, commercial "backbone" of the Northwest Plan District and is designated a Streetcar Main Street.

Two existing one-story commercial buildings and a surface parking area on the site will be demolished for this proposal. The site was previously occupied by a variety of businesses, most notably the Quality Pie restaurant (vacant since 1992); Shogun's Gallery (closed 2009); and more recently the Red Onion restaurant. The topography has a substantial amount of slope, with just over ten feet of grade change from the highest point of the site at the southwest corner (Elevation 113.66') to the lowest point at the northeast corner (Elevation 102.85').

The site is located within the Northwest Pedestrian District. The City's Transportation System Plan classifies the surrounding streets as follows:
- NW 23rd Avenue: Neighborhood Main Street, Major Transit Priority, Neighborhood Collector Traffic, Major City Walkway, and Local Service Bikeway.

- NW Northrup Street: Neighborhood Walkway and Local Service for all other modes.
- NW Marshall Street: Local Service for all modes.

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

The Centers Main Street (m) overlay zone encourages a mix of commercial, residential and employment uses on the key main streets within town centers and neighborhood centers identified in the Comprehensive Plan. The regulations are intended to encourage a continuous area of shops and services, create a safe and pleasant pedestrian environment, minimize conflicts between vehicles and pedestrians, support hubs of community activity, and foster a dense, urban environment with development intensities that are supportive of transit.

The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Land Use History: City records do not indicate any relevant prior land use reviews.

Procedural Information:
- The application for this land use review was submitted on February 26, 2020 and it was determined to be complete on August 20, 2020.
- A "Notice of Proposal in Your Neighborhood" was mailed September 25, 2020 for a hearing date of October 15, 2020 (Exhibit D5).
- The applicant requested that the hearing date be postponed on September 30, 2020 (Exhibit A.19).
- On March 9, 2021, the applicant requested a new hearing date be set for May 6, 2021 (Exhibit A.20).
- *A Revised* Notice of Proposal in Your Neighborhood was mailed on March 29, 2021 for a rescheduled hearing date of May 6, 2021, which is within 51 days of March 9th (Exhibit D10).
- A Land Use hearing was held with the Portland Design Commission on May 6, 2021. The Staff Report at that time found that the proposal met the approval criteria and therefore warranted approval. Public testimony was heard (see Exhibit H8 for a list of testifiers). At that hearing, the Commission voted to approve the application.

Agency Review: A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E1)
- Bureau of Transportation Engineering and Development Review (Exhibit E2a and 2b)
- Fire Bureau (Exhibit E3)
- Bureau of Parks, Forestry Division (Exhibit E4)
- Site Development Section of Bureau of Development Services (Exhibit E5)
- Life Safety Section of Bureau of Development Services (Exhibit E6)

Neighborhood Review A "Notice of Proposal in Your Neighborhood" was mailed **September 25, 2020** and a *Revised* Notice of Proposal in Your Neighborhood was mailed on **March 29, 2021**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Steve Pinger, for the NWDA Planning Committee, 9/24/2020, noted that while the NWDA generally supports the design concept and the modifications, they note that the proposal may not meet guidelines P1, D3, D7, D8, E5 (Exhibit F1). The issues raised area related to: massing, street trees, location of trash room, integration of HVAC, dark brick, and canopy cover.

   BDS response: *A response to the NWDA email was received from the applicant on 4/23/2021 (Exhibit A25), which is copied below. Relevant elements from this response have been incorporated into the findings section of the ZONING CODE APPROVAL CRITERIA.*

   - *P1: While we acknowledge the building is taller than most other existing buildings in the area, it is both within the allowable building height limit and incorporates several design elements that address the four- story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.*

     The building façade is broken into three distinct blocks to reflect the district's pattern of partial block massing. This is emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses comply with the two-foot depth requirement for façade articulation.

   - *D3: The Urban Forester has indicated that the two oak trees would need to be pruned too much to facilitate development, and that they have been line cleared repeatedly for overhead power lines. Regarding the gap on 23rd, we have been working with PBOT/UF/Streetcar to propose adding a tree in that location.*

     On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. We are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

   - *D7: The trash room is accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from our side of the property line) as well as a planter for tree screening. We are looking into a time-of- day service agreement with the trash hauler to minimize disturbances from early morning pickups. We think that other possible access points to the trash room, i.e., internal corridor with*

doors at the face of the building will create a less desirable street frontage with more blank walls. It should be noted that the current trash dumpster location is in the same general area.

- *D8: Yes, the thru wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.*
- *E5: At least for the time being, Portland's climate is still a heating dominant one, where heating is required more than cooling. While the dark color brick may contribute to a very small degree of additional cooling, it is more likely that it will provide a buffer to the amount of heating required. Perhaps a more critical feature of the south façade is the energy performance of the glazing which is why a window with a low U- value is being selected. Additionally, a significant number of the south facing windows are recessed 2 feet to provide summer shading for those apartments.*

  The intent is to provide a variety of canopy designs that enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links in the first Public Notice were not correct (Exhibit F2).

   BDS response: *The agenda link has been updated. Here is a link to the most updated drawings and information: https://portlandoregongov-my.sharepoint.com/:f:/g/personal/grace_jeffreys_portlandoregon_gov/EidwvtExheVGk_YUCRJ48dwBxPlwUHkEEEa0c44G0quD9w?e=YmKm4U*

   Street trees are governed by Urban Forestry. Urban Forestry, in their response dated September 14, 2020, noted that the two larger Oaks can be removed and replaced. The development will be subject to Urban Forestry standards and requirements during the permit review process (Exhibit E4).

3. Tom Gilles, 9/28/20, note concerns with any loss of historic fabric and increased traffic (Exhibit F3).

   BDS response: *This proposal is on the west side of NW 23rd and no homes will be removed. The site is about 100' deep to the west, and two existing one-story commercial buildings and a surface parking area will be demolished. Potential increases in traffic from proposed development is outside the scope of design review.*

   The purview of design review includes elements of the project that relate to the approval criteria, which in this case, are the Community Design Guidelines and 33.825.040 Modifications That Will Better Meet Design Review Requirements. Design review has no authority to reduce or change allowances provided in the Zoning Code.

   Development allowances and requirements in the Zoning Code (such as the number of required parking spaces, density, size, and height) 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) Staff https://www.portlandoregon.gov/bps/index.cfm.

4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking (Exhibit F4).

BDS response: *Parking requirements are outside the scope of design review. For this proposal, there no minimum parking is required because this project is located in the Northwest Plan District. (Reference: Portland Zoning Code, Chapter 33.562 Northwest Plan District, Section 33.562.280.B Minimum Parking). Please see BDS staff response under item 3 above regarding the purview of design review and how development allowances are established.*

5. James Cutler, 4/9/2021, noted concern with adding density (Exhibit F5).

   BDS response: *The amount of density is outside the scope of design review. For this site, development allowances are based on FAR, size and height rather than density. Please see BDS response under item 3 above regarding the purview of design review and how development allowances are established.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose
Design Review ensures:
- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in *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.

*The Commission 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.

Findings: The site is within the designated "Streetcar Main Streets Urban Character Area", and the proposal responds to the area's desired characteristics and traditions as follows:

P1.1 Urban Character: District-wide Considerations *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:

- The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
- The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
- While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

P1.2 Urban Character Area: Streetcar Main Streets: Architecture: *Main streets like NW 23rd Avenue, located along the original streetcar routes, have historically served as the primary focus for commercial activity in the Northwest District. Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry*

construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split block, and courtyard apartment buildings; as well as some early twentieth century wood frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses.

The proposed design reinforces the desired Main Street Architectural character of Northwest 23rd Avenue in numerous ways.

- The predominately brick clad building is articulated in a split-block massing, with tall storefront windows, with generous canopies to protect pedestrians and provide for outdoor dining opportunities.
- The main street characteristic of a four-story height datum is recognized and acknowledged in two ways. At the central East building, the datum is accentuated with a small projecting brick cornice detail and the upper floor is set back six inches from the wall below (7 ½" from the projecting cornice line). The South Building emphasizes this datum with its typical floor reveal detail but also carries the line of the fifth-floor terrace parapet thru the south and east elevations.

P1.3 Urban Character Area: Streetcar Main Streets: Urban Pattern*: Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences.*

Along Northwest 23rd Avenue, the facade is delineated into three visually distinct buildings that create a continuous urban enclosure with the ground floor dedicated almost completely to retail activities. The retail tenant spaces step with the changing grade and can accommodate six individual lease spaces. The proposal offers a diversity of activities and visual experiences are provided along NW 23rd:

- The retail tenant entrance at the Southern building is directly opposite the transit stop. A ten-foot-wide brick portion of the façade at the recess between this building and the central East building provides screening to the anticipated back of house areas associated with a restaurant which is the targeted tenant for this space.
- The central East building has three bays of robust wood storefronts for small retail spaces.
- At the wider of the two recesses between the "block", a contemporary glass and aluminum storefront creates a strong visual transition between the larger buildings.
- The Northern building has a tall aluminum and glass storefront with a large operable section that will provide visual interaction with the interior spaces.

P1.4 Urban Character Area: Streetcar Main Streets: Desired Characteristics and Traditions: *The Streetcar Era structures that define the character of the main streets should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.*

The proposed Northwest 23rd Avenue frontage will continue the existing pattern of ground floor retail uses with large storefront windows, generous canopies and setbacks that can accommodate a variety of retail activities and outdoor dining spaces along the sidewalk.

The proposed design will blend in with the early 20th century buildings, the turn of the century apartment buildings and the industrial buildings commonly found in and around the Northwest neighborhood with simple building massing, proportions, and scale. The masonry materials used on the street facing facades, with a smaller amount of metal panel, will be in keeping with the local character, and the appropriately scaled retail storefronts, each with a unique character, will further enhance the Main Street character of NW 23rd Avenue.

These guidelines are met.

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

Findings: While the site is not in the nearby historic Alphabet District, the intent of the design is to complement the neighborhood's historic character with a compatible building design based on simple and straightforward massing that reflects the district's partial block buildings and with the use of traditional masonry materials and details. The building reflects the evolution in the district from the more traditional, heavier design at the south and central part of the building and a lighter more contemporary design at the north end towards the newer buildings in the area.

This guideline is met.

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: The project consists of a new five story building with 74 apartment units on four floors above approximately 10,000 sf of ground level retail and one level of below grade parking for 44 cars. The site is located along the vibrant commercial corridor of Northwest 23rd at Northwest Marshall Street. The proposal seeks to reduce its impact on the area by incorporating quality building details, massing, proportions, and materials seen in the area:

- The building's design seeks to reinforce the partial block development pattern that is prevalent in the neighborhood by creating an assembly of visually distinct buildings. These buildings exhibit massing and material affinities with the early 20th century buildings of the district, with both traditional and contemporary approaches to their details.

  Without replicating historic buildings, the design aims to convey the charm and character that makes the Northwest neighborhood so unique. Consistent with its predecessors, the building's composition emphasizes substance and materiality with particular emphasis to the pedestrian realm.
- The primary ground level focus is for active retail uses on 23rd Avenue. The residential entrance is placed on the quieter Northwest Marshall Street, and the parking garage access occurs on Northrup Street.
- The massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. The Southern and Northern buildings are compositionally

similar, but their outward appearances are expressed very differently. The central East building is separated from the others with a two-foot-deep vertical recess in the façade and a variation in the parapet heights.

- The parking garage entrance is located on Northrup Street, well away from NW 23rd, with mechanical louvers high above for garage exhaust and the emergency generator exhaust. A small landscaped alcove provides a discrete location for gas meters and moves the tall retaining wall for the stormwater planter further from the sidewalk.
- The Northern and Southern buildings provide bookends to the west elevation, each topped with outdoor amenity spaces. The ten-foot setback at the west edge of the property is mostly dedicated to a stormwater planter whose trees will help to screen the building from the adjacent houses. The central portion of the building sets back an additional 15 feet to provide greater light, privacy, and separation to the adjacent residential area. Outdoor patios with raised planters at the second floor provide an additional layer of screening and softening to the residential zone edge. The fenestration has a similar patterning as the central East building façade, set within a stucco grid framework with projecting steel balconies. The top floor steps back approximately six inches and changes to the dark metal cladding to reduce the visual height of the building as seen from the residential properties to the west.
- The trash room has been located well away from the busy pedestrian area along NW 23rd. It will be accessed via a path at the southwest edge of the building, approximately 40 feet from the property line. The path is approximately 4 to 5 feet below the grade of the adjacent property's driveway and will be screened with a 6-foot-tall concrete retaining wall and 3-foot wood fence (measured from applicant's side of the property line) as well as a planter for tree screening. Alternative possible access points to the trash room, i.e., internal corridor with doors at the face of the building, would create a less desirable street frontage with more blank walls.

This guideline is 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.

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 E1, E2 and E5: This proposed development enhances the pedestrian experience in the following ways:

- The proposed development will replace the sidewalks in accordance with the City requirements. A three-foot dedication on Northwest 23rd will provide a 15-foot-wide sidewalk for enhanced pedestrian circulation. In addition to the 3 ft sidewalk dedication along Northwest 23rd, the retail storefronts are setback an additional three to four feet to provide ample room for retail patrons, outdoor dining opportunities, and passers-by to stop and visit.
- Generous canopies along Northwest 23rd provide weather protection for outdoor dining areas, and retail entrances. A variety of canopy designs are proposed to enhance the pedestrian visual experience and lend a unique character to each of the ground floor retail spaces. The residential lobby entrance is also protected with an overhead canopy and recessed door alcove. The smaller canopy of the Retail E space provides a distinct break between the two building masses and allows for visibility of

anticipated future signage above. Most of the canopies are 7 or 8 feet deep to provide generous weather protection. The gaps between canopies on NW 23rd represent approximately 25% of the entire frontage and relate to the structural expression of the building apparent with the storefront bays and brick columns.

- Two existing trees on NW 23rd noted in the City Forester's Pre-application notes will remain. New street trees will be provided on NW Marshall and NW 23rd where conditions allow. However, due to underground vaults and power poles on NW Northrup, there is not an opportunity to add any trees on this frontage. In the applicant's response to the NWDA, Exhibit A25, the applicant noted they are inquiring with Urban Forestry about adding a street tree to NW Northrup and will do so if it is technically feasible.
- Vehicular access to the site is located on NW Northrup, located as far from the intense pedestrian area of NW 23rd as possible.

These guidelines are 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.
D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit oriented.
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 for E3, E4, D2 and D5: The proposal is programmed and designed to meet the intent of these guidelines as follows:

At the sidewalk level, the new building facade is primarily comprised of storefront windows that vary from 12 to 17 feet tall. Each of the building sections has a distinctive storefront treatment to add vitality to the pedestrian experience.

- The Southern building retail frontage has a combination of fixed aluminum storefronts on 23rd, and two large operable aluminum storefronts on Marshall Street that almost fully opens the south wall. A service door is also incorporated here to provide direct access to a large outdoor dining opportunity area. A generous canopy provides weather protection for this area. The ground floor transitions from retail to residential as one moves further away from the activity of NW 23rd Avenue. The wood and glass residential lobby storefront is tucked quietly into the westernmost bay along Marshall Street with a sheltering canopy overhead.
- The ground level of the central East building is differentiated from the other retail frontages with a simple yet bold wood storefront with large glass areas. Each of the three individual tenant spaces has a generous steel canopy to provide ample pedestrian weather protection. Wall sconce lights at the columns will accentuate the rhythm of the architecture.
- Finally, at the Northern building where the site slope creates the tallest interior space, a clean modern structural silicone glazed storefront will enclose the space. A large section will be operable to open the space to outdoor dining areas. A steel and glass canopy will provide a generous weather protection without creating dark shaded areas.

The proposed design contributes to active intersections with a larger anchor retail space occupying the Marshall and the Northrup corners. The emphasis on ground floor storefront variety and outdoor dining areas create a strong visual identity and provide for active and inviting intersections.

The residential lobby entrance is accessed directly from the sidewalk along Northwest Marshall Street and is accentuated with a wood storefront and a generous canopy. The streetcar/bus stop is a short distance away on NW 23rd.

Active ground floor uses occupy most of the street facing spaces to promote eyes on the street. Wall mounted lighting provides general accent lighting, with additional lighting below canopies for more ambient light. The required setback area will have a gate at the south end, six-foot-tall screening on the west, and due to the grade difference, a tall concrete retaining wall with landscaping/vines at the north end.

These guidelines are 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: The proposed development will cover most of the buildable site area. However, outdoor areas are provided in a number of other ways.

- A setback at the second-floor west side creates a number of large private patios for the apartments that face onto them.
- The steps at the fifth floor provides an opportunity for two large common use terraces. The south terrace is connected to the indoor amenity room and will provide for outdoor grilling and a firepit for small gatherings. The north terrace is a more contemplative space with bench seating and planters for a restful outdoor experience.
- Private balconies at the west and north facades provide the remainder of the required outdoor space.
- The second-floor terrace will have small trees and plantings in raised metal planters between each of the private patios (see roof terrace planting plan). The fifth-floor terraces will also have raised planters and other amenity features.

New street trees with tree well plantings will be installed on the street frontages at locations where utilities allow (Exhibit C2 (C1)).

- On NW 23rd, the Urban Forester has indicated that the two oak trees on NW 23rd would need to be pruned too much to facilitate development, and they have been line cleared repeatedly for overhead power lines. New trees are proposed to replace them.
- On NW Marshall, 3 new street trees are proposed.
- On NW Northrup, due to required utility line poles, streetlight signal control box, and the proposed underground PGE transformer vault and switch vault and associated conduit paths, and the proposed driveway, there is not space for a tree, nor are there any trees today. The applicant advises they are looking into the possibility of applying for a sidewalk permit (post construction) for a tree tub (i.e., raised planter) to provide a small tree in this location.

These guidelines are 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: Forty-four (44) off-street parking spaces are provided in an underground garage with this proposal. The parking garage entrance has been located at the north side and will be accessed from NW Northrup Street, well away from the busy pedestrian area on NW 23rd. The one required loading space will also be located in the underground garage (Exhibit C5 (C2.5)).

This guideline is 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: As mentioned above under findings for P1, the materials have been chosen to be compatible with the neighborhood, as well as be durable, beautiful, and affordable. The primary material of the exterior facade is brick, with three colors used to emphasize each separate building massing. Metal panel is used as a secondary cladding material, along with synthetic stucco on the non-street-facing elevation facing west. Aluminum or wood storefronts with clear glazing at the ground floor and commercial-grade vinyl windows at the upper levels will provide for a variety of window expressions. Through-wall wall HVAC units are integrated into the façade design with louvers that match the window widths or combined into the metal panels at recessed window locations.

As described earlier, the massing is split into three primary blocks, aka the Southern, Northern, and central East buildings. Each of the three building blocks are detailed in a slightly different manner to provide interest and variety while maintaining a cohesive composition.

- The Southern Building is located at the high end of the site which has the effect of reducing the apparent height of the building. This dark blackish-brown brick clad building with contemporary detailing has a quiet character that steps down towards the west to complement the adjacent residential area. The apartment lobby entrance is located here, in the westernmost bay, sheltered by a wide canopy. Taking advantage of the 16 ft wide sidewalk on NW Marshall and the southern exposure, the corner retail space has two large operable storefronts that connect the interior space with potential outdoor sidewalk dining areas. A deep, wood soffit-ed canopy protects the openings and the outdoor areas and wraps around the corner to this retail space's main entrance on NW 23rd near the streetcar stop.

  On the floors above, deep recesses provide shading to large windows. A six-inch high metal reveal at each floor level accentuates the horizontal dimension and reduces the visual weight of the building. At the fifth-floor level, this recess combines with the terrace parapet cap to create a stronger visual break in the plane of the facade. Additionally, the metal panel portion of the upper parapet steps back from the plane of the brick to further reduce the visual height of the building.

- The central East Building takes its cues from early industrial buildings of the nearby Upshur Street Warehouse District, with a regular bay spacing delineated by deep brick pilasters at the ground floor and multi-sectioned window groupings at the upper levels. The three ground floor retail bays feature stout wood framed storefronts setback three feet between the brick columns. Each bay has a central door with large windows with an industrial-style steel canopy to protect pedestrians from inclement weather. The standard sized brick cladding is a mid-toned tan color with random light and dark bricks set in a half running bond pattern.

The upper floors have an assembly of three windows with louvers below each, separated by a metal clad pilaster. A projecting brick cornice and a small setback occur at the fifth floor to offset the vertical height of the façade. The fifth-floor windows grow wider by reducing the pilaster width between them as one might see in a traditional brick structure. The parapet is elevated slightly higher than its neighbors to accentuate this mid-block facade.

- The Northern Building is the most contemporary in appearance and design of the three. The massing and scale of the building gradually reduces as it goes from the active main street façade to the quieter residential side at the west. The building's northeast corner massing is roughly in the form of a cube from the second to fifth floors. This square geometry is expressed on 23rd Avenue with a white brick outer frame inset with a grid of dark colored metal panels and windows to create a large-scale focal point to the streetcar corridor along on Northrup Street. Turning the corner, the north cube face begins to be infilled with more brick to create smaller divisions. Near mid-block, a vertical break in the north façade is punctuated with projecting balconies. The metal cladding of the recess wraps up and over the white brick to connect the east facing slot between the East building and the Northern Building. The building's height steps down at the northwest corner and the horizontal openings further transition to individual punched openings on the west façade.

  At the ground floor, the retail frontage along 23rd features a single wide bay with tall structural silicone glazed storefront that is recessed four feet from the face of the brick. A deep steel and glass canopy wraps around the corner to protect pedestrians and provide for an inviting covered outdoor dining area.

The rooftop mechanical units are well set back from the street frontages, reducing the chance of any visual impact on the pedestrian realm and nearby upper-story residential units.

After the staff report was published on April 26, 2021, the applicant provided new information and included the request for review of an alternative option to use synthetic stucco instead of metal panels in some locations on the elevations (See Exhibits C53-C55)

Stucco Alternative Option: This alternative option is to replace metal panels with synthetic stucco in some locations, including along the parapets and in minor recessed locations on the three street frontages. The synthetic stucco has a textured plaster finish which wraps corners, with ½ inch x ½ inch recessed joints. With this finish, the joints can be spaced further apart than the proposed metal panels, so there would be fewer joints. This material is keeping with the nature of this streetcar era neighborhood, and the alternative option to use of this material as a minor cladding material on the street frontages in these locations also meets the guidelines.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

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

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

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

The following four (4) Modifications to development standards are requested:

1. Bike Parking– Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance – Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.
4. Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Modification #1: Bicycle Parking Standards – Stall Widths (33.266.200.C.3.b). Request to reduce the width of bike parking spaces from 24" to 18".

Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle.

Standard: 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.

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.*

Findings for A and B: The long-term residential bicycle spaces are proposed to be accommodated in vertical bike racks that are to be installed with a 1'-6" spacing instead of 2'-0", with an 8" vertical stagger. The proposed spaces provide for 4'-0" of distance from the wall and an adjacent 5'-0" access aisle.

Many bicycle rack manufacturers have a standard 1'-4" spacing that maximizes bike storage. This proposal uses a slightly less compact spacing of 1'-6" for the vertical long-term residential bike racks to provide the required amount of bike parking without sacrificing other spatial needs of the building. This spacing accommodates a variety of bikes and has been routinely approved on other projects. In addition, four (4) of horizontal staple racks are provided in each area where vertical racks are placed in the event someone has difficulty using the vertical rack.

Accommodating all of the long-term bicycle parking spaces at 24" on center within the floor plate would consume more floor area, which in turn would necessitate a reduction in active ground floor spaces. Relying upon a vertical bike rack at 18" on center within units is a more efficient use of space and is identical to bike parking systems recently approved in numerous Design Reviews throughout the 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 the retail tenant spaces. This

alternative spacing of the vertical bike racks will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood.*

The purpose of the regulation is to provide usable bike racks, and this proposed spacing has been shown to be useable and efficient on past projects. PBOT noted support for the reduction in spacing of the bicycle footprint from 2'-0" to 1'-6, as long as a vertical stagger of at least 8" is provided between racks, which has been done here (Exhibit E2a).

These criteria are met.

Modification #2: Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Standard: One main entrance to a multi-dwelling structure must face a courtyard that is adjacent to the transit street and be within 50 feet of the transit street.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed main entrance to the residential portion of the building is located on NW Marshall approximately 70 feet from NW 23rd Avenue (transit street). Retail spaces and their entrances are proposed along the entire transit street frontage.

While it will be further that 50 feet from NW 23rd, the proposed location of the residential entrance on NW Marshall will still provide convenient pedestrian access to public sidewalks and transit facilities. Additionally, this entrance will be closer to the residential zone to the west seems, which is appropriate in this instance. And, while a loading space is provided within the building, inevitably some residential loading will occur thru the front door. If the entrance was located on the busier NW 23rd frontage, this would likely pose traffic concerns and streetcar conflicts.

The proposed location also allows for a greater concentration of retail uses on the transit street, which is key to creating a vibrant main street experience. If a residential entrance cut through the building to open onto NW 23rd, it would cut off one or more of the retail spaces from an internal service/exit corridor that allows retail employees to reach the trash room without hauling their trash/recycling/compost out their front door and down the sidewalk. While this often happens elsewhere, it is not ideal nor is it good for the pedestrian experience to contend with trash carts competing with walking space.

Furthermore, and to the purpose of the Centers Main Street Overlay Zone (33.415.350.A), the proposed location helps promote an environment that supports retail facilities and pedestrian activity. And, while the residential entrance is not located on NW 23rd, the design of the residential entrance is prominent, interesting, pedestrian accessible.

This alternative location of the residential entrance will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, E1. The Pedestrian Network* and *D2. Main Entrances.*

These criteria are met.

Modification #3: Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: The proposed 10-foot setback from the west property line will be used primarily for the stormwater management planter. The required screen wall is proposed as a concrete stem wall that is approximately 18-36 inches tall with a wood fence on top up to the 6-foot height requirement with some minor exceptions at the north and south ends of the property. Additionally, a small portion (274 sf) of the south end of the setback is proposed to be paved for service access.

The proposed screen wall configuration with a wood fence atop a concrete stem wall will provide a more attractive residential appearance to the adjacent R zone lots than would otherwise be afforded by a 6ft tall masonry/concrete wall. A shrub screen would reduce the stormwater planter size below its required capacity.

The screen wall would stop short of the north and south property lines:
- 3'-8" from the north property line where the new wall connects to the existing neighbor's garage, and,
- about 4 feet from the south property line where the screen wall steps with the adjacent grades to provide visibility to/from the neighbor's driveway for pedestrian safety.

The proposed paving at the south end of the setback allows for trash/recycling services to access the building from NW Marshall Street. The paving would be approximately 4 feet from the property line in order to provide maneuvering room for dumpsters. A raised planter will be located just inside the screen wall to provide a continuation of planting/trees that extends thru the stormwater planter.

This alternative treatment of the landscape screening will contribute to the project better meeting Design Guidelines: *P1. Plan Area Character, D7. Blending into the Neighborhood, D1. Outdoor Areas, and D3. Landscape Features.*

These criteria are met.

Modification #4: Vehicle Parking – Stall Length (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8'-6"x 16'-0".

A. Better meets design guidelines. *The resulting development will better meet numerous 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.*

Findings for A and B: Two stalls are slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

The proposed stalls located in the below-grade parking area, will be for residential use, and typically will be assigned to a specific tenant. This increases the likelihood that the stalls could be used by someone who has a smaller car, ensuring the vehicle areas are safe for motorists and pedestrians.

This slightly smaller depth of vehicle stalls will free up building area for more active uses and contribute to the project better meeting Design Guidelines: *P1. Plan Area Character* and *D7. Blending into the Neighborhood* and *D4. Parking Areas and Garages.*

These criteria are 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 proposed mixed-use development responds well to its surrounding mixed-use context, will enhance the public realm along the street frontages, especially NW Portland's main street, NW 23rd Avenue, and demonstrates quality and resilience through its design features and materials. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval**.**

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the proposed new five-story mixed-use building, with 74 apartment units on four floors above approximately 10,000 sf of ground level retail, located in the Northwest Plan District. The below grade parking for 44 cars, one B sized loading space, and 91 bike spaces will be accessed off NW Northrup Street. Primary cladding materials include 3 colors of brick, metal panels and synthetic stucco with ground level wood and aluminum storefront glazing, commercial vinyl windows above, ground metal canopies, and board formed and painted concrete at the base.

Approval of the following Modification requests:

1. Bike Parking – Stall Widths (PZC 33.266.220.C.3.b). Request to reduce the width of the vertically hung bike parking spaces from 24" to 18".
2. Transit Street Main Entrance - Location (PZC 33.130.242.C.3.c). Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).
3. Setbacks – L3 Landscape (33.130.215.B.2.b). Request to alter the required L3 landscape screening to the west due to substantial grade differences, including using a wood rather than masonry fence and increasing the width of paving.

4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4). Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15'-0" instead of the required 16'-0".

Approvals per Exhibits C.1-C-69, signed, stamped, and dated May 19, 2021, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (B – C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE- Case File LU 20-123610 DZM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. At the time of building permit submittal, a signed Certificate of Compliance form (*https://www.portlandoregon.gov/bds/article/623658*) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

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By: _____
Julie Livingston, Design Commission Chair

Application Filed: February 26, 2020
Decision Filed: May 7, 2021
Decision Rendered: May 6, 2021
Decision Mailed: May 21, 2021

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on February 26, 2020 and was determined to be complete on August 20, 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 February 26, 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 A8. Unless further extended by the applicant, **the 120 days will expire on: August 19, 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. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on June 4, 2021. The appeal application form can be accessed at https://www.portlandoregon.gov/bds/45477. Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to LandUseIntake@portlandoregon.gov and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application.

If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at https://www.portlandoregon.gov/citycode/28197.

If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified 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 $5,250.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. 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. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

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 **June 4, 2021** 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.

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).

EXHIBITS – NOT ATTACHED UNLESS INICATED

A. Applicant's Statement
   1. Original Submittal – Narrative
   2. Original Submittal – Overview
   3. Original Submittal – Drawings
   4. Original Submittal – Appendix
   5. Original Submittal – Drainage Report
   6. Original Submittal – Geotech
   7. Original Submittal – Neighbor Contact
   8. 120-day waiver, 3/17/20
   9. Revised 8.20.20 – Narrative
   10. Revised 8.20.20 – Overview
   11. Revised 8.20.20 – Drawings
   12. Revised 8.20.20 – Appendix
   13. Revised 8.20.20 – Drainage Report
   14. Revised 9.30.20 – Narrative and zoning summary
   15. Revised 9.30.20 – Overview
   16. Revised 9.30.20 - Drawings
   17. Revised 9.30.20 – Appendix
   18. Revised 9.30.20 – Drainage Report
   19. Request to postpone hearing, 10/1/20
   20. Request to reschedule hearing, 3/9/21
   21. Revised sheets C10 and APP3, 3/22/21

22. Revised 4.15.21 - Drawings
23. Revised 4.15.21 – Overview
24. Revised 4.15.21 – Zoning Diagrams
25. Response to NWDA's Comments

B. Zoning Map (attached)

C. Plan & Drawings
1. Cover page
2. Site Plan - (attached)
3. Existing Conditions Plan
4. Utility Plan
5. Basement Floor Plan
6. Ground Floor Plan
7. Second Floor Plan
8. Third -Fourth Floor Plan
9. Fifth Floor Plan
10. Roof Plan
11. Setback Dimension Plan; 2nd Floor Dimension Plan
12. Landscape Materials Plan
13. Landscape Planting Plan
14. Fifth Floor Terraces; Balconies Dimension Plan
15. Exterior Lighting Plan
16. East-West Building Section
17. East-West Building Section
18. North-South Building Section
19. North-South Building Section
20. Elevation – South (color) - (Attached)
21. Elevation – South (bw)
22. Elevation – East (color) - (Attached)
23. Elevation – East (bw)
24. Elevation – North (color) - (Attached)
25. Elevation – North (bw)
26. Elevation – West (color) - (Attached)
27. Elevation – West (bw)
28. Elevation – West at Setback (bw)
29. Elevation – West at Stepdown Plane
30. Exterior Details - South
31. Exterior Details - South
32. Exterior Details - South
33. Exterior Details – East
34. Exterior Details – East
35. Exterior Details - East
36. Exterior Details - East
37. Exterior Details - North
38. Exterior Details - North
39. Exterior Details – West
40. Exterior Details - West
41. Exterior Details – Canopy Plans
42. Exterior Details – Canopy Plans
43. Building Materials
44. Cutsheets – Roof Mechanical
45. Cutsheets – Roof Mechanical
46. Cutsheets - Doors
47. Cutsheets - Glazing
48. Cutsheets - Vents
49. Cutsheets – Garage Doors

50. Cutsheets – Guardrail
51. Bike Parking Plan
52. Bike Parking Enlarged Plans
53. Cutsheets for Metal Panels and Synthetic Stucco Finish
54. Revised elevations with metal panel joints
55. Revised elevations with metal panel joints
56. Revised elevations with metal panel joints
57. Revised elevations with metal panel joints
58. Revised elevations with Synthetic stucco alternative
59. Revised elevations with Synthetic stucco alternative
60. Revised elevations with Synthetic stucco alternative
61. Revised elevations with Synthetic stucco alternative
62. Revised elevations with Synthetic stucco alternative
63. Revised elevations with Synthetic stucco alternative
64. Revised elevations with Synthetic stucco alternative
65. Revised elevations with Synthetic stucco alternative
66. Revised elevations with Synthetic stucco alternative
67. Revised elevations with Synthetic stucco alternative
68. Revised elevations with Synthetic stucco alternative
69. Revised elevations with Synthetic stucco alternative

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

E. Agency Responses:
   1. Bureau of Environmental Services
   2a. Bureau of Transportation Engineering and Development Review, Bike Mod
   2b. Bureau of Transportation Engineering and Development Review, General
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Section of Bureau of Development Services
   6. Bureau of Parks, Forestry Division
   7. Life Safety Section of Bureau of Development Services

F. Letters
   1. Steve Pinger, NWDA Planning Committee, 9/24/2020, while the NWDA generally supports the design concept and the modifications, they felt that some parts of the proposal may not meet guidelines P1, D3, D7, D8, E5.
   2. Carla Charlton, 9/23/2020, noted interest in participating in the hearing and the links were not correct.
   3. Tom Gilles, 10/7/20, note concerns with any loss of historic fabric and increased traffic.
   4. Paul Phillips, 10/14/2020, noted concern that the proposal contained insufficient parking.
   5. James Cutler, 4/9/2021, noted concern with adding density.

G. Other
   1. Original LUR Application
   2. Incomplete letter, 5/4/20

3. 180-day reminder notice, 8/14/20

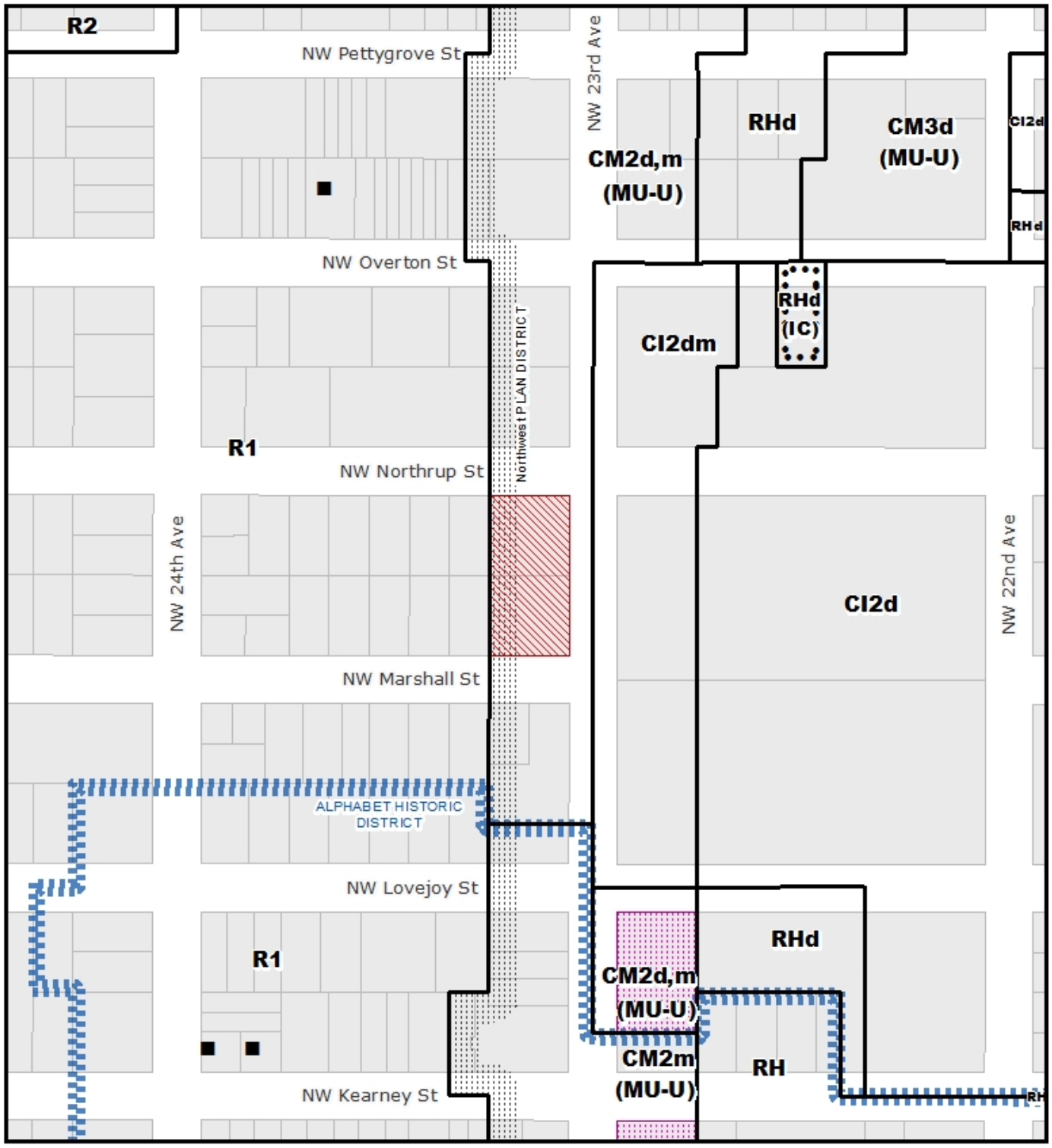
H. Commission Exhibits

(Received before the Hearing)

1. Staff Report, April 26, 2021
2. Revised Staff Report with alternative cladding, April 29, 2021
3. Staff Memorandum, April 29, 2021
4. DG Matrix, April 29, 2021
5. Dennis Hopper letter, April 30, 2021, noted concerns with 5–story massing facing NW 23rd.
6. NWDA letter, May 6, 2021, noted concerns with 5–story massing facing NW 23rd.

[Received at the Hearing, May 6, 2021]

7. Staff PowerPoint
8. Testifier Sheet



ZONING

NORTH

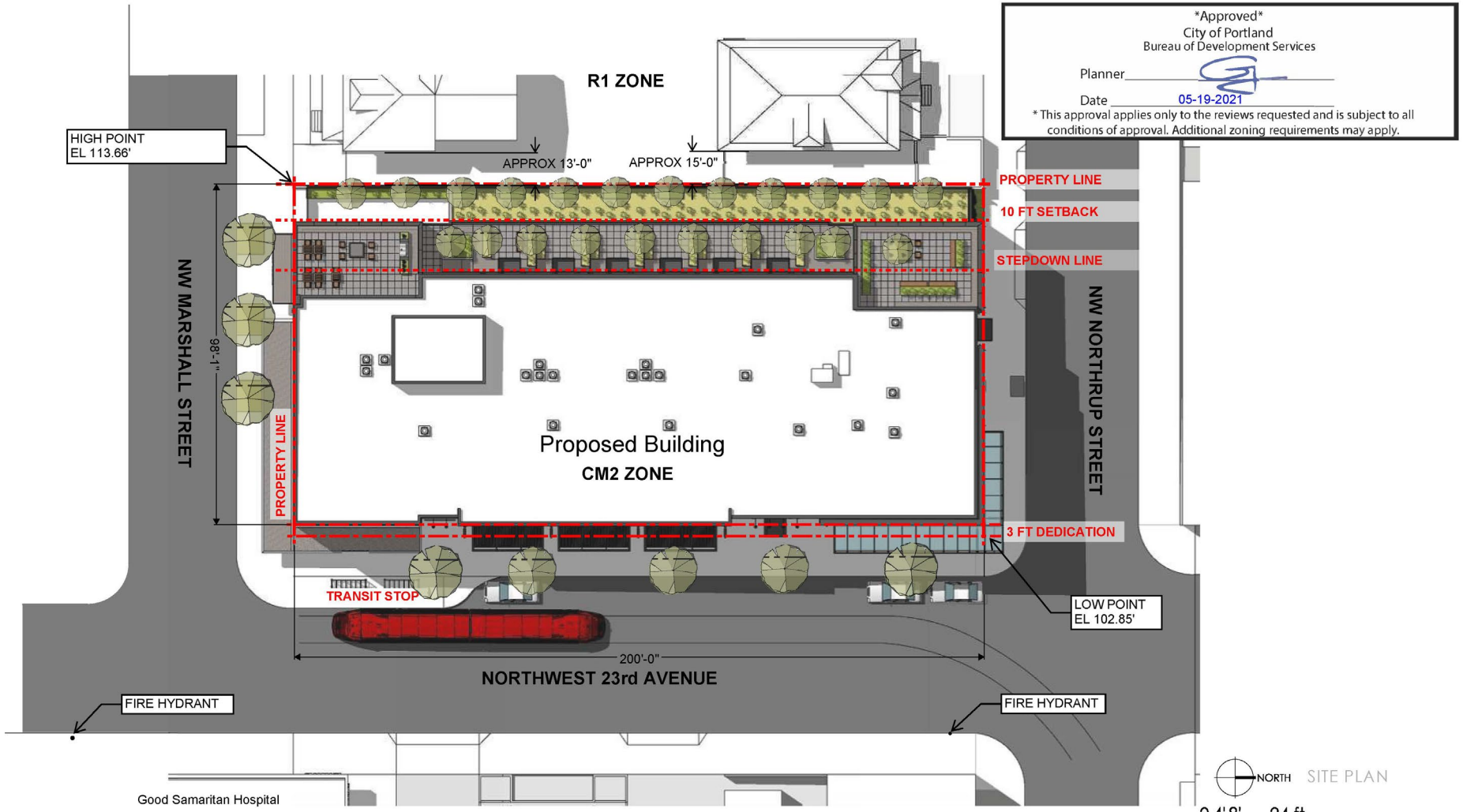
NORTHWEST PLAN DISTRICT

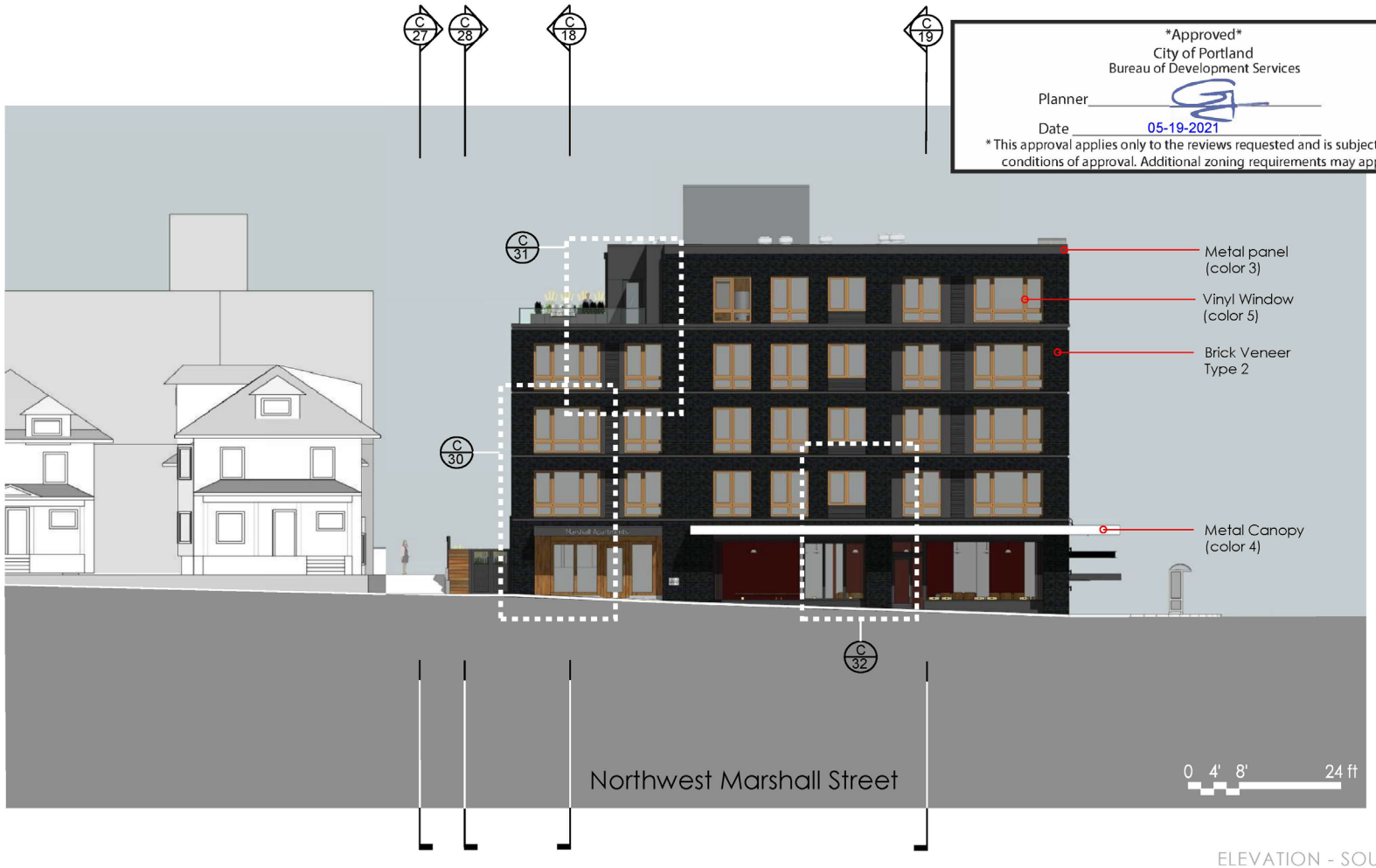
Site

Also Owned Parcels

Historic Landmark

File No.	LU 20 - 123610 DZM
1/4 Section	2927
Scale	1 inch = 163 feet
State ID	1N1E33BB 3100
Exhibit	B Mar 02, 2020


Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.
R1 ZONE
HIGH POINT
EL 113.66'
APPROX 13'-0"
APPROX 15'-0"
PROPERTY LINE
10 FT SETBACK
STEPDOWN LINE
NW MARSHALL STREET
98'-1"
NW NORTHRUP STREET
PROPERTY LINE
Proposed Building
CM2 ZONE
3 FT DEDICATION
TRANSIT STOP
LOW POINT
EL 102.85'
200'-0"
NORTHWEST 23rd AVENUE
FIRE HYDRANT
FIRE HYDRANT
Good Samaritan Hospital
NORTH
SITE PLAN
0 4' 8' 24 ft



Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

ELEVATION - SOUTH

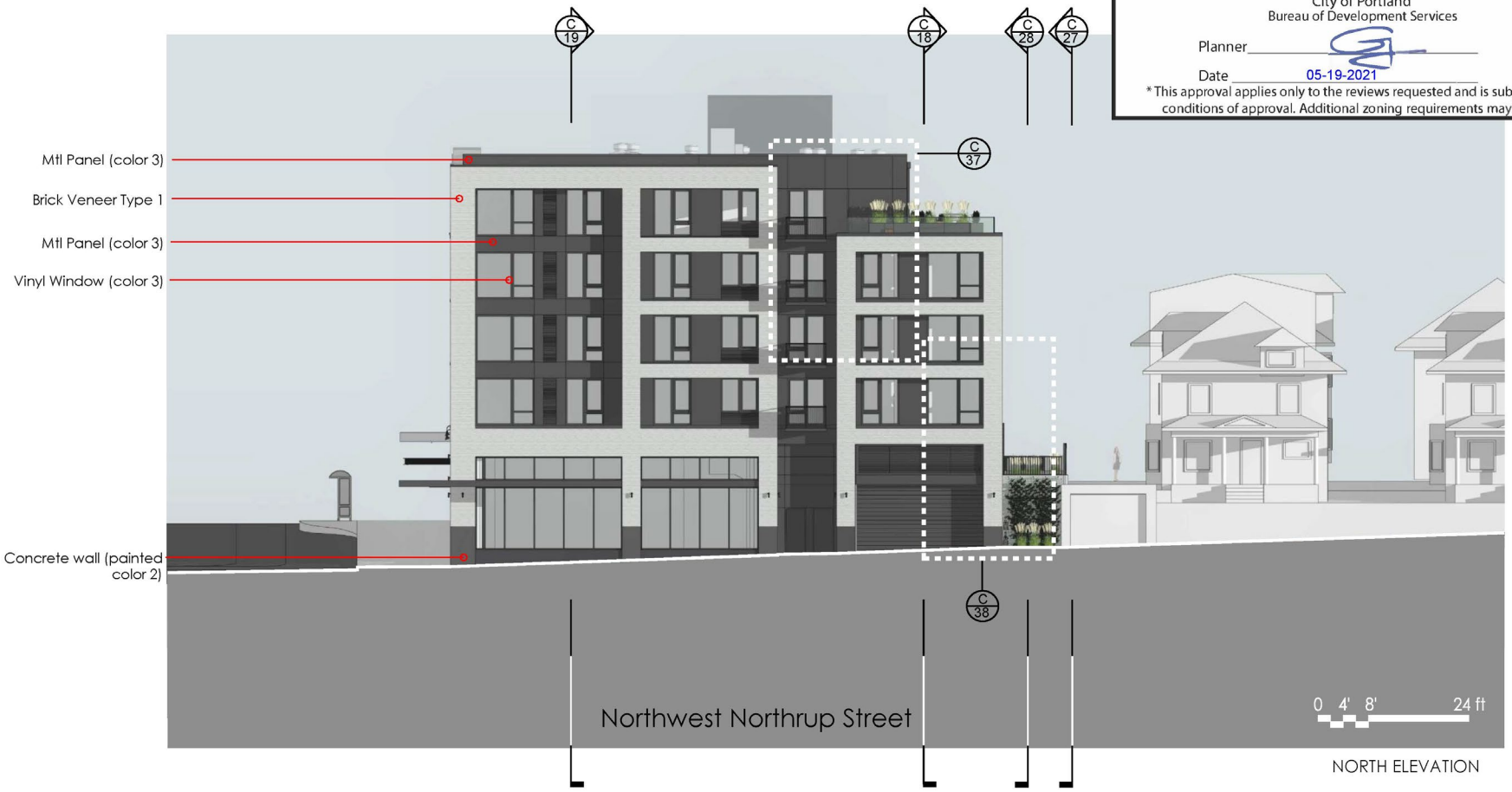
Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



ELEVATION - EAST

LU 20-123610 DZM, Exhibit I.6

Approved
City of Portland
Bureau of Development Services
Planner
Date 05-19-2021
*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



NORTH ELEVATION

LU 20-123610 DZM, Exhibit I.6



WEST ELEVATION

June 3 2021 NWDA Planning Meeting Minutes

Attendees: Steve Pinger, Roger Vrilakas, Elliott Graber, Larry Kojaku, Bill Welch, Vicki Skryha, JoZell Johnson

Guests: Jeanne Harrison, Sue Bristol, Lewellyn Robison, Allan Classen, Mike Stonebreaker, John Czarnecki, Sue Perkel

Introductions

Announcements

Meeting minutes review – from 2 weeks ago - carried on to next meeting

NW Streetscape Study follow up - revised scope discussion - S Pinger

- The beginning of this was started as a capital projects study by parking sac
    - Using the Parking SAC revenues for action
    - Look at something that looks at the urban design features of the main streets
        - "Spiffing up of the streets"
- Jeanne took back to the Parking SAC subcommittee the Planning meetings questions and also included the Parking SAC Questions
    - Was originally part of the NW 23rd study
        - But there were no decisions on north of lovejoy and the new area in ESCO/Montgomery park
        - These projects are on delay
    - Feedback was to review what could be funded by the Parking SAC but also what was available for developers to pick up
- Feedback was that there was not one character of the main streets
    - Request from Jeanne that the Planning Committee take point due to the history of urban design practices
    - Need to revamp the proposal to address the community needs
- Review of the NWIM study
    - Program recommendation in NWIM that speaks to the regulation/administration of the pedestrian through zone
    - Specific Element of the corridor improvement – specifically point 2
        - Outlines the improvements over the course of 23rd improvement
        - Street lighting and pedestrian lighting
        - Illustrations of creative curb extensions
            - Emphasis on things that could be done quickly
            - Concern if that is PBOT's goal or the neighborhood program
    - Background
        - City is putting 250 Million aside to support
        - SAC cannot fund maintenance
    - Feedback from PSAC
        - The visions seem a summary of all actions in one block – not a true design for the implementation of the block
    - Question - Elliott
        - The scope was developed by PBOT staff by the request of the capital projects sub committee
            - Lot of pushback from the parking SAC

                - Creeping SCOPE and details
            - PBOT is seeing the Parking SAC as being a means to implement this particular element of NWIM
        - Discussion of other elements Parking SAC is reviewing
            - Update of the Garbage Cans
                - Physical things that could be put in the neighborhood to function better
                - Twice the capacity than existing
                - 4x pick up on 23rd, 3x pick up on 21st
                    - Same pick up as always – but with 2x the capacity
            - Desire to show projects that can illustrate to the public the actions of the Parking SAC
- In the Scope: The PSAC capital projects subcommittee would be the client – providing direction to the consultant
    - Refers to the NWDA planning and transportation subcommittees "to inform them" what is going on – Concern on wording
    - Who should be the advisory for this level of group??
- Does not define deliverables
    - Is the deliverable out of this study – something like the river district right of way standards that provide guidance to the pearl district
    - Development of a streetscape guidline?
    - Are we talking about a public expenditure to support new actions throughout the street or looking to just the areas of development
    - How does it interact with the slabtown standards
    - Lovejoy and 23rd – north of lovejoy is not included because the roadbed will not be updated for 5 years
        - Additionally the streetcar status is in flux
    - Additional specific street callouts that are not consistent with a guidelines
    - We need to focus on overall guidelines that provide guidance to private frontages in redevelopment and then key public improvements in key public areas
        - If that is what we are after – guidelines and implementation – who needs to be involved in direction
            - Question of who is providing input – need for better outreach – need to include the owners/residents to insure direct feedback
            - Comment at the PSAC comparing an urban design project rather than traffic engineers - project scope
            - This version of the scope speaks to the consultant having specific qualifications that seem to beyond the first scope call out
        - Comparison with Alberta Streetscape projects
            - Discusses that the next consultant on the list is the one you get
        - Storm water improvement would not be in scope because it is beyond the sidewalk
- What role should the Planning Committee should be
    - Discussion of a meeting requiring visual improvements to improve what is here now not a new vision of the street
        - "spiffing it up"
- What is the budget for this plan?

- Before the scope – PBOT gave the budget of $250k
  - Parking sac does not spend money without a match from the city
  - When PSAC asked if the city would pay for any of that the answer was no
- When the whole scope of burnside to Nicole – the budget dropped to $300k
  - When parking sac questioned that (that's not going to happen)
  - City envisioning all coming from PSAC
- Question to our resident developers what would they consider the consultant fee
  - Multiyear project – may be $300k considering full time staff and scope – humans are expensive
  - If this could be done without regulatory actions then the cost could come down to 100k
  - Originally presented as something that is more carrots to the developer – standards require city staff to write the regulations
- What are the precedents?
  - What was their cost and implementation actions
  - What could be used from the Pearl and Alberta areas and modified to nw
  - Understanding the historical requirements and place contexts – specifically in the alphabet district
    - Charm of the neighborhood is the diversity
    - Concern that one standard may not be appropriate for the neighborhood
- Discussion on the goal of getting input from the neighborhood (Roger/Elliott)
- What are the motivation?
  - Is this an action to spend Psac funds?
  - Other actions ongoing – trash barrels, 21st and Glisan, curb extensions
  - PSAC has accumulated quite a bit of money and the goal is to include capital improvements in the planning
    - Parking projects
    - Streetcar project
  - Trying to find projects that are broadly supported across community – business, neighbors etc
  - Curb extensions discussion – paint only $100 – concrete ect $50k
  - Discussion of Curb extension at the s courner at 23rd and Raligh
    - Lack of ADA compliance
- Celebrating intersections
  - LoveJoy and 21st – geographic center of the neighborhood
  - Has that been discussed??
  - What about 21st and Raliegh – a completed curb extension environment
    - Still under construction
- What could the final stance be to show the results of parking funding
  - Support doing more outreach
    - Walking tours
    - Roger offering to fund a venue for neighborhood interaction
    - Ideal way to get the neighborhood engaged
  - Unobjectionable simple projects
    - Like garbage cans

- What are the ways to survey the neighborhood
  - 10-20k quoted for professionally reviewing the neighborhood – to just get an opinion
  - NWDA membership is about 10% of total population

NW 23rd and Marshall (QP) follow up to appeal decision - S Pinger

- The decision went out a couple weeks ago – is appealable until tomorrow
- Summary – neighborhood guidelines that modifies P1 guidelines – that states that when buildings on mainstreets exceed 4 floors the upper floors should step back. This design does not do that – it has 5 floor and 10 feet of side degrading resulting in 20 feet above standards on the north side.
  - The building does step back on the backside towards the neighbors
  - But it ignores the guidelines completely on the streetscape
  - Significantly higher than the 45 feet height restriction – 65 at north end
  - Concern is the design review process – which does not take into account the existing guidelines
- How specific is the set back
  - Discussion – they conformed in some ways to a poorly written law
  - Concern that we are tilting at windmills and will lose at city council
  - With the deadline tomorrow what is the best use of action
    - In future – ask the developer in for feedback with more runway
  - Discussion on the affordable housing guidelines and how they are effecting the designs and neighborhood implementation
    - The guidelines are not neighborhood specific and are prioritized for implementation
  - Concern is the acting of the city staff by not following the guidelines – not so much the concern of the building overall – irritating but overall is a good building
    - They are writing findings to get the buildings approved – not supporting the neighborhood – and its guidelines
- Motion - Bill – Motion to move forward with the appeal – Bill/Roger
  - No cost to NWDA – the Developer will be on 20-24k work to respond to the appeal
  - The developer was set up to not follow the rules
    - Doing this to bring in affordable housing
  - Needs to be crystal clear on what we are appealing it is the regulations not the developer – how do we clarify this concern
  - Need to highlight that they did not meet the guidelines
  - Vote
    - Yes: Bill, Steve, Vicki, Roger, Larry
    - Abstain: Elliott
    - No: JoZell – we need to figure out how to position this and make it clearly on regs
  - Steve to write the appeal

Quimby Festival Street follow up - K Fioravanti, T Heron memo reply - S Pinger

DOZA follow up - P Nameny update - S Pinger

Public Comment

- Sue – Important to set precedence and hold the city to their guidelines

Adjourn

Upcoming NWDA Planning Committee Agendas
Jun 10 2021 South Park Blocks Master Plan presentation

W Rahm

Downtown NA

Jun 17 2021

MP2H PWG Discussion Draft follow up ?

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESSEE
2	RETURN SERVICE REQUESTED	APPELLANT/ RESPONDENT/TESTIFIER	NORTHWEST DISTRICT ASSOCIATION	PINGER STEVE	2669 NW SAVIER ST	PORTLAND OR 97210
3	RETURN SERVICE REQUESTED		TESTIFIER	PERKEL SUE	4534 NW SEBLAR TERRACE	PORTLAND OR 97210
4	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BB 80007	CUTLER JAMES & CHEEK KELLY	2327 NW NORTHRUP ST #8	PORTLAND OR 97210
5	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BC 13000	GILLES THOMAS E & GILLES KARON L	2841 HOLLYRIDGE DR	LOS ANGELES CA 90068-2320
6	RETURN SERVICE REQUESTED	RESPONDENT	1N1E33BB 1500	WEISSFLOG THILO & CHARLTON CARLA	2342 NW MARSHALL ST	PORTLAND OR 97210
7	RETURN SERVICE REQUESTED	OWNER/AGENT 1N1E33BB 3000	C E JOHN PROPERTIES 71 LLC	GAREY SETH	1701 SE COLUMBIA RIVER DR	VANCOUVER WA 98661
8	RETURN SERVICE REQUESTED	APPLICANT	GBD ARCHITECTS INCORPORATED	DOBROT RICHARD	1120 NW COUCH ST STE 300	PORTLAND OR 97209
9	RETURN SERVICE REQUESTED		NEIGHBORS WEST-NORTHWEST	SIEBER MARK	2257 NW RALEIGH ST	PORTLAND OR 97210
10	RETURN SERVICE REQUESTED		LAND USE CONTACT	NOB HILL BUSINESS ASSOCIATION	25 NW 23RD PL STE 6 PMB 217	PORTLAND OR 97210
11	RETURN SERVICE REQUESTED		NORTHWEST DISTRICT ASSOCIATION	THEISEN GREG	2257 NW RALEIGH ST	PORTLAND OR 97210
12	RETURN SERVICE REQUESTED		LAND USE CONTACT	HILLSIDE NEIGHBORHOOD ASSOCIATION	2257 NW RALEIGH ST	PORTLAND OR 97210
13	RETURN SERVICE REQUESTED		HILLSIDE NEIGHBORHOOD ASSOCIATION	KOHNSTAMM KEVIN	3002 NW LURAY CIRCUS	PORTLAND OR 97210
14	RETURN SERVICE REQUESTED		LAND USE CONTACT	AIA URBAN DESIGN COMMITTEE	422 NW 13TH AVE	PORTLAND OR 97209
15	RETURN SERVICE REQUESTED			DOUG KLOTZ	1908 SE 35TH PLACE	PORTLAND OR 97214
16	RETURN SERVICE REQUESTED			JUDY PETERS	6916 NE 40TH ST	VANCOUVER WA 98661
17	RETURN SERVICE REQUESTED			KARLA MOORE-LOVE (CITY HALL)	1221 SW 4TH AVE #130	PORTLAND OR 97204
18	RETURN SERVICE REQUESTED		RISK & LAND DEPARTMENT	NW NATURAL	250 SW TAYLOR STREET	PORTLAND OR 97204-3038
19	RETURN SERVICE REQUESTED		LAND USE CONTACT	PACIFIC POWER & LIGHT	7544 NE 33RD DR	PORTLAND OR 97211
20	RETURN SERVICE REQUESTED		LAND USE CONTACT	PLAN AMENDMENT SPECIALIST	635 CAPITAL ST NE #150	SALEM OR 97301
21	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORT OF PORTLAND PLANNING	PO BOX 3529	PORTLAND OR 97208
22	RETURN SERVICE REQUESTED		LAND USE CONTACT	RESTORE OREGON	1130 SW MORRISON ST STE 318	PORTLAND OR 97205
23	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE FISH & WILDLIFE	17330 SE EVELYN ST	CLACKAMAS OR 97015
24	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
25	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE SUITE 300	PORTLAND OR 97201
26	RETURN SERVICE REQUESTED		LAND USE CONTACT	PORTLAND SCHOOL DISTRICT	501 N DIXON	PORTLAND OR 97227
27				LAND USE CONTACT	PROSPER PORTLAND	129/PROSPER
28					BRANDON SPENCER-HARTLE	B299/R7000
29					COUNCIL CLERK	131/130
30					DAWN KRANTZ	B299/R5000
31					HEARINGS CLERK	299/3100
32	RETURN SERVICE REQUESTED		20-123610 CCNOA 6-10-21	CASE FILE JEFFREYS	1900 SW 4TH AVE #5000	PORTLAND OR 97201

Christe C. White
cwhite@radlerwhite.com
971-634-0204

July 8, 2021

Via Email
Mayor Ted Wheeler
Council Members
1221 SW 4th Ave
Portland OR 97204

Re: Applicant's Response to Appeal of Design Review Approval: LU20-123610DZM

Dear Mayor and Council Members:

This office represents the applicant, CE John Properties 71, LLC in its proposal to build a 74-unit mixed use building with 10,000 square feet of retail use at the corner of NW 23rd and NW Marshall. The City's design review staff recommended approval of this proposal to the Design Commission and, in turn, the Design Commission also unanimously approved the project.

The property is zoned CM2 and is within the Mixed-Use Urban Center Comprehensive Plan designation. It is also located in the Northwest Plan District ("NWPD"). These designations have particular relevance to this appeal. When the City devised the CM2 zone, it prioritized and encouraged certain height and FAR bonuses. The City established a 2.5:1 base FAR and a 1.5:1 FAR bonus if the project builds inclusionary housing. If the applicant earns the FAR bonus, it also receives the corresponding height bonus of 10 feet. This project implements and utilizes both these City intended incentives. The building is therefore 55 feet in height and comprises a 3.8:1 FAR, in full compliance with the code.

Both the Bureau of Development Services and the Design Commission agree that this project meets and correctly implements these CM2 base zone and NWPD development standards.

This project was also subject to the Community Design Guidelines. The NWDA appealed the Design Commission decision on one guideline, Guideline P1.1, which states:

> "Urban Character: District-wide Considerations. Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing."

NWDA argues that the City's consideration of step backs on *all upper stories* of the building and its consideration of the parapets and cornicing were irrelevant to the Urban Character guideline and therefore in error.

The Urban Character design guideline clearly permits and even requires the Commission to consider the entire continuous roof line and facades of all the upper stories as well as the parapets and cornices to determine whether the project meets the design guideline. The guideline sentence at issue seems to be: *New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped back in order to contribute to a more consistent streetscape and to maintain neighborhood scale.*

The guideline expressly refers to the *upper stories* in the plural, not just a single façade. The guideline continues that the reference to setbacks is to contribute to a "more consistent streetscape and maintain neighborhood scale." Under PCC 33.700.070, literal readings of the code are required. The simple and literal reading of this guideline is for the Commission to review the upper stories of the proposal in the context of the existing buildings to the front, sides and back of the project and determine whether the proposal responds to the "streetscape and the neighborhood." The Design Commission did just that in its study and findings.

The Design Commission found:

> The proposed building configuration responds to the architectural scale and the fine-grain pattern of the district in the following ways:
>
> The building façade is broken into three distinct "blocks" to reflect the district's pattern of partial block massing. These three "blocks" are intended to reflect lot and building frontage lengths of the early twentieth century and reinforce the pattern of partial block massing. The Northwest 23rd Avenue frontage is split into a central massing of 78 feet wide and book ended with two smaller facades of 37 and 47 feet wide. These divisions are emphasized with different brick colors and detailing, window configurations, and ground floor storefront and canopy details. The recesses between them comply with the two-foot depth requirement for façade articulation.
>
> The ground floor is delineated to accommodate a variety of retail tenant sizes, with larger tenant spaces anchoring the corners and four smaller tenant spaces in between, each with a unique but complementary storefront character.
>
> While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor.

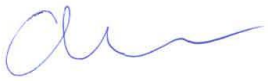
These findings demonstrate that the Commission reviewed the entirety of the building facades and the context of the neighborhood and the streetscape and found that the building more than satisfied the Urban Character Guideline. Ironically, if the Commission only considered the NW 23rd street façade for example and removed all other facades from consideration, the Commission may have been incorrectly interpreting the guideline. A project is never about a single façade but instead it is always about how each façade is designed in context and coherently with the rest of the building and the neighborhood. Here, the project is directly across NW 23rd from Legacy Emanuel Hospital which of course presents a different context than the R1 zone to the rear of the project. The Design Commission found that the project successfully responded to each of these distinct building environments with appropriate design responses, setbacks and parapet and cornice treatments.

For these reasons, the Design Commission was well within its interpretative discretion and the unanimous decision to approve the design should be upheld by the Council.

While not directly relevant to the approval criteria, it is worth noting that this project is one of too few residential projects proceeding through the development review process. Timely resolution of this appeal will reduce the development costs and facilitate construction and delivery of needed housing to the Portland market.

Thank you for your consideration of this appeal response.

Sincerely,



Christe C White



City of Portland
City Council

Appeal - Type III Land Use

LU 20-123610 DZM

NW 23rd & Marshall

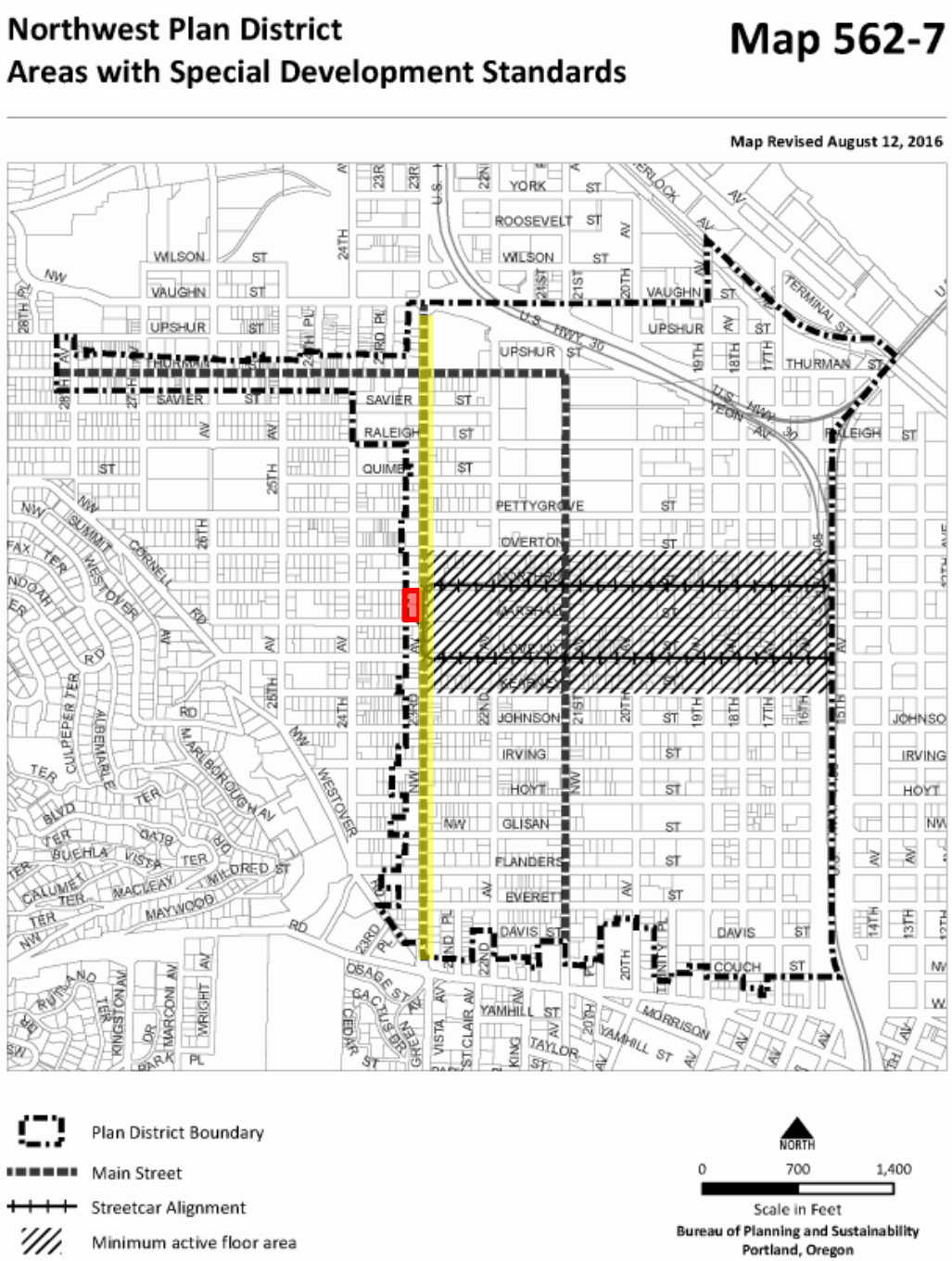
July 14, 2021
Staff Presentation

Appeal Hearing

City Council Appeal Hearings Process For Evidentiary/ De Novo Appeals

The order of appearance and time allotments is generally as follows:

- **Staff Report** - 10 minutes
- Appellant - 10 minutes
- Supporters of Appellant - 3 minutes each
- Principal Opponent of the Appeal - 15 minutes
- Other Opponents of the Appeal - 3 minutes each
- Appellant Rebuttal - 5 minutes
- Council Discussion



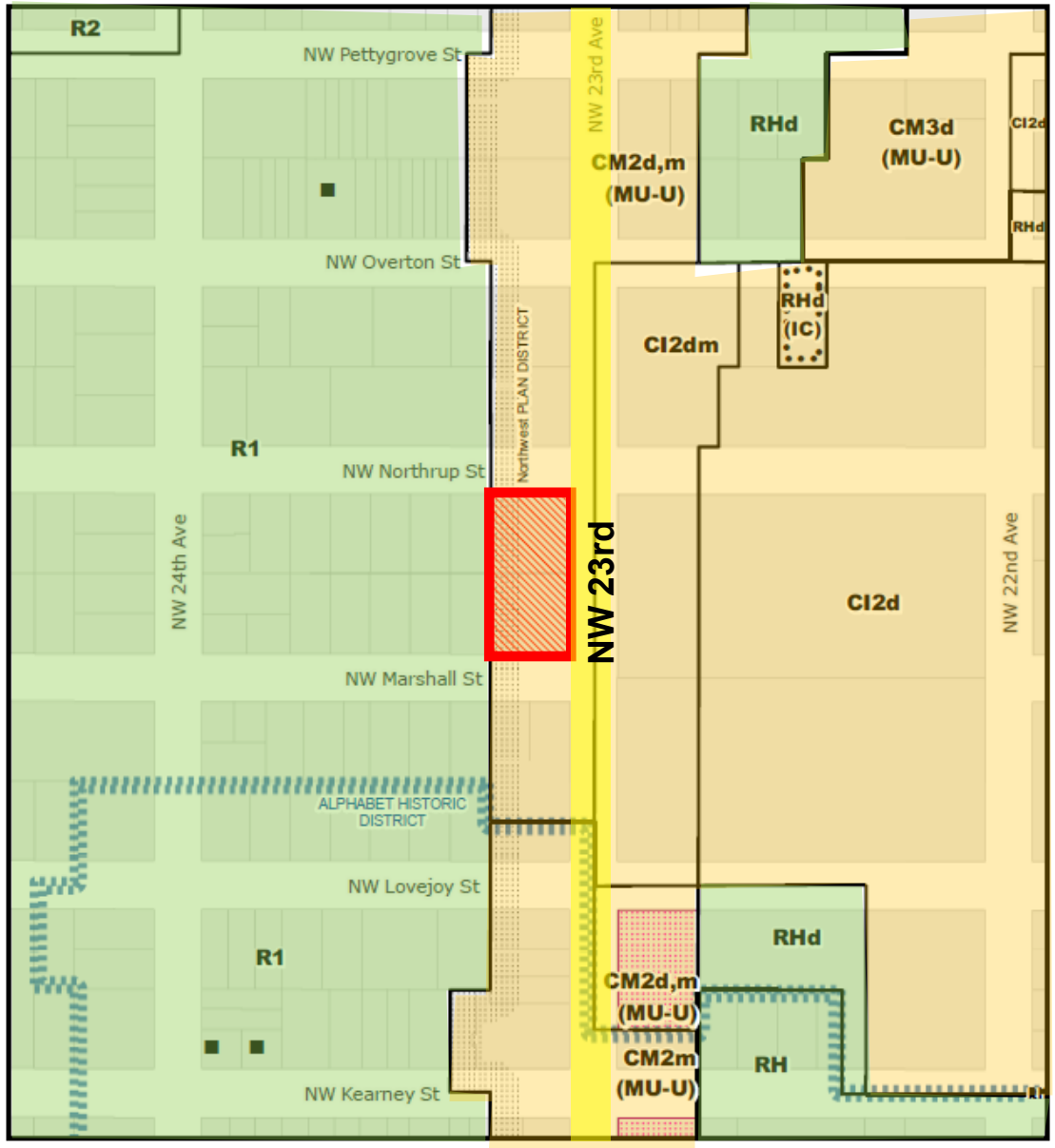
Zoning

Northwest Plan District

Also:

- Main Street, NW 23rd (yellow)
- Streetcar Alignment (hatched).

LU 20-123610 DZM, Exhibit I.9



Zoning Map

Zoning

Base Zone:

- CM2 - Commercial/ Mixed Use 2

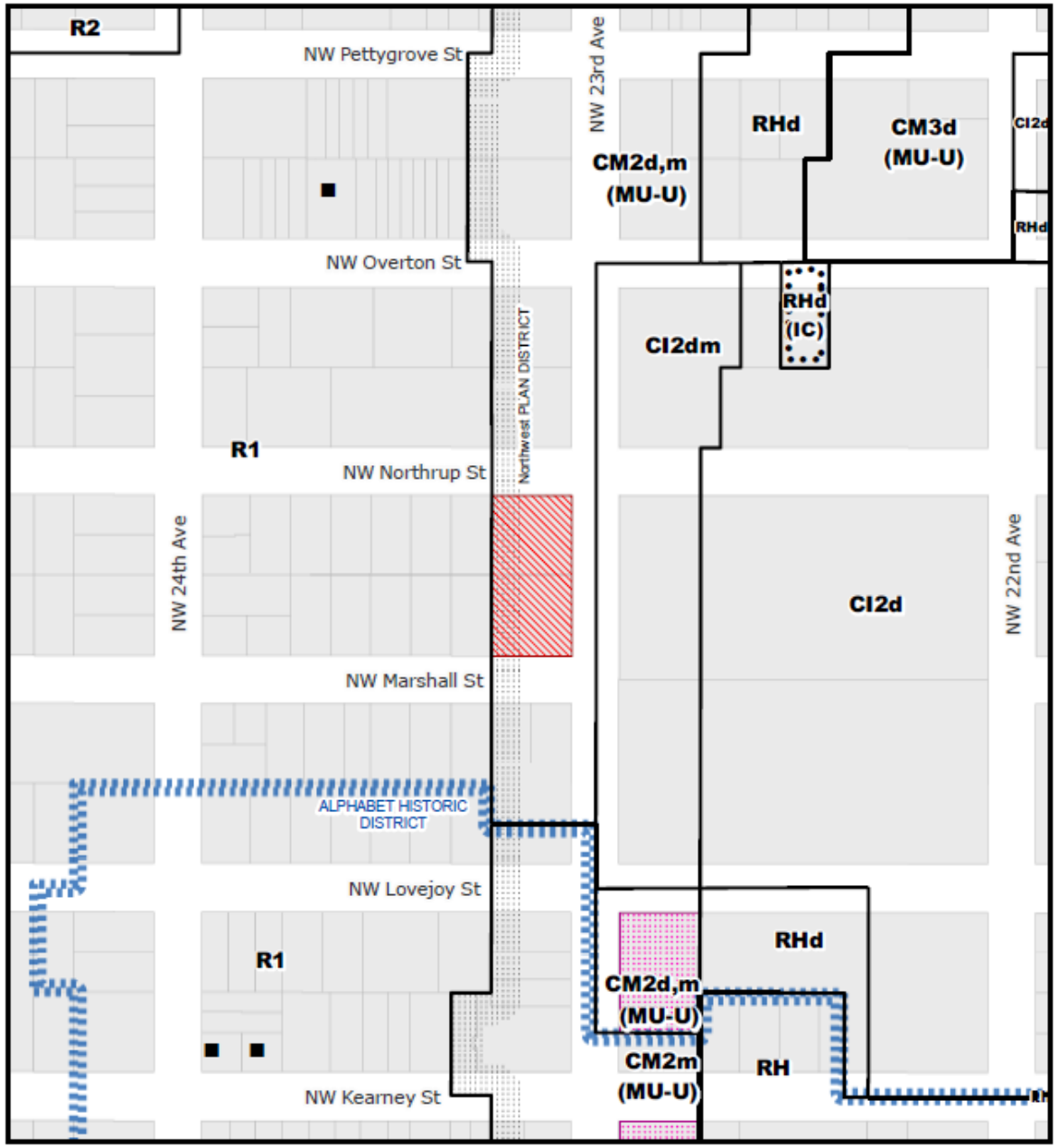
Overlays:

- d - Design
- m - Centers Main Street

Adjacencies:

- R1 - Residential Multi-Dwelling 1 to west

LU 20-123610 DZM, Exhibit I.9



Zoning

Floor Area Ratio:

Std: 2.5:1 (4:1 w/ IH bonus)
Prop: 3.8:1

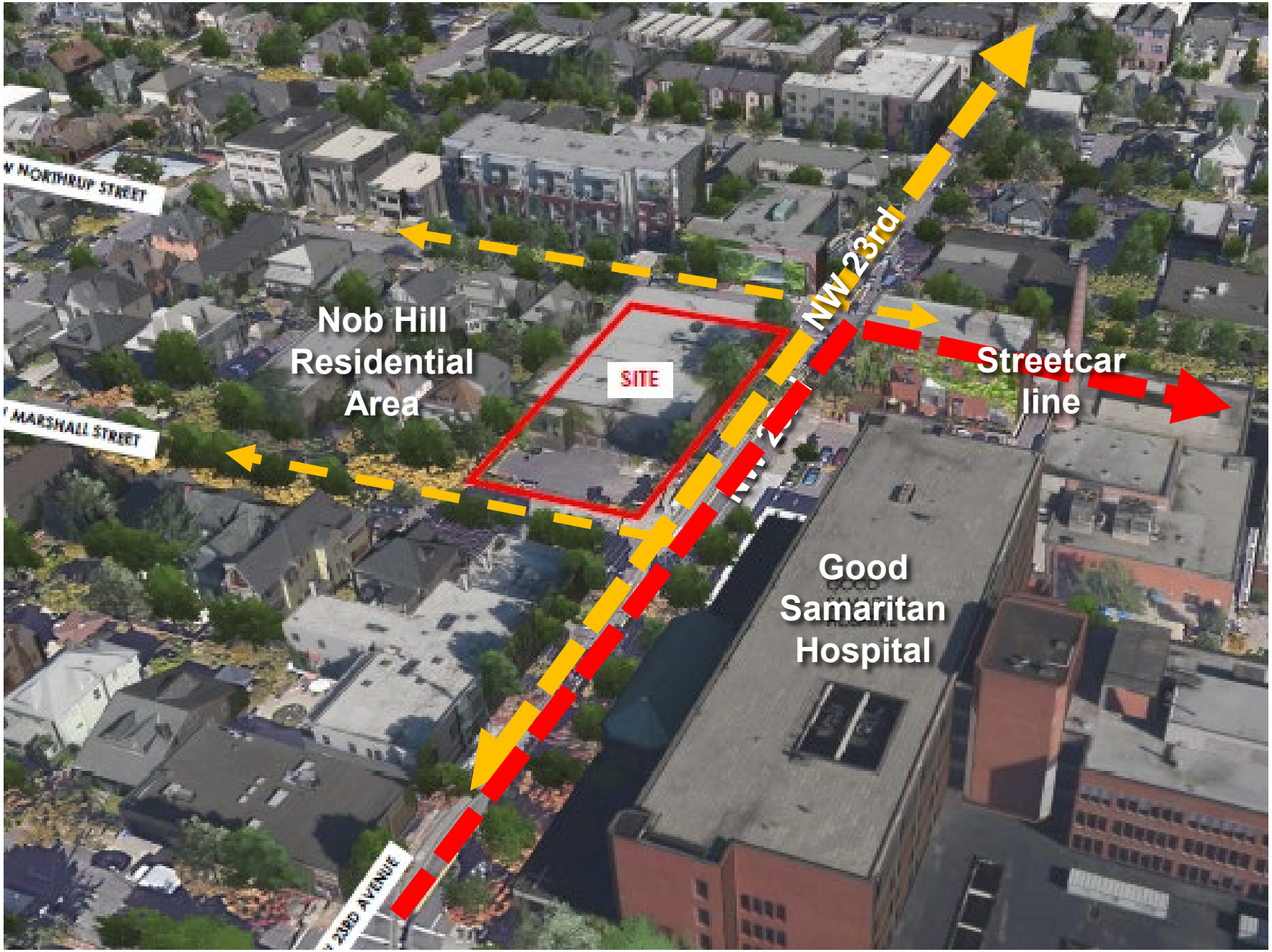
Height:

Std: 45’ (55’ w/ IH bonus)
Prop: 55’

Adjacencies:

Alphabet HD ½ block to the south
R1 (Residential Multi-Dwelling 1) to the west

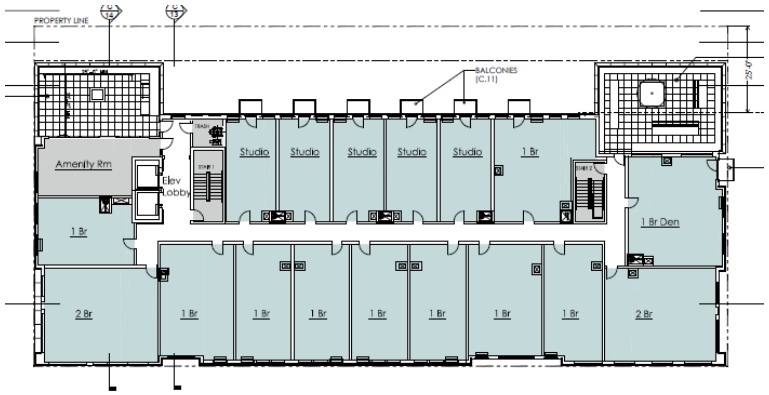
LU 20-123610 DZM, Exhibit I.9



Context

- Site has a full block frontage on NW 23rd, a commercial focus for district
- The streetcar wraps NW 23rd here.
- East across NW 23rd is the 6-story Good Sam
- West is the Nob Hill residential area.

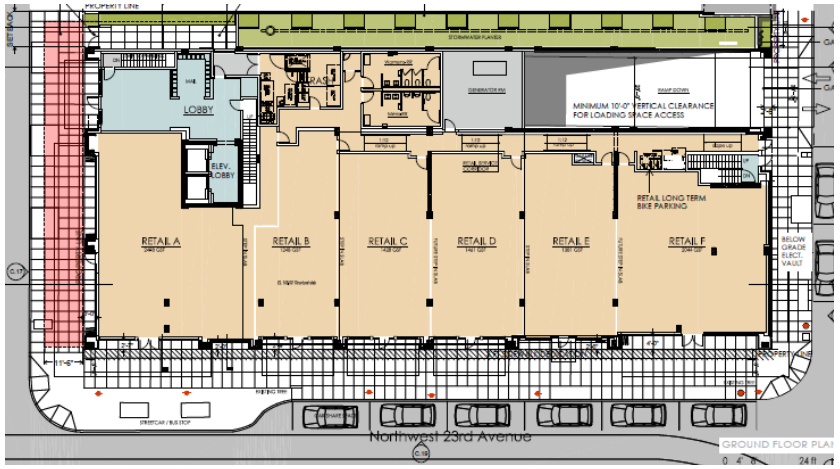
LU 20-123610 DZM, Exhibit I.9



Residential units above



East side facing NW 23rd



Ground Level (retail)



West side facing residential zone

Program Overview

- 5-stories, mixed-use
- 10,000 sf Ground floor retail
- 74 residential units above
- 44 below-grade parking spaces, off Northrup
- Amenities include private and communal terraces

LU 20-123610 DZM, Exhibit I.9

Approval Criteria

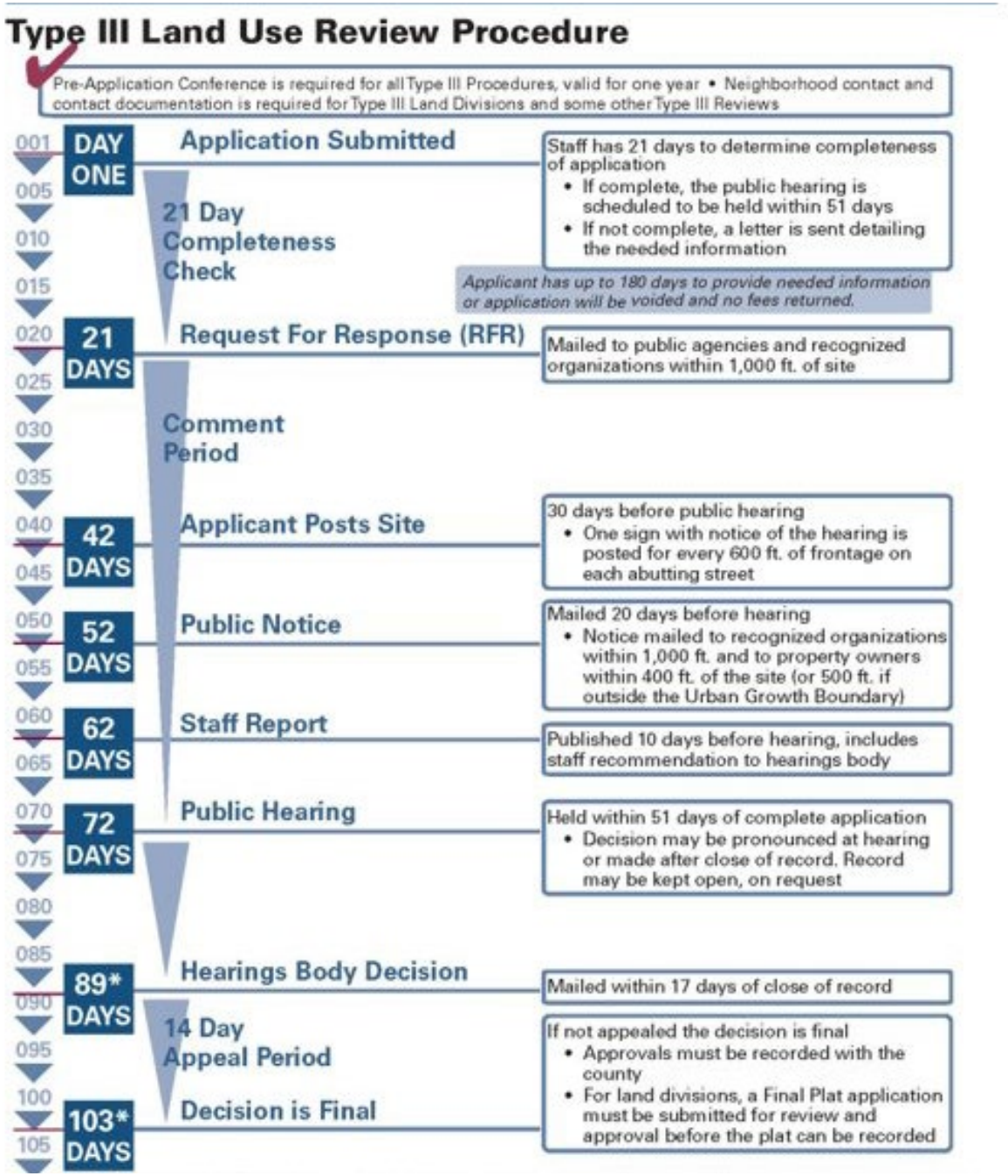
Design Review

Community Design Guidelines

Modifications

Four (4) Modifications - PZC Section 33.825.040

1. Reduce width of vertically hung bike parking spaces.
2. Locate main residential entrance away from the Transit Street.
3. Alter landscape screening due to substantial grade differences.
4. Reduce depth of two vehicle parking stalls.



Review Procedure

LU 20-123610 DZM

- Submitted - February 26, 2020
- Effective Code - December 2019
- Hearing Scheduled - October 15, 2020, postponed by applicant.
- Public Hearing and approval - May 6, 2021
- Appealed by NWDA - June 4, 2021

LU 20-123610 DZM, Exhibit I.9

Project History

Design Commission Deliberation

- Context. The design responded well to the different adjacent contexts of streetcar commercial area to the east and residential to the west.
- Public realm. The active ground floor use and storefront designs enhanced the three street frontages.
- Quality and Permanence. The quality materials and thoughtful details complemented the rich textures of the district.

Decision: Design Commission approved Design Review with Modifications.

Public Interest

- 9 written comments plus public testimony at hearing. Primary concerns, related to the approval criteria, focused on a lack of step back at the upper (fifth) story.

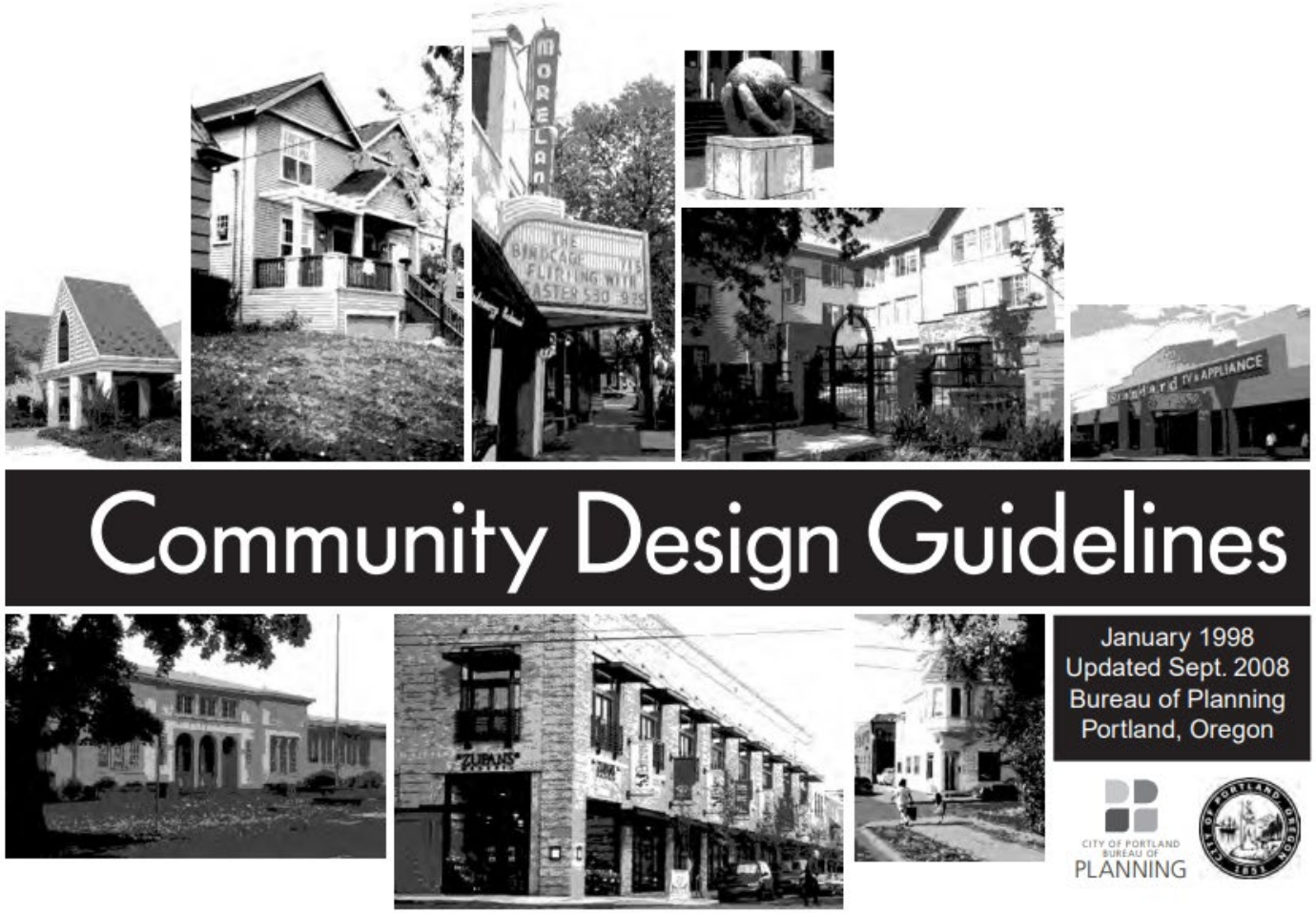
Appeal

The NWDA appealed the decision. In their appeal statement, they listed their concerns as follows:

*The Staff Report Finding for **Community Design Guideline P1. Plan Area Character,** P1.1 Urban Character: District-wide Considerations does not address the content of the subject guideline regarding step backs at the street facade, and inappropriately refers to a) required step backs on other facades, and b) parapet and cornice detailing, both of which are irrelevant to complying with this guideline.*

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade



Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9



How Design Guidelines are Used

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Applicability of Community Design Guidelines
The chart on page 12 shows which Community Design Guidelines apply to different types of projects. An applicant need only address those guidelines that are identified as applicable on this chart.

From **How Design Guidelines are Used**

"The design review process is flexible to encourage designs that are innovative and are appropriate for a specific location. For this reason, guidelines are qualitative statements. Unlike objective design standards, there are many acceptable ways to meet each guideline."

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

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."

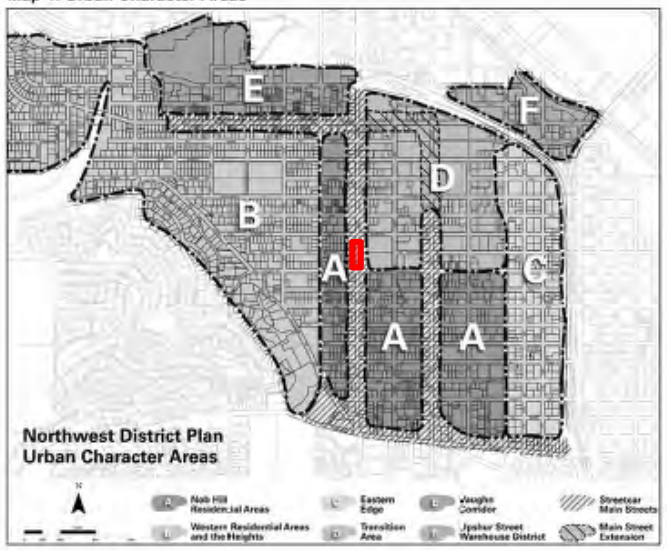
Appendix J - Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions:

- P1.1 District-wide Considerations (general)
- P1.2 Streetcar Main Streets (area specific)
  - Architecture
  - Urban Pattern
  - Desired Characteristics and Traditions

Urban Character: District-wide Considerations

While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.

Map 4: Urban Character Areas



Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

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- P1.1 District-wide Considerations (general)
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  - Architecture
  - Urban Pattern
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Urban Character Area: Streetcar Main Streets

The main streets of NW 21st and NW 23rd Avenues, and West Burnside and NW Thurman Streets, located along the original streetcar routes through the area, have historically served as the primary focus for commercial activity in the Northwest District. This status is reflected in the architecture and development pattern along these streets.

Architecture

Characteristic architectural elements of commercial buildings along the main streets include: buildings located up against sidewalks, large storefront windows, often with transom lights; awnings; entrances typically at sidewalk level; flat roofs and cornices or ornamented parapets; masonry construction, and building heights of one to four stories (upper floors were usually designed for residences). The main streets also include block, split-block, and courtyard apartment buildings; as well as some early twentieth-century wood-frame houses, mostly located along northern portions of NW 23rd Avenue and converted to commercial uses. NW Thurman Street includes a predominance of residential structures not typical of the other main streets, including Victorian workers cottages in the Queen Anne style (these are remnants, together with similar houses along nearby streets, of the working-class Slabtown neighborhood) and modern rowhouses with architecture derivative of traditional styles.

Urban Pattern

Commercial buildings typically abut each other, with little or no side setbacks, providing a continuous building frontage that provides a sense of urban enclosure along the main streets. Each main street block is typically lined by several small storefronts or tenant spaces, providing a diversity of activities and visual experiences. These patterns are occasionally interrupted by residential structures and by post-war commercial buildings with front setback parking and other automobile-oriented features (with drive-through facilities especially common along West Burnside Street). NW Thurman Street is characterized by a less continuous storefront commercial frontage than is the case along the other area main streets. Along NW Thurman Street, storefront commercial buildings tend to be clustered at intersections, with mid-block areas occupied by small lot houses, usually with shallow setbacks, and modern rowhouses with front garages and driveways.

Streetcar Main Streets: Desired Characteristics and Traditions

The Streetcar Era structures that define the character of the main streets, portions of which are located within the Alphabet Historic District, should be preserved or adaptively reused. New development should incorporate architectural features that characterize the district's main streets, such as large storefront windows, awnings and upper-story residences, and should continue the historic pattern of a continuous frontage of buildings and active uses located close to sidewalks. Large retail developments should be integrated into the main streets' fine-grain urban pattern and mix of uses through strategies such as including spaces suitable for small tenants along street frontages or by including upper-floor residences. Where appropriate, development should include outdoor space for dining and other activities that contribute to a vibrant urban environment. Disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided.

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

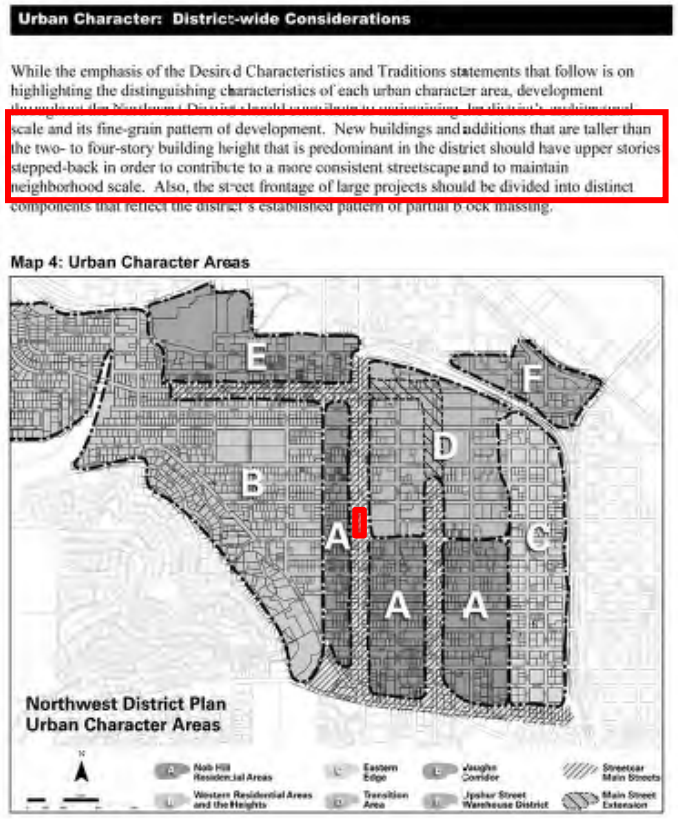
P1. Plan Area Character.

"Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions."

Appendix J - Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions:

- P1.1 District-wide Considerations (general)
- P1.2 Streetcar Main Streets (area specific)
  - Architecture
  - Urban Pattern
  - Desired Characteristics and Traditions

New buildings and additions that are taller than the two to four-story building height that is predominant in the district should have the upper stories stepped back in order to contribute to a more consistent streetscape and to maintain neighborhood scale.



Urban Character: District-wide Considerations

While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.

Map 4: Urban Character Areas

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

The Commission found that the proposal met Guideline P1 in numerous ways:

1. The predominately brick clad building has a split-block massing, with storefront windows, canopies to protect pedestrians and outdoor dining opportunities, reflecting the "district's architectural scale and its fine-grain pattern of development".
2. A highly active ground floor with upper story residences continues "historic use patterns of the district" and contributes to a "more consistent streetscape".
3. While the upper fifth-floor is not "stepped back" from NW 23rd, four-story building height datum is addressed to "maintain a consistent streetscape and neighborhood scale".

On balance, the proposed design contributed to a more consistent streetscape and helped better maintain neighborhood scale for this specific site by locating the massing east toward NW 23rd, facing the commercial area, streetcar line, and the six-story hospital across the street, rather than shifting it closer towards the smaller-scaled residential area to the west.





Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

City Council Alternatives



1. **Deny the appeal** and uphold the Design Commission's decision of approval with conditions.

2. **Deny the appeal but modify** the Design Commission's decision of approval with conditions and instruct the applicant to revise the design and return to Council at a future date.

3. **Grant the appeal**, thereby overturning the Design Commission's decision to approve with conditions. In this case, the project would be denied.

LU 20-123610 DZM, Exhibit I.9

Questions?

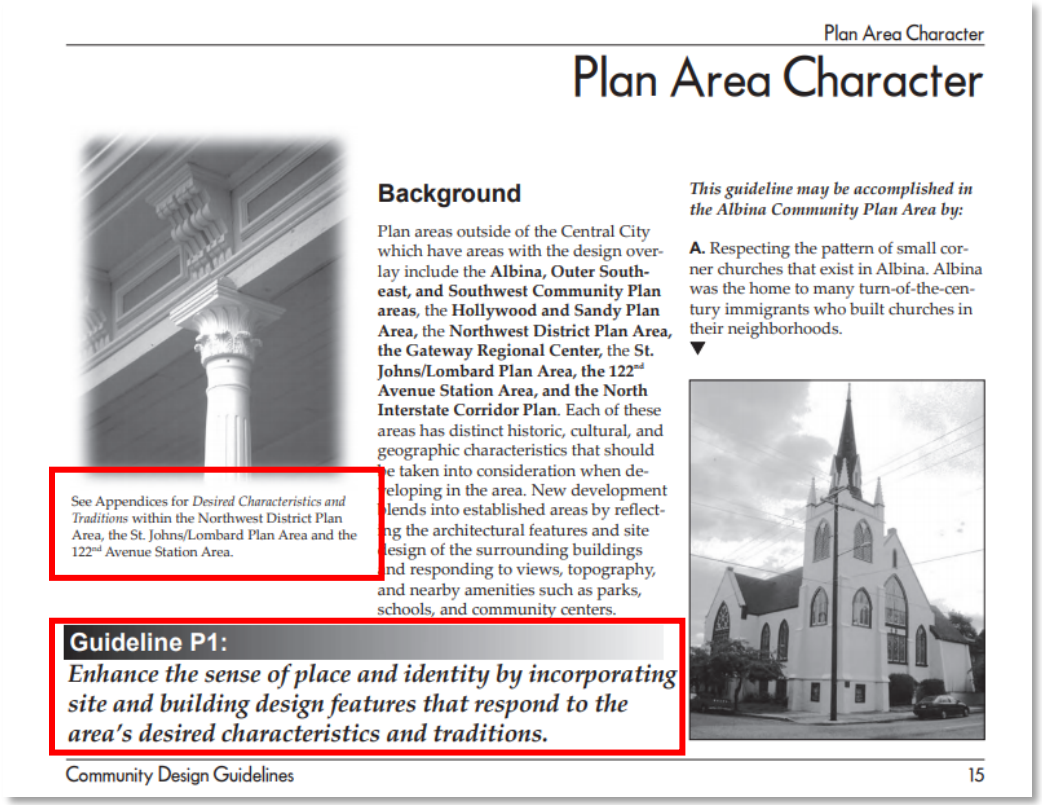
LU 20-123610 DZM, Exhibit I.9

Background References

LU 20-123610 DZM, Exhibit I.9

Proposal

LU 20-123610 DZM, Exhibit I.9



Plan Area Character

Plan Area Character

See Appendices for *Desired Characteristics and Traditions* within the Northwest District Plan Area, the St. Johns/Lombard Plan Area and the 122nd Avenue Station Area.

Background

Plan areas outside of the Central City which have areas with the design overlay include the **Albina, Outer Southeast, and Southwest Community Plan areas**, the **Hollywood and Sandy Plan Area**, the **Northwest District Plan Area, the Gateway Regional Center**, the **St. Johns/Lombard Plan Area, the 122nd Avenue Station Area, and the North Interstate Corridor Plan**. Each of these areas has distinct historic, cultural, and geographic characteristics that should be taken into consideration when developing in the area. New development blends into established areas by reflecting the architectural features and site design of the surrounding buildings and responding to views, topography, and nearby amenities such as parks, schools, and community centers.

This guideline may be accomplished in the Albina Community Plan Area by:

A. Respecting the pattern of small corner churches that exist in Albina. Albina was the home to many turn-of-the-century immigrants who built churches in their neighborhoods.

Guideline P1:

Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

Community Design Guidelines 15

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

Community Design Guideline 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."

Appendix J - Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions:

LU 20-123610 DZM, Exhibit I.9





Views from the NW 23rd side (east)

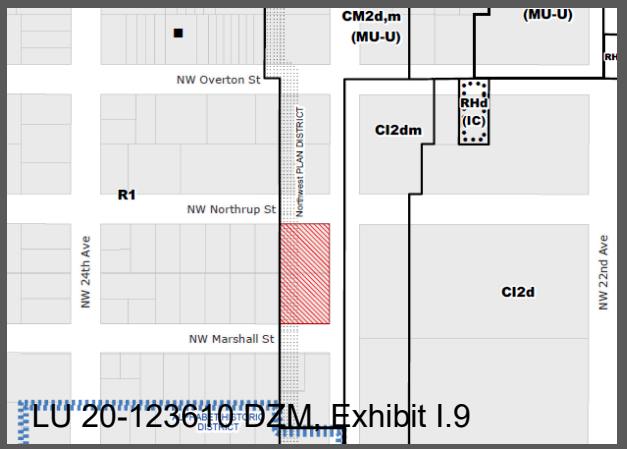




Views from the residential side (west)

Program Overview

- 5-stories, Mixed-use
- 10,000 sf Ground floor retail
- 74 residential units above
- 44 parking spaces below-grade
- Amenities include private and communal terraces



LU 20-123610 DZM, Exhibit I.9

The Commission found that the proposal met guideline P1 in numerous ways:

1. The predominately brick clad building has a split-block massing, with tall storefront windows, canopies to protect pedestrians and generous outdoor dining opportunities, reflecting the "district's architectural scale and its fine-grain pattern of development".
2. A highly active ground floor with upper story residences continues "historic use patterns of the district" and contributes to a "more consistent streetscape".
3. While the upper fifth-floor is not "stepped back" from NW 23rd, the four-story building height datum is addressed to "maintain a consistent streetscape and neighborhood scale".

On balance, the proposed design also contributed to a more consistent streetscape and helped better maintain neighborhood scale for this specific site by locating the massing east toward NW 23rd, facing the commercial area, streetcar line, and the six-story hospital across the street, rather than shifting it closer towards the smaller-scaled residential area to the west.





Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

LU 20-123610 DZM, Exhibit I.9

LU 20-123610 DZM

- Submitted – February 26, 2020
- Effective Code – December 18, 2019
- Hearing Scheduled - October 15, 2020, postponed by applicant.
- Public Hearing – May 6, 2021
- Approved - May 6, 2021
- Appealed - June 4, 2021
- Extended 120-day date expiration – August 19, 2021

Project History

Land Use Review

Appendix J, P1.1 District-wide Considerations

- *Development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development.*
- *New buildings and additions that are taller than the two to four-story building height that is predominant in the district should have the **upper stories stepped back** in order to contribute to a more consistent streetscape and to maintain neighborhood scale.*
- *Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.*

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade

P1.1 District-wide Considerations

- **The proposal maintains** "the district's architectural scale and its fine-grain pattern of development" by breaking up the massing into three distinct blocks, each with its own brick colors and detailing, window configurations, ground floor storefront and canopy details.
- **The proposal provides** "distinct components that reflect the district's established pattern of partial block massing" by delineating the ground floor to accommodate a variety of retail tenant sizes.
- **While the proposal is** "taller than the two-to four-story building height that is predominant in the district", the proposal is within the allowable building height limit. Rather than stepping the upper stories back "in order to contribute to more consistent streetscape and to maintain neighborhood scale" design elements, in addition to those listed above, include parapet details and cornices to address the four-story building height datum.

Appeal

- By the NW District Association
- CDG P.1 - Step backs at the street facade



LU 20-123610 DZM, Exhibit I.9

P1.4 Streetcar Main Streets: Desired Characteristics and Traditions

- **The proposal incorporates** "features that characterize the district's main streets, such as large storefront windows, awnings, and upper story residences", and continues the "historic pattern of a continuous frontage of buildings and active uses located close to sidewalks".
- **The proposal integrates** "the main streets' fine-grain urban pattern and mix of uses through strategies" by "including spaces suitable for small tenants along street frontages" as well as by "including upper-floor residences".
- **The proposal includes** "outdoor space for dining and other activities that contribute to a vibrant urban environment".
- **The proposal avoids** "disruptions to the continuity of the main street pedestrian environment by curb cuts, driveways, garage fronts and surface parking areas should be avoided" by locating parking below grade, and access to parking on Northrup away from NW 23rd.

Appeal

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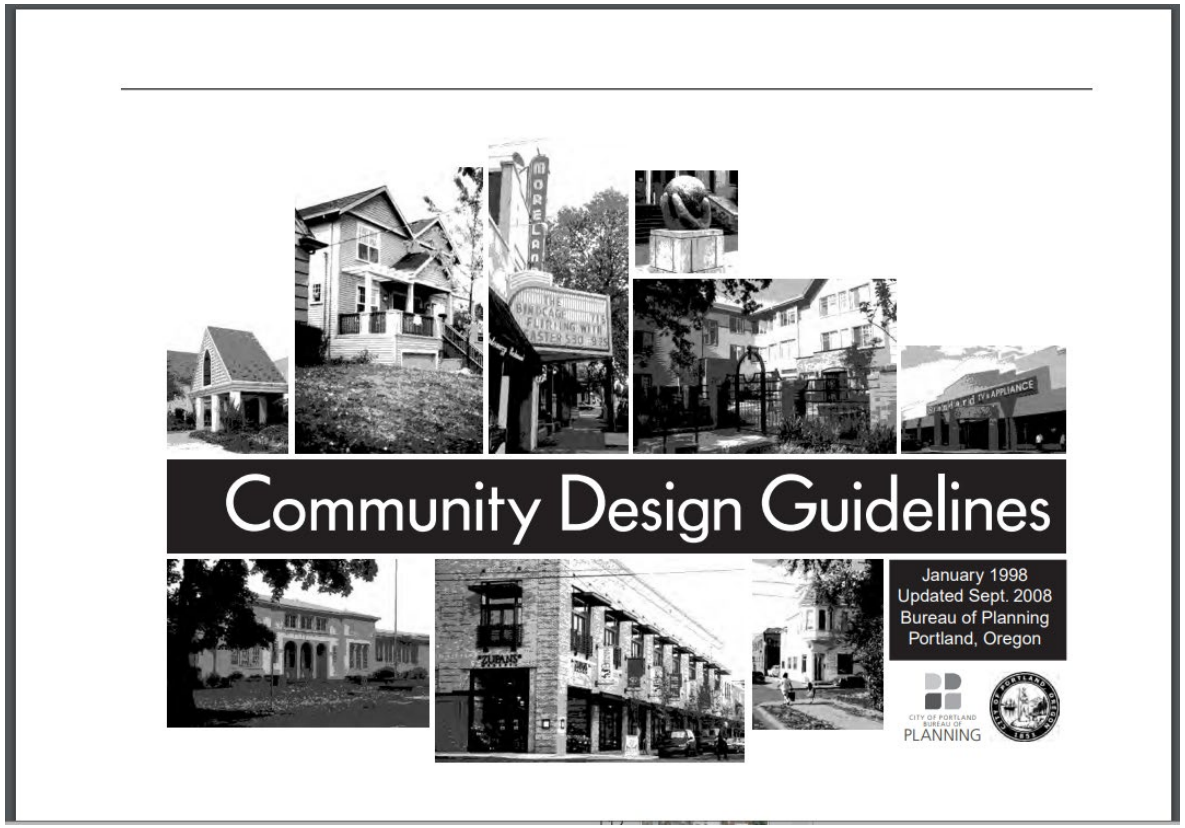
LU 20-123610 DZM, Exhibit I.9

Guidelines

LU 20-123610 DZM, Exhibit I.9

Approval Criteria

- Design Review
  Community Design Guidelines



LU 20-123610 DZM, Exhibit I.9



Design Review in Portland

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Community Design Guidelines 7

From **How Design Guidelines are Used** (CDG page 7)

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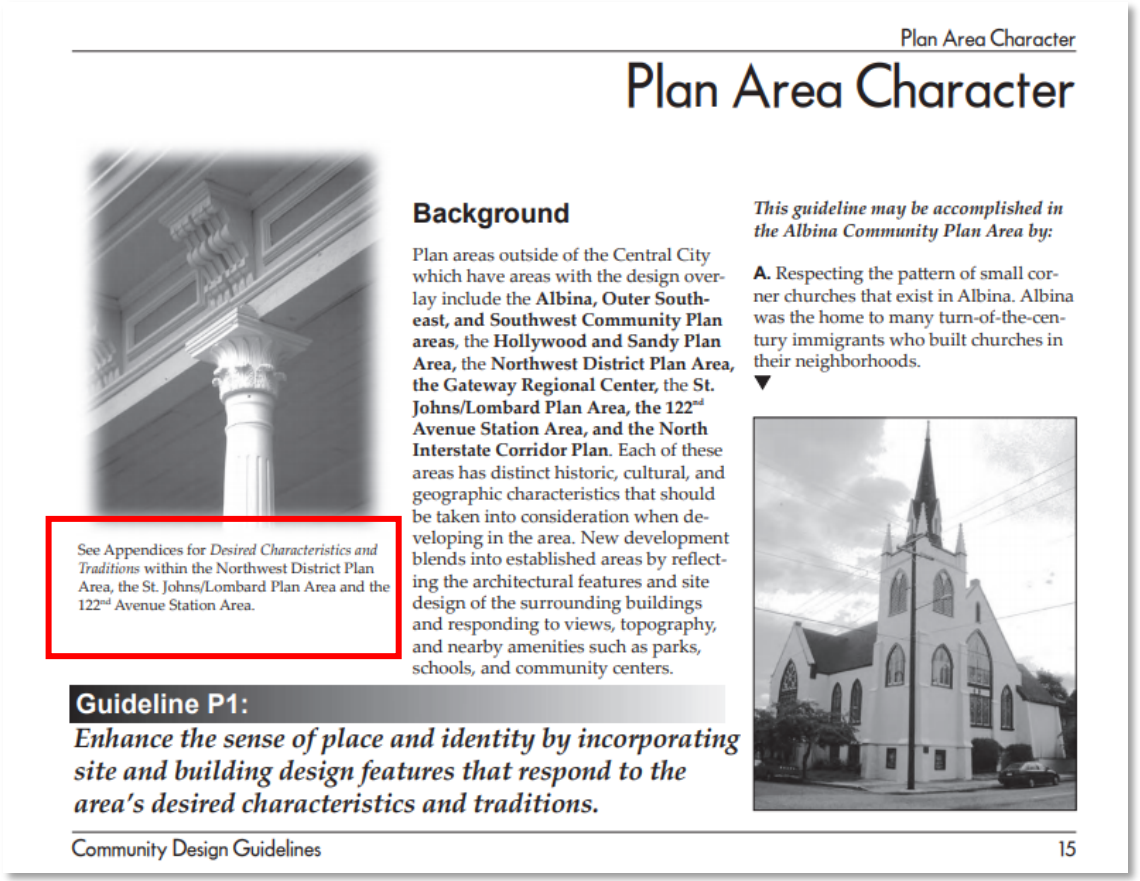
Approval Criteria

- Design Review Community Design Guidelines

Decision

- Approval

LU 20-123610 DZM, Exhibit I.9



Plan Area Character

Plan Area Character

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Guideline P1:

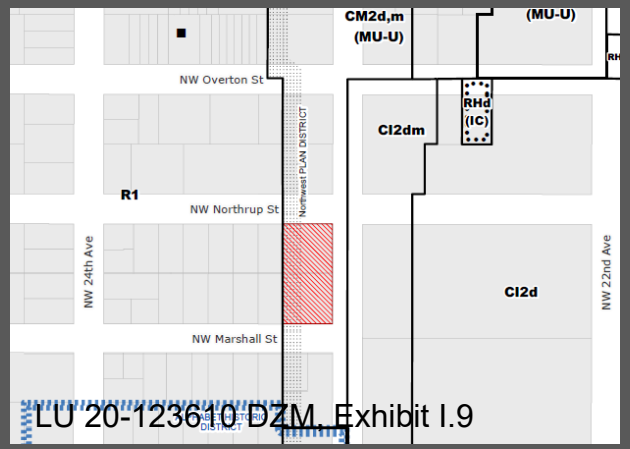
Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

Community Design Guidelines 15

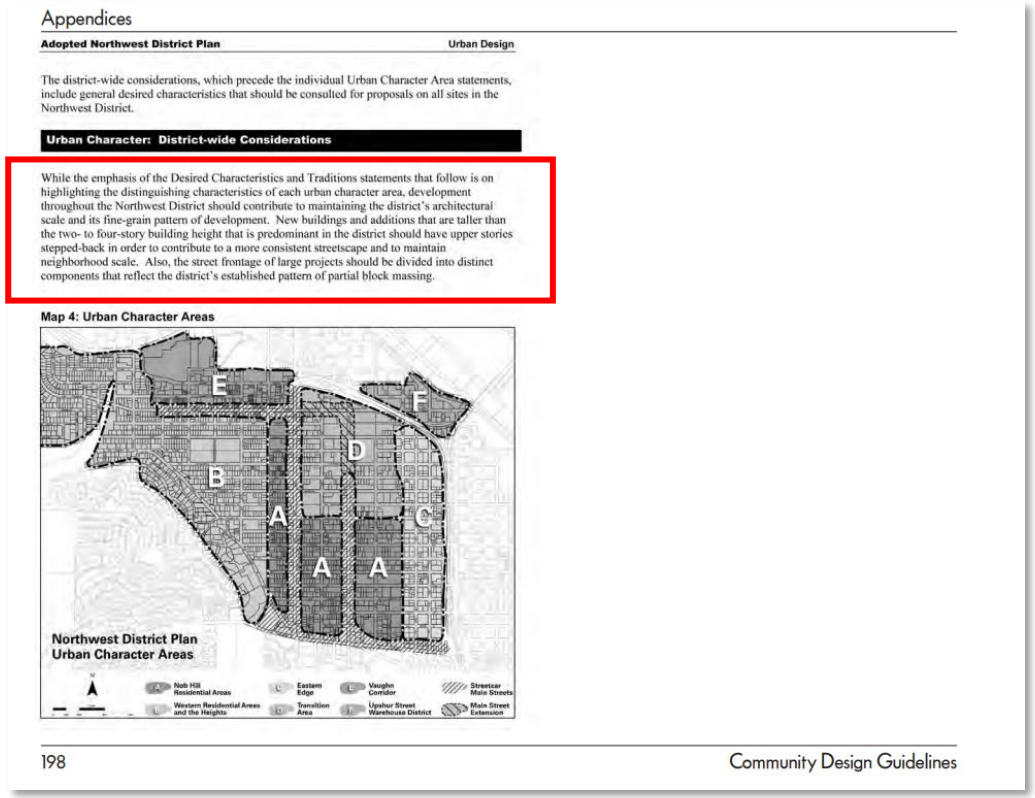
Under **P1 Plan Area Character** (page 15), Appendix J is listed as a reference for the NWPD, providing *"Desired Characteristics and Traditions"*. It is important to understand that these are *desired characteristics* rather than *required* design solutions.

Approval Criteria

- Design Review Community Design Guidelines



LU 20-123610 DZM, Exhibit I.9



Appendices

Adopted Northwest District Plan Urban Design

The district-wide considerations, which precede the individual Urban Character Area statements, include general desired characteristics that should be consulted for proposals on all sites in the Northwest District.

Urban Character: District-wide Considerations

While the emphasis of the Desired Characteristics and Traditions statements that follow is on highlighting the distinguishing characteristics of each urban character area, development throughout the Northwest District should contribute to maintaining the district's architectural scale and its fine-grain pattern of development. New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale. Also, the street frontage of large projects should be divided into distinct components that reflect the district's established pattern of partial block massing.

Map 4: Urban Character Areas

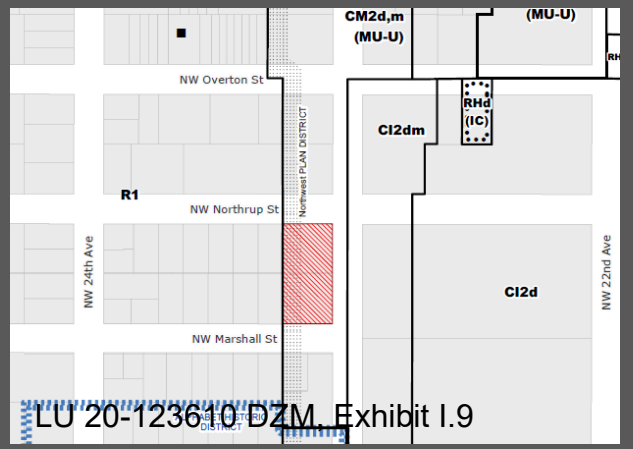
198 Community Design Guidelines

From **CDG Appendix J:** Excerpt from Northwest District Plan, Amended Design Guidelines – Desired Characteristics and Traditions (CDG page 198),

Under District-wide Considerations, it notes that "*New buildings and additions that are taller than the two-to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale.*"

Approval Criteria

- Design Review Community Design Guidelines



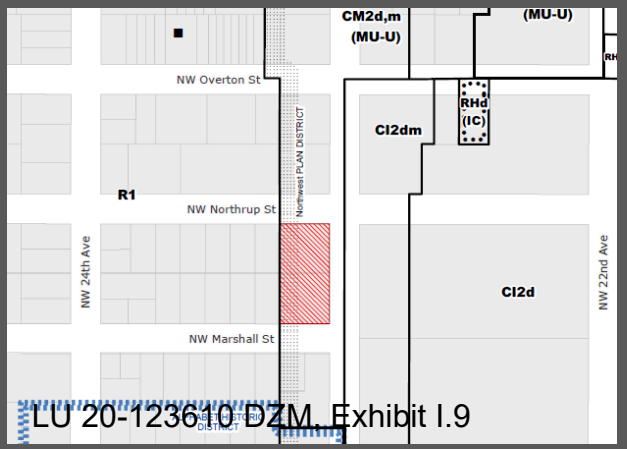
LU 20-123610 DZM, Exhibit I.9

Context

LU 20-123610 DZM, Exhibit I.9

Context

View north on NW 23rd toward the site



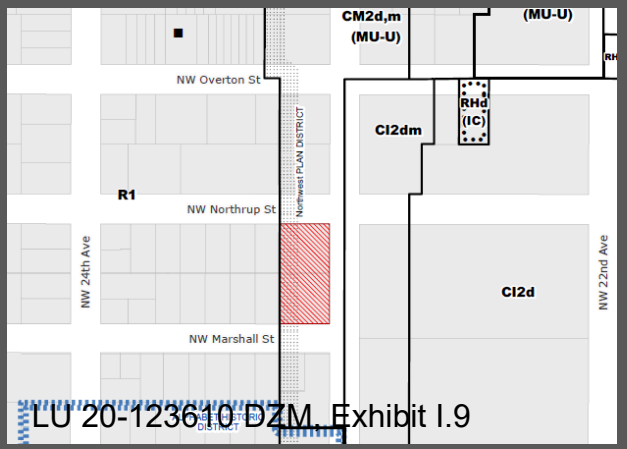
LU 20-123610 DZM, Exhibit I.9

Context

Views east on Marshall







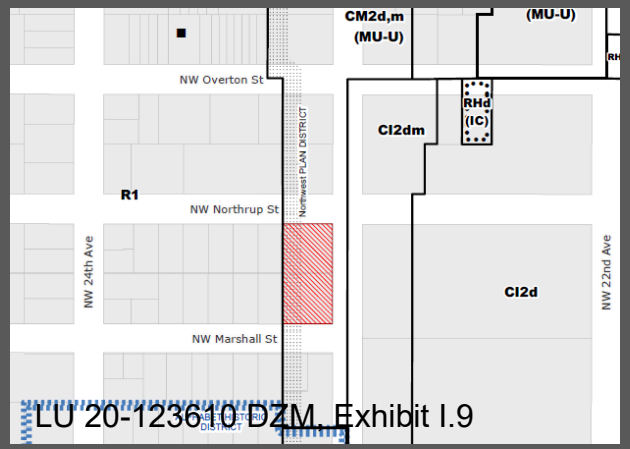
LU 20-123610 DZM, Exhibit I.9

Context

Views east on Northrup







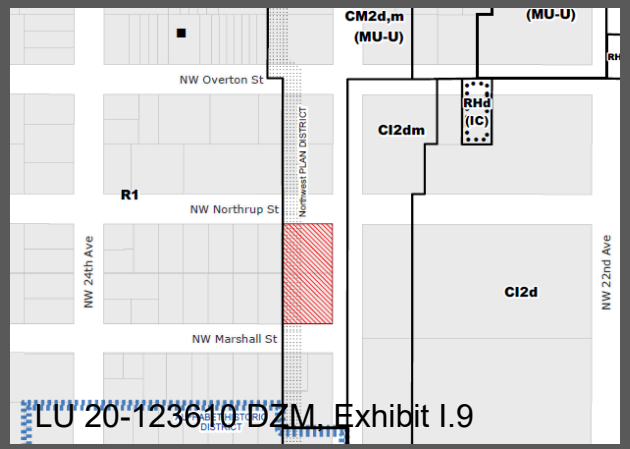
LU 20-123610 DZM, Exhibit I.9

Context

Views west on Northrup







LU 20-123610 DZM, Exhibit I.9

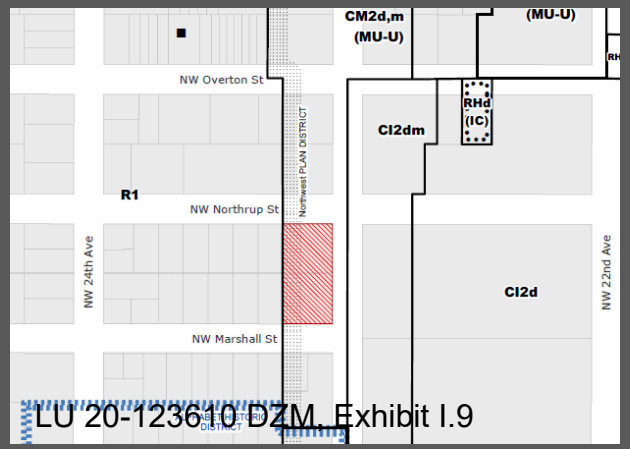
Context

View north on NW 23rd

View south on 23rd







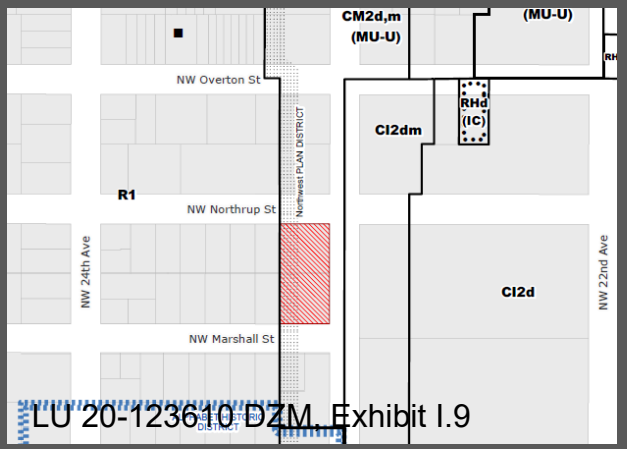
LU 20-123610 DZM, Exhibit I.9

Context

Views west on Marshall



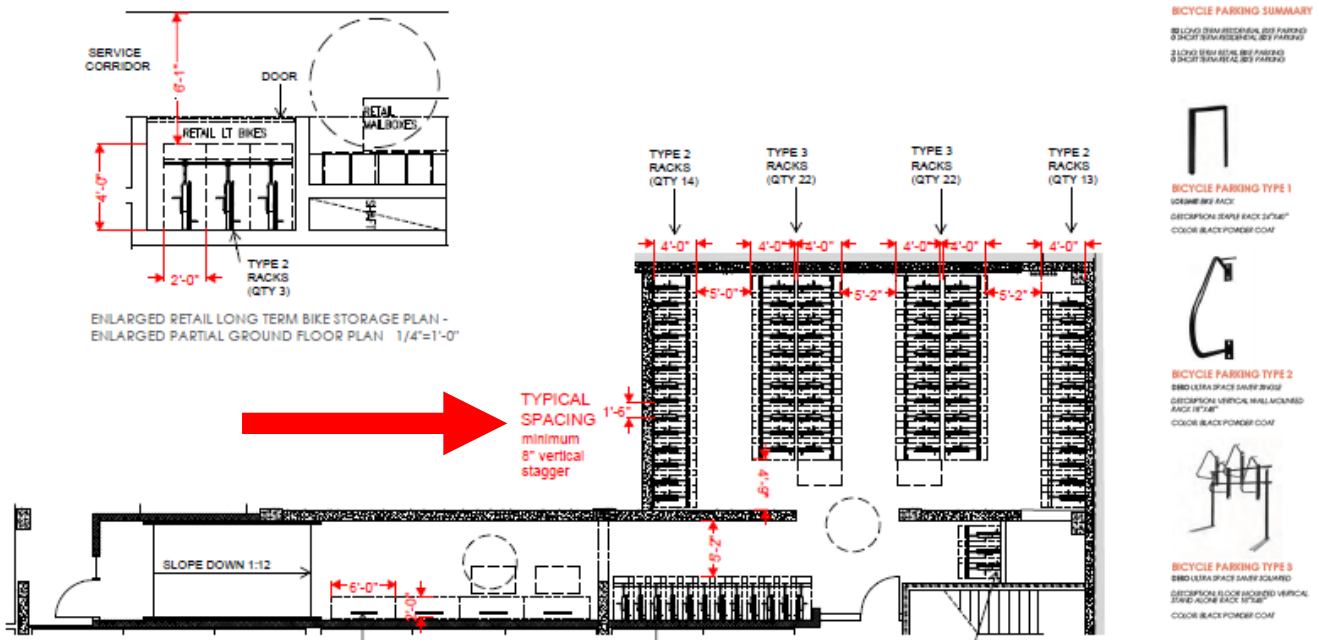




LU 20-123610 DZM, Exhibit I.9

Modifications

LU 20-123610 DZM, Exhibit I.9



1. Bike Parking – Stall Widths (33.266.220.C.3.b).

The Purpose: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles.

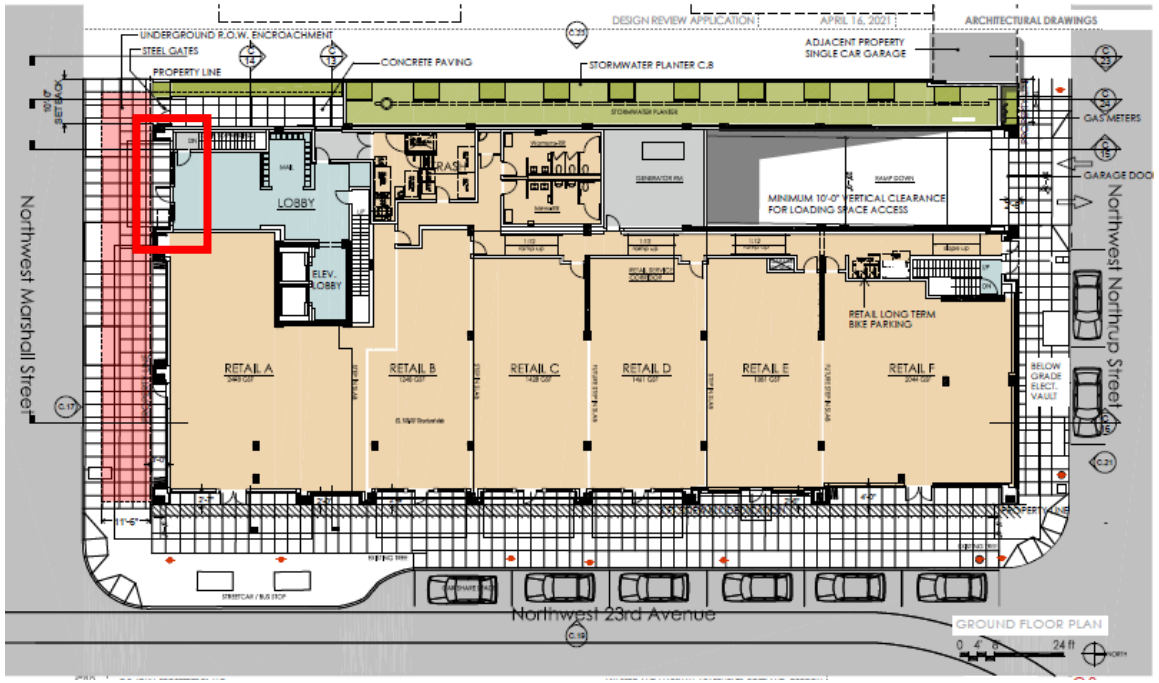
The Standard: The A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components

The Proposal: Request to reduce the width of the vertically hung bike parking spaces from 24” to 18”, with an 8” vertical stagger.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)



2. Transit Street Main Entrance – Location (33.130.242.C.3.c)

The Purpose: Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

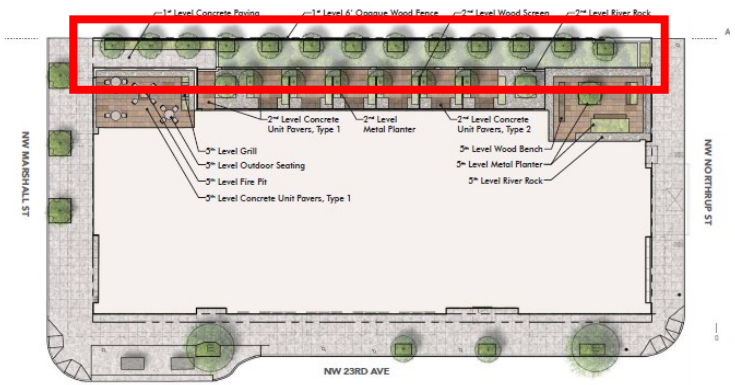
The Standard: One main entrance to a multi-dwelling structure must be within 25 feet of the transit street; allow pedestrians to both enter and exit the building; and either face the transit street; be at an angle of up to 45 degrees from the transit street; or face a courtyard and be within 60 feet of the transit street.

The Proposal: Request to locate the proposed main entrance to the residential portion of the building on NW Marshall, approximately 70 feet from NW 23rd Avenue (transit street).

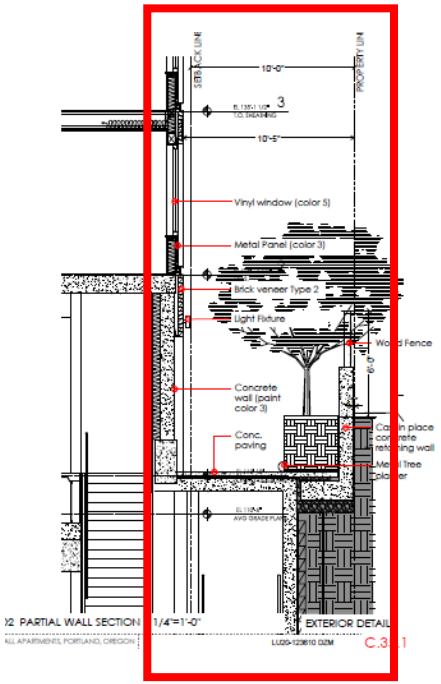
Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)







3. Setbacks – L3 Landscape (33.130.215.B.2.b)

The Purpose: The setback requirements for areas that abut residential zones promote commercial/ mixed use developments that will maintain light, air, and the potential for privacy for adjacent residential zones.

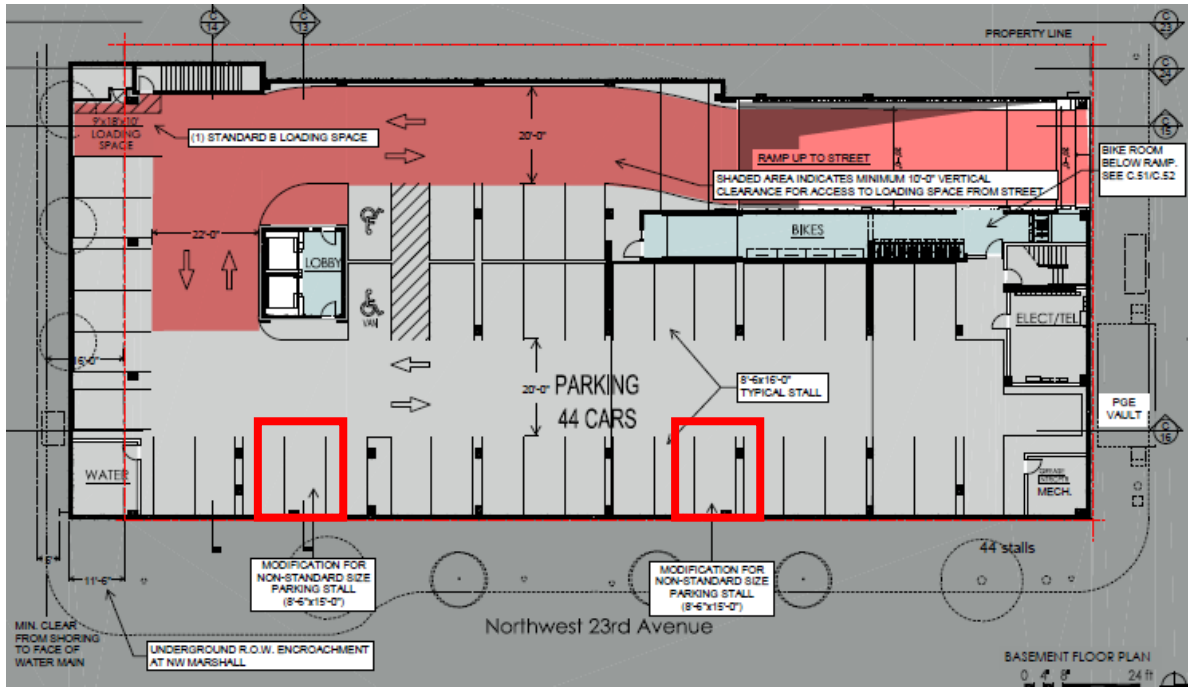
The Standard: The required setback from a lot line that abuts an R1 zone is 10 feet and must be landscaped to the L3 standard which requires a 6-foot-tall screen (shrubs or masonry wall) and groundcover planting. Paved areas may not extend closer than 5ft to the lot line.

The Proposal: Request to alter the required L3 landscape screening to the west due to substantial grade differences.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)



4. Vehicle Parking – Stall Size (33.130.266.130 Table 266-4)

The Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians.

The Standard: The minimum stall size for 90-degree parking with a 20 ft drive aisle is 8’-6”x 16’-0”.

The Proposal: Request to have two stalls be slightly obstructed by structural columns at the front of the stall, effectively reducing the stall depth to 15’-0” instead of the required 16’-0”.

Staff supports

Modification

1. **Bike Parking** – Stall Widths (33.266.220.C.3.b).
2. **Transit Street Main Entrance** - Location (33.130.242.C.3.c)
3. **Setbacks** – L3 Landscape (33.130.215.B.2.b)
4. **Vehicle Parking** – Stall Size (33.130.266.130 Table 266-4)

NWDA appeal of the proposal for NW 23rd and Marshall





Approval Criteria

- Design Review
  Community Design Guidelines

Staff Finding: In this case, the building is over 4 stories but is not stepped back from NW 23rd. Given this building located in the middle of NW 23rd, it faces the streetcar as well as the larger Good Sam across the street, and most of the massing has appropriately been set to the east away from the smaller-scaled residential zoned area to the west, staff considered the 5-story massing facing NW 23rd appropriate for this specific site.

Live Transcription (Closed Captioning) has been enabled

Who can see this transcript?



So, staff found that in this case the building is over the four stories that is part of that district wide desired characteristics.

LU 2[illegible] Exhibit [illegible]

What is this appeal about?

One thing:

Guideline P1: Community Plan Area Character – Upper Stories Stepbacks Northwest District Plan, p. C-15; *"New buildings and additions that are taller than the two- to four-story building height that is predominant in the district should have upper stories stepped-back in order to contribute to a more consistent streetscape and to maintain neighborhood scale."*

And whether this Guideline is met

What this appeal is not about?

- **Affordable housing**
- **Step downs at the rear of the building required by the base zone**
- **Allowable height and bonuses**
- **Design quality**
- **Staff opinions**
- **Design Commission preferences**
- **A 6” step back or a “small projecting cornice” detail**

The Staff Report's Finding:

"While the building is taller than most existing buildings in the area, it is within the allowable building height limit, ***and design elements have been incorporated to address the four-story building height datum.*** *A direct result of the step-down height at the west edge is a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall. The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor."*

The Staff Report's Finding:

"While the building is taller than most existing buildings in the area, it is within the allowable building height limit, and design elements have been incorporated to address the four-story building height datum. A direct result of the step-down height at the west edge is ***a that significant portion (almost a third) of the north and south elevations are in fact 4 stories tall.*** *The southwest parapet detail carries thru the south and southeast elevations to delineate this datum. Additionally, the middle portion of the east elevation which makes up approximately 40% of the length has a brick cornice detail at this datum height that is further enhanced with a 6-inch step back to the upper floor."*

The Staff Report's Finding:

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What the Base Zoning allows:

- **45’ Maximum Height**



LU 20-123610 DZM, Exhibit I.10

With bonus for affordable housing:

- **55’ Maximum Height**



LU 20-123610 DZM, Exhibit I.10

in addition the site slopes ~10’:

- **65’ nominal height**
- **Cornice detail in lieu of step back**



LU 20-123610 DZM, Exhibit I.10

with the stepbacks per Guideline P.1

- **45’ apparent height to the adjacent street and sidewalk**



NWDA appeal of the proposal for NW 23rd and Marshall

With bonus for affordable housing:



LU 20-123610 DZM, Exhibit I.10

What this appeal is about:

- **What the Guideline actually says**
- **Whether the proposed building conforms to the Guideline**
- **Whether the Finding of the Staff Report accurately reflects what the Guideline says and if it is met**
- **What basis the Commission has to approve a proposal with a clearly unmet Guideline, even for an otherwise "good" building**

What this appeal is about:

- **What happens when a "not-so-good" building shows up and asks for the same "shaded" precedent?**
- **Respecting the thousands of citizen hours involved in developing the *Northwest District Plan* and its Guidelines**
- **And whether that *Plan* and its Guidelines have both standing and meaning**

The NWDA requests that Council:

- **Direct BDS staff to interpret Guidelines directly and accurately**
- **Direct the Design Commission to not approve proposals where any Guidelines are not met**
- **And direct both entities to support and enforce the *NW District Plan* and the other community plans in our City**

NWDA appeal of the proposal for NW 23rd and Marshall



LU 20-123610 DZM, Exhibit I.10

Northwest 23rd and Marshall

LU20-123610DZM



GBD

Adopted Northwest District Plan **Urban Design**

The district-wide considerations, which precede the individual Urban Character Area statements, include general desired characteristics that should be consulted for proposals on all sites in the Northwest District.

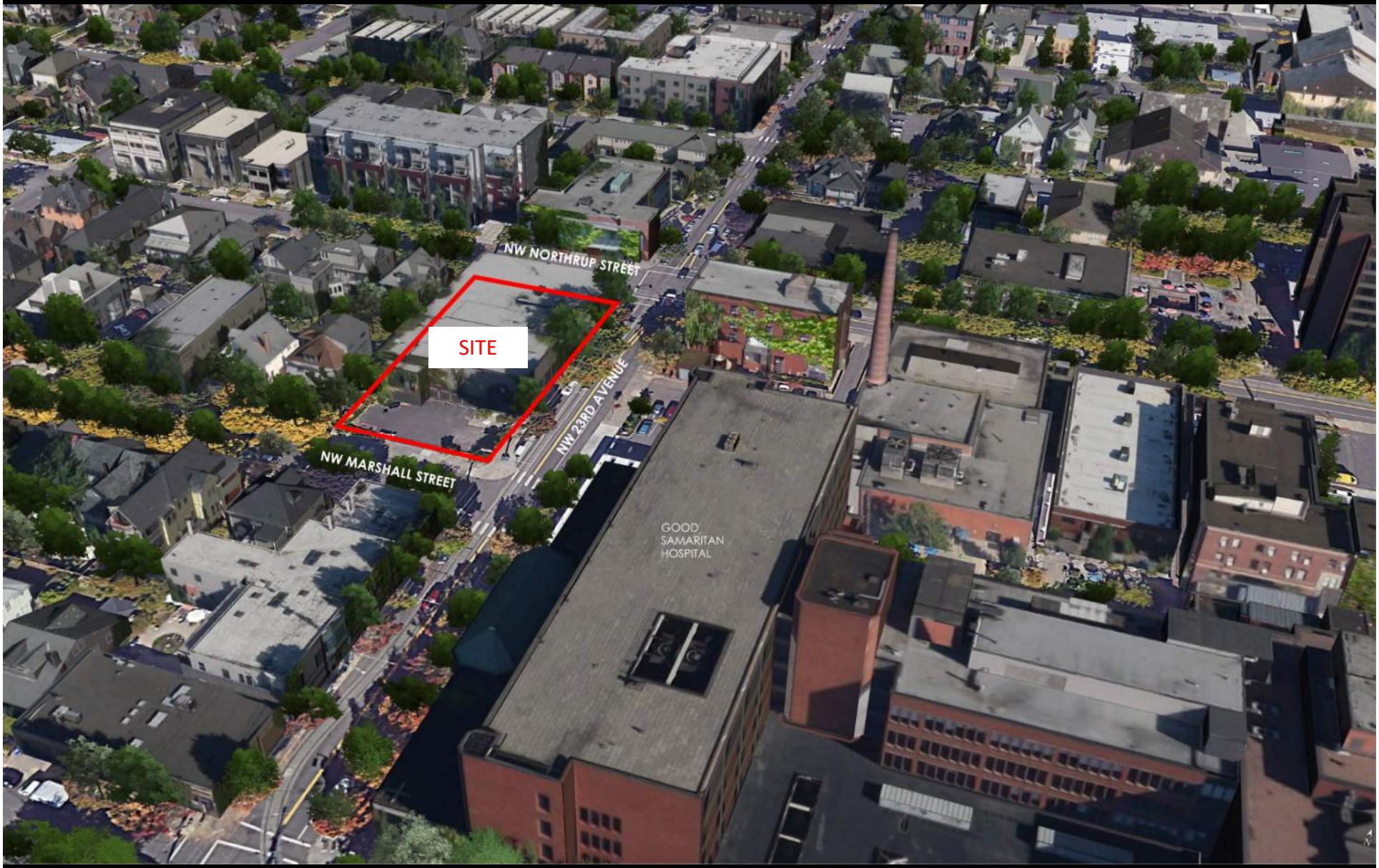
Urban Character: District-wide Considerations

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EXTENT OF STEP BACK NOT SPECIFIED

GBD

Site & Vicinity



GBD

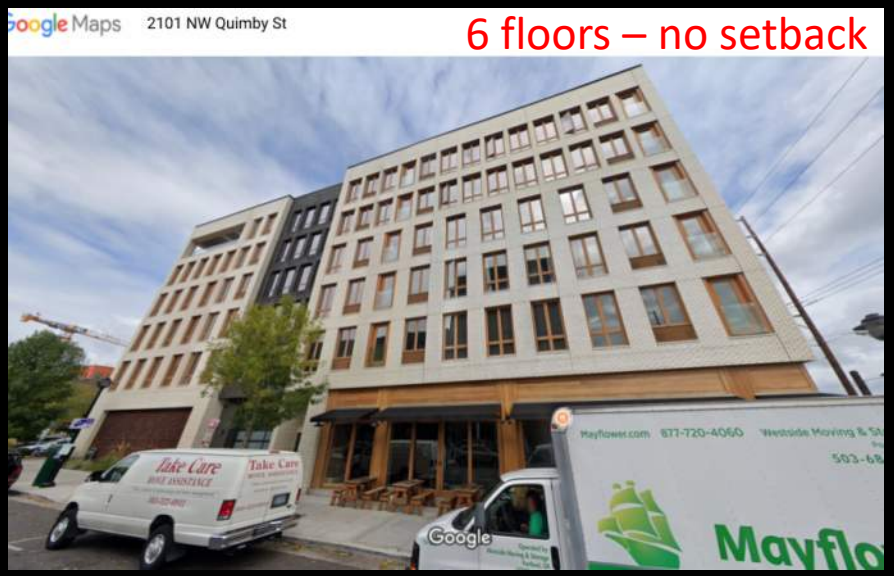
Looking East on NW Marshall

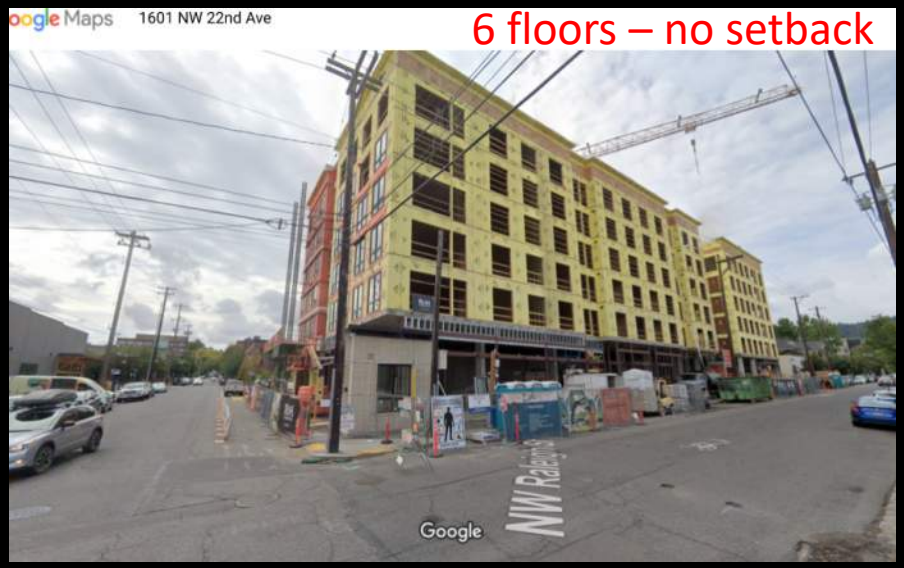


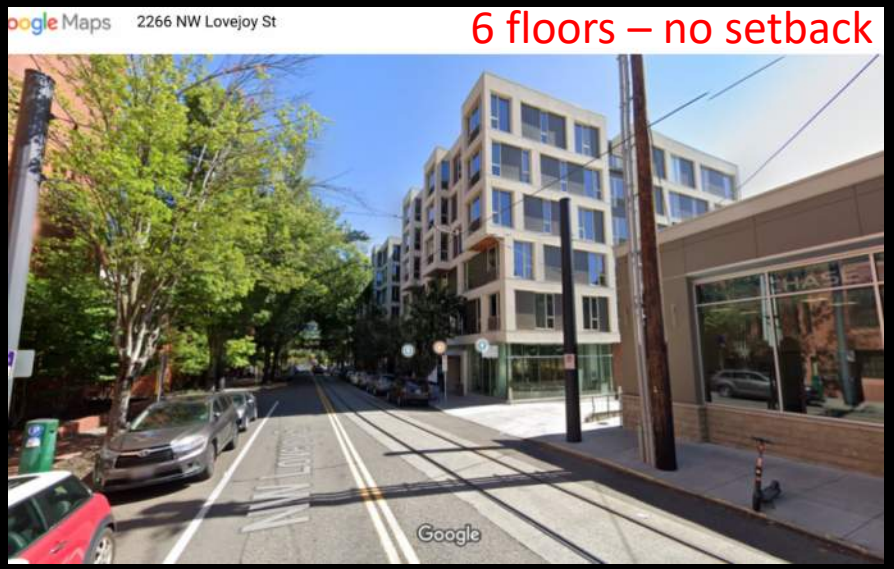
GBD

Northwest District – Newer Development









GBD

Northwest District – Older Development









GBD

Northwest 23rd Avenue Streetscape



GBD

Northwest 23rd Avenue Streetscape





NW Northrup Streetscape



NW NORTHRUP STREET

GBD

West Setback perspective



GBD

NW Marshall Streetscape



GBD

NW 23rd Avenue Streetscape



GBD

Thank you

GBD