



City of Portland Design Commission

Design Advice Request

SUMMARY MEMO

Date: 3/30/2023
To: Josef West | West Architects, Inc.
From: Tanya Paglia, Design & Historic Review Team
503-865-6518 | Tanya.Paglia@portandoregon.gov
Re: EA 23-006886 DA – Maryland Apartments
Design Advice Request Commission Summary Memo – March 16, 2023

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the March 16, 2023 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <https://efiles.portlandoregon.gov/Record/15914467/>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on March 16, 2023. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type II land use review process [which includes a land use review application, public notification, and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type II Land Use Review Application.

Encl:
Summary Memo

Cc: Design Commission
Respondents

Executive Summary.

- General support for the building's design concept, ground floor programming, massing, and articulation, and support for the garage and transformer locations.
- Enthusiasm from the commission about the building's interface with the streetscape via numerous balconies and a rich mix of active ground floor common spaces: living room, lounge, workspace, and lobby with indoor/outdoor patios.
- A modification to the front setback standard is supported to ensure the excellent shared outdoor area at the sidewalk edge can occur.
- Neighborhood character is changing and this building is establishing a new context to which other new buildings will relate.
- The roof expression is too bulky and should be thinned out.
- Front canopy height and design are creating the illusion of a squashed ground floor.
- The strip band windows on the 2nd and 3rd floors of the front façade above the lobby are not compatible with the rest of the front façade.
- The number signage is out of scale with the residential character of the street but will not be part of design review if located behind the window glass.
- Support for brick and metal panel cladding, but concerns around EFIS panel, and metal composite materials. Planters and benches need to be of very durable materials.

Commissioners Present. Chair McCarter, Commissioner Molinar, Vice-Chair Robinson, Commissioner Rodriguez, and Commissioner Vallaster (*Absent: Commissioner Livingston, Commissioner Santner*).

Summary of Comments. Following is a general summary of Commission comments by design tenet.

CONTEXT

- **Balconies, patios, terraces**
 - The large and numerous balconies are fantastic and help the building fit the residential context of the area.
 - The ground floor successfully interfaces with the streetscape via a rich mix of active common spaces: living room, lounge, workspace, and lobby. A modification to the front setback standard is supported to ensure the excellent shared outdoor area at the sidewalk edge can occur.
 - The combination of large patio areas, balconies, and terraces enhances the residential character of the building and goes a long way toward connecting the large multi-family structure to both the existing single-family and denser emerging contexts.

- **Blending with existing and emerging context**

- Creating a design that fits the context is always difficult in a changing neighborhood and there isn't much for this proposed building to relate to because this neighborhood is changing rapidly and much of the single-family development will eventually turn over to multi-family.
- This building is establishing a new context to which other new buildings will relate.
- While a large building, it is below the scale allowed by code, and it is great that there are many breaks in the massing to break up the long front façade.
- While the non-street-facing facades are large with significant blank areas, they are probably appropriate for the incoming scales of adjacent buildings.
- Some commissioners noted that materials (brick at the base with EFIS and metal panel above) were taking away from the building's residential character and making it feel more commercial.

- **Roof design**

- The roof feels ponderous and is making the building feel a lot bigger. It should be thinned out. The thickness of that expression is what is making it feel really big. The upturned roof combined with the thickness creates too much bulk out at the edge for this scale building.
- The taller ceiling units at the top of the building are working well, so do not lose that feature when reworking roof options.

PUBLIC REALM

- **General comments**

- Overall, the project is responding well to public realm guidelines.

- **Garage and transformer (back of house)**

- Given the long frontage, general support for the bookend approach with solid mass at the south end of the ground level where the transformer room will be located, balancing garage entrance expression at the north end.
- While the garage is placed exactly as it should be at the northwest corner of the site, the garage entrance should be pulled forward if supported by PBOT (PBOT requires it be setback at least 20', and otherwise must go through a Driveway Design Exception process). BDS LU staff would support such a design, and often sees projects receive a Driveway Design Exception approval to allow less than a 20' setback. Also, consider integrating a more transparent garage door to activate that area.

- **Ground floor canopy/ground floor height**

- Explore alternatives for the front canopy as the deep canopy with a thickly planted mass right above the patios can make the ground floor look squashed. It might work better to put

the canopy up higher, but it also might work to rethink the canopy plantings. Generally, 9'-6" is a nice canopy height, however, the clearstory glass above the canopy is obscured and gives the illusion that 9'-6" is too low which it normally isn't.

- **Front Porch/Patio Frontage**

- Love the ground floor composition with shared indoor/outdoor patios that engage the streetscape. As noted above, a modification to the front setback standard is supported to ensure the excellent shared outdoor area at the sidewalk edge can occur.
- West-facing planters should be successful and work well with the seating and other elements on the building's sidewalk frontage. Make sure watering is part of the regular maintenance schedule for the building.
- While the open spaces along the street might attract camping, the combination of active ground floor uses, and balconies above will create a lot of eyes on the street that should help mitigate the issue.

- **Window design**

- The strip band windows on the 2nd and 3rd floors of the front façade above the lobby are not compatible with the rest of the front façade.

- **Signage**

- If the signage is located behind the window glass, it will not be subject to design review. Otherwise, study options for decreasing signage which, as shown at the DAR, is out of character with the street's residential character and scale.

QUALITY & PERMANENCE

- **Materials.**

- The brick at the base is great and the metal panel fits well with the residential scale. Ensure the metal panel is high gauge and a more rigid option.
- The scale of the EIFS panels is too big and is not appropriate to the neighborhood.
- The wood composite materials proposed on the bottom side of the roof, balconies, and other soffits have durability and maintenance issues. Design Commission doesn't support incorporating Parklex, concerns that it is hard to repair, and if aluminum with a wood veneer sticker/printing, concerns about how it will do over time.
- It's possible that there are too many materials; the issues with the bulk of the roof is distracting to how the facades come together. You are encouraged to work on the roof design and also to study the number of materials used.
- Planters and benches need to be of very durable materials – concrete, masonry – don't use anything passersby could cut or dig into.

Exhibit List

- A. Applicant's Submittals
 - 1. Applicant's project summary, team information, zoning summary, and DAR objectives
 - 2. Original site plan – NOT APPROVED/reference only, 1/30/2023
- B. Zoning Map
- C. Drawings
 - 1. Cover page
 - 2. Project summary and index
 - 3. Project compliance matrix
 - 4. Context summary: zoning summary
 - 5. Context summary: plan area context
 - 6. Context summary: urban context
 - 7. Context summary: site context
 - 8. Context summary: vicinity photos (1-block radius)
 - 9. Context summary: vicinity photos (3-block radius)
 - 10. Context summary: pedestrian experience
 - 11. Concept Design: project evolution
 - 12. Concept Design: project evolution
 - 13. Concept Design: proposed site plan
 - 14. Concept Design: zoning height base point
 - 15. Concept Design: proposed ground level plan
 - 16. Concept Design: proposed ground level sections
 - 17. Concept Design: typical upper floor plan
 - 18. Concept Design: proposed roof plan
 - 19. Concept Design: preliminary open space concept
 - 20. Concept Design: preliminary building elevations
 - 21. Concept Design: preliminary building elevations
 - 22. Concept Design: material concept
 - 23. Concept Design: perspectives
 - 24. Concept Design: perspectives
 - 25. Concept Design: representative image of project
 - 26. Concept Design: anticipated changes/adjustments
 - 27. Concept Design: close
- D. Notification
 - 1. Mailing list
 - 2. Mailed notice
 - 3. Posting instructions sent to applicant
 - 4. Posting notice as sent to applicant
 - 5. Applicant's statement certifying posting
- E. Service Bureau Comments
 - 1. PBOT
- F. Public Testimony
 - 1. Charlie Ta, Charlie.t.ta@hotmail.com
- G. Other
 - 1. Application form
 - 2. Early Assistance summary notes (EA 22-172325 APPT), held 9/13/2022
 - 3. Staff memo to Design Commission 3/7/23
 - 4. Attendee testifier sheet
 - 5. Staff presentation, 3/16/2023



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MEMORANDUM

FORM 002

December 9, 2022

Project: 6316-6346 N. Maryland Street

Early Assistance – Design Advice Request (DAR) Supplemental Information

1. Team Information:

Josef M. West, AIA – West Architects, Inc. – AOR/Presenter
Christina West – West Architects, Inc. – Project Architect
Michael Hamilton – Hamilton Building Company - Owner

2. Summary Of Development Program:

Maryland Apartments is a 64,043sf, 70 unit multi-family mixed-use building seeking to house nearly 82+ individuals in place of the 4 single family homes currently on the site(s). The project seeks to showcase the effectiveness of the newly established Design Guidelines (PCDG) using established and emerging urban context as a medium in a built environment. That is; being a good neighbor, reinforcing the positive trajectory of the local context and perhaps establishing what it means to live in the Interstate Zone and reinforce that sound planning will result in an effective, rich living environment for all. More on this during the presentation.

In this review, we are seeking insight and guidance as to the effectiveness of this design approach in specific areas identified in the Early Assistance meeting previously completed, specifically, in section 5 of this presentation.

The anatomy of the building follows current economic and labor capabilities, with a “4 over 1” podium approach. The ground level features post-pandemic community congregation space and on-site parking to accommodate the building program and reduce impact on the small street on which the building will reside. The living units above will participate the Inclusionary Housing initiative.

3. Sheet Index:

(Final drawings will be posted 14 days prior to scheduled meeting date)

- Exhibit C.1 – Project Summary
- Exhibit C.2 – Context: Urban Context (3-Block Radius)
- Exhibit C.3 – Context: Site Context (1-Block Radius)
- Exhibit C.4 – Context: Existing Site & Vicinity Photos
- Exhibit C.5 – Concept Design: Proposed Site Plan
- Exhibit C.6 – Concept Design: Ground Level Plan
- Exhibit C.7 – Concept Design: Canopy and Pedestrian Experience Study
- Exhibit C.8 – Concept Design: Typical Floor Above Podium
- Exhibit C.9 – Concept Design: Building Elevations
- Exhibit C.10 – Concept Design: Proposed Building in Context

4. Zoning Summary:

(Source: Early Assistance Summary, October 13, 2022 EA 22-172325)

- **Base:** RM3d, Residential Multi-Dwelling 3 base zone (33.120 Multi-Dwelling Zone) w/ Design Overlay
- **Overlay(s):** Design Overlay Zone (33.420)
- **Plan District:** North Interstate Plan District (33.561)
- **Pattern Area:**
- **Pedestrian District:** Rosa Parks MAX Station Pedestrian District
- **Streets:** Adjacent streets are classified as follows:
 - N Maryland Ave is classified as a Local Service Walkway, Local Service Bikeway, Local Service Transit Street, Local Service Traffic Street, Local Service Freight Street, Minor Emergency Response, and Local Street for Design.
- **Transit:** Considered “close to transit”
- **Corridors:** Not considered a Civic or Neighborhood Corridor
- **Neighborhood Plan:** Arbor Lodge Neighborhood Plan

5. Design Advice Topics:

(Source: Early Assistance Summary, October 13, 2022 EA 22-172325, Section 3)

In our presentation, we are looking forward to discussion, constructive criticism and development of our assertions to address the following topics that emerged during our Early Assistance meeting *which appear in italics*.

1. Context – Emerging Context.

Emerging context. Note the emerging context of the neighborhood including some other larger scale infill and provide a study in the Design Review submittal. There are many recently built buildings that are, together with existing development, forming an area context with which the new building should have a dialogue.

Our examination of this topic will be the springboard for our offering of what it could mean to establish an identity for the Interstate Zone and how the proposed building expresses it. Discussions in this arena will inform our maneuvers to the topics below.

2. Context – Residential Character vs. Tall Ground Floor (Public Realm)

Residential character. It's important to maintain the street's residential character. The balconies shown contribute to this a great deal and should be retained. Utilize fine grained detailing and human scale at the ground floor to respond to the surrounding houses. Explore ways to soften the base to invoke a residential vs industrial sense of place. The building should provide for a pleasant, rich, and diverse experience for pedestrians which should include human scale adjacent to the sidewalk. While the large prominent scale of the roof could invoke more of an institutional building type, the way it is broken up helps maintain a residential scale.

and,

Tall Ground Floor. A tall ground floor ground floor is appropriate for the large scale of the building. Explore ground floor canopy positioning as the canopy design shown strikes a lower datum that foreshortens the ground floor.

In designing the street frontage, we were very keen on the idea of scale and compression/decompression. The canopy over the outdoor seating areas is compressed, or similar to the scale of a local front/back porch and not the scale of a building in an urban setting with requirements for large retail display windows or a need for “storefront as attractant” to large numbers of consumers on foot/bike/car. By making the outdoor sheltered

space more “cozy” and lower than the spaces inside the building, we offer shelter from wind/rain and the ability to safely separate the balconies above the awning. An attempt to respect the scale of the local context and to avoid offering a disjointed pedestrian experience. Conversely, the awning of the entrance is higher. Pronounced. Clearly the entrance of the building.

3. Context – Non-Street Facing Facades

Non-Street Facing Facades. Consider the north, south, and east façades to be visible elevations given the smaller scale of the existing surrounding development. Vantage points from the pedestrian realm will allow views of the non-street facing facades. Large blank façade areas should be avoided. Explore including more sidewall windows, and/or moving the existing sidewall windows westward so they are closer to the streetscape. Any blank areas at the base of the building should be buffered with landscaping. The landscape plan must include trees and other site-obscuring vegetation to soften the side and rear of the building.

These facades will need to overcome the exposure of fire from the smaller adjacent buildings. Also, we are thinking of future development. If our neighbor to the North is inspired to grow, we must mitigate the negative impact on our Northern units with window expectations established now since the building will have a design lifespan of 50+ years. The East is well fenestrated. The South must be resistant to a fire event in the new building now there. That is, opaque or rated 15 feet above that top of that building’s roof making fenestration a challenge. The floor plans are arranged with this limitation in mind leaving aesthetics to be discussed. The West façade offers opaque patterns that can be deployed on the South and North facades to increase visual engagement, but we caution against arbitrary complexity and closely follow function over form and minimalism on the exteriors which reinforce a philosophy of durability and humble dialogue with our immediate context. A great discussion for us all to find a new possibility.

4. Public Realm – Garage Entrance

Garage Entrance. Explore ways to minimize the garage entrance which is currently articulated in a way that makes it unnecessarily prominent.

Experience has taught us that the vehicular entrance to a building cannot be ambiguous in any way. Both in the line of site of someone in a vehicle or on a bike. Particularly if the expected users are delivery drivers, shift waste control drivers and new tenants moving in. Further, the texture and lines of site at the ground level must be carefully curated to warn of the potential of crossing vehicles. A buzzer and/or illuminated sign will not be a welcome addition to the quiet neighborhood.

5. Public Realm – Window-Wall Ratio

Window-wall Ratio. The window to wall ratio on the 2nd and 3rd floors of the front façade above the lobby is too opaque. In addition, the windows on this part of the building are unnecessarily different from windows across the rest of the façade. These have a horizontal orientation whereas the rest are vertically expressed.

The volume in question is intentionally differentiated for two reasons. The experience of living in the units represented (perceived exclusivity, pseudo introversion), volumetric juxtaposition with the large windows and plinth below (mass over air achievement) and the desire to continue a dialogue with the other three elevations which modulate between opaque, semi-opaque and protected.

6. Public Realm – Signs

Signs. Signs should be sized appropriately for the building, the district and the pedestrian realm and should incorporate district-appropriate materials. The large scale sign shown on the fifth floor of the building would require a Modification due to its size, which is likely not approvable. The scale and placement of the sign does not fit the residential character of the building or street (PCDG 04).

The large building numbers behind the glass is supergraphic, plain and simple. We are attempting an edifice that could become the "Interstate Zone Style" which challenges the billboard facing the highway, seeking importance in showing the communities in the lee side of the traffic a destination. We channeled the robust mural and large scale 2-dimensional unilluminated marker in town. The expression is not set on building numbers at this time and is attempting to draw in local art expression to compliment amenity deck, reinforce the zone identity and be an important part of the artistic expression that continues in the ground level and the elevator lobbies at each level. Supergraphic as building/zone/community identification?

There is great confidence that once the items above undergo more socialization and development during the meeting that a robust and satisfactory presentation can be made in the Design Review phase of project entitlement. We are excited to engage with the city and public to enhance and strengthen our design and to provide what we hope is an example to following in our future developments. We are in contact with PGE and have opened a design case with them to coordinate the location of the vault. The directives gleaned from this meeting with help us coordinate a solution suitable for Design Review.

Please contact me at any time with any questions,

A handwritten signature in black ink, appearing to read "Josef West". The signature is fluid and cursive, with the first name "Josef" being larger and more prominent than the last name "West".

Josef M. West, AIA, NCARB

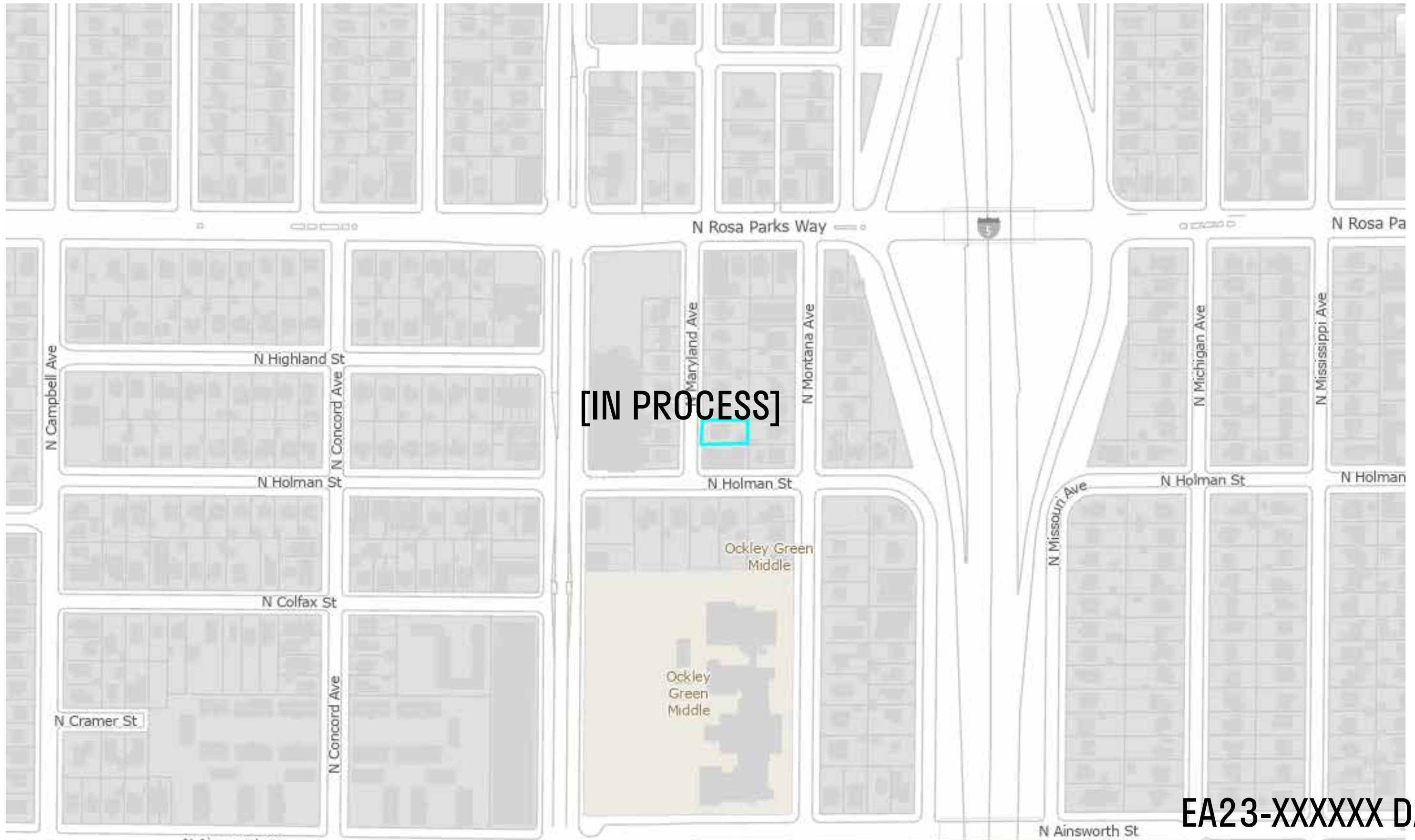
Architect of Record – President
West Architects, Inc.
(971)373-8953
joe@west-architects.com

PROJECT SUMMARY:

- Proposed project is a 64,043 GSF multifamily new construction residential building in the Arbor Lodge Neighborhood of the North Portland quadrant.
- Combined lots are 6316, 6326, 6334, and 6346 N Maryland Ave in the North Interstate Plan District (33.561-4).
- Combined lot area is 19,500 SF.
- Proposed project has 70 dwelling units: 34 studios, 24 1-bedrooms, 12 2-bedrooms with an FAR of 2.87 (of an allowed 4.00) and lot coverage of 68%
- Proposed project is 64' - 4" high at tallest roof pitch (excluding elevator overrun).
- Project will include Inclusionary Housing.
- Program other than dwelling units: outdoor amenity space at level 4; lobby, shared family room, living room, and lounge for tenants at Ground Level.
- 107 bike parking stalls and 13 stalls of vehicle parking (including one accessible van stall and one convenience move-in loading stall) at Ground Level.

DESIGN ADVICE REQUEST DRAWINGS AND DIAGRAMS





[IN PROCESS]

EA23-XXXXXX DA

C.2 - CONTEXT: URBAN CONTEXT (3-BLOCK RADIUS)



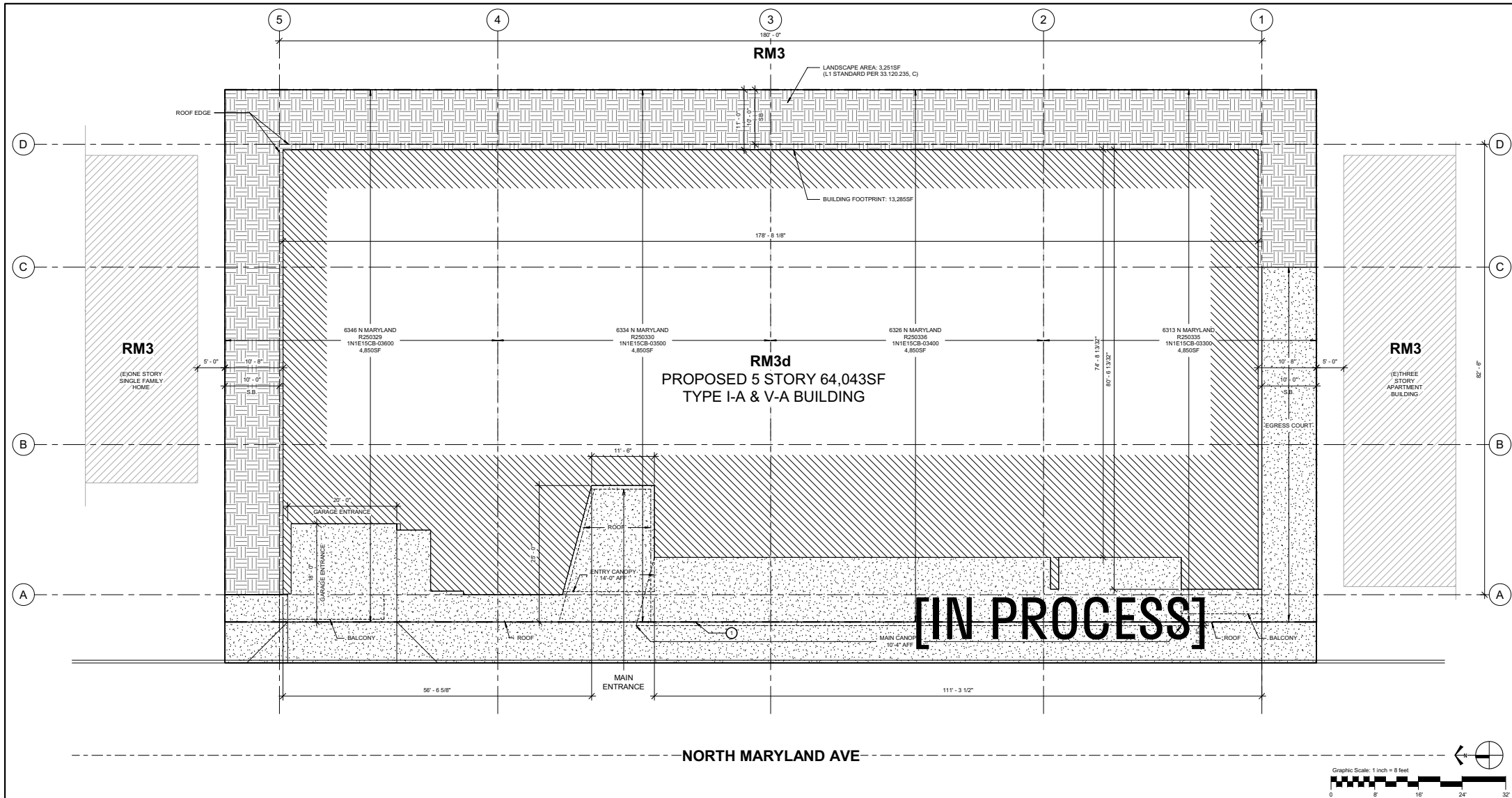
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EA23-XXXXXX DA
C.3 - CONTEXT: SITE CONTEXT (1-BLOCK RADIUS)



[IN PROCESS]





CITY OF PORTLAND STAMP
ARCHITECT:

 WEST ARCHITECTS, INC.
 1750 SW SKYLINE BLVD., SUITE 102
 PORTLAND, OR 97221
 (503) 251-8853
 WESTARCHITECTS.COM

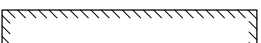

SEAL:

 REGISTERED ARCHITECT
 JOSEPH M. WEST
 No. 6672
 STATE OF OREGON
 EXPIRES: 12/31/2022

PROJECT OWNER:
 SENECA DEVELOPMENT COMPANY LLC
 4784 SE 174TH STREET, SUITE 200
 PORTLAND, OR 97202

PROJECT ADDRESS:
 MARYLAND APARTMENTS
 6313-6346 N. MARYLAND AVE
 PORTLAND, OREGON 97217

① SITE PLAN
 1/8" = 1'-0"

GENERAL NOTES	KEYNOTES	SITE INFORMATION	LEGEND
<p>① SETBACK EXCEPTION 33.120.220.B.3.d. "GROUND FLOOR COMMERCIAL". GROUND FLOOR INCLUDES A COMMERCIAL USE AND >50% FRONT STREET-FACING FACADE IS INDOOR RECREATIONAL AREA.</p>	<p>① SETBACK EXCEPTION 33.120.220.B.3.d. "GROUND FLOOR COMMERCIAL". GROUND FLOOR INCLUDES A COMMERCIAL USE AND >50% FRONT STREET-FACING FACADE IS INDOOR RECREATIONAL AREA.</p>	<p>JOINED LOTS 6313, 6326, 6334 AND 6346 N MARYLAND AVE TOTAL AREA: 19,500SF ZONING: RM3d - RESIDENTIAL MULTI DWELLING 3 (33.120) - (DESIGN - 33.420) PATTERN AREA: INNER (33.120/MAP120-3) COMPREHENSIVE PLAN: MD-U MULTI DWELLING URBAN CENTER PLAN DISTRICT: NI - NORTH INTERSTATE (33.561) JURISDICTION: PORTLAND / MULTNOMAH NEIGHBORHOOD: ARBOR LODGE (NEIGHBORHOOD CONTACT MODE II) ELEVATION: -188FT SITE COVERAGE: 13,285SF PROVIDED (33.120/TABLE 120-3)(85% ALLOWED)(19,500SF X .85 = 16,575SF ALLOWED) LANDSCAPE AREA: 3,215SF PROVIDED (33.120/TABLE 120-3)(15% REQ'D)(19,500SF X .15 = 2,925SF REQ'D) REQUIRED OUTDOOR AREA: (33.120.240.B)(SITE IS <20,000SF-COMMON AREA EXEMPT)(36SF/DWELLING UNIT)(70 UNITS) (2,520SF REQ'D) INDIVIDUAL PATIOS (L2-L5) AMENITY DECK (L4) INDOOR COMMUNITY ROOM (L1) TOTAL: MINIMUM SETBACKS: (33.120/TABLE 120-3) FRONT: 8'-0", SIDE AND REAR: 10' GARAGE ENTRANCE: 18' *33.120.220.3.d) STREET SETBACK REDUCED TO 0' (GROUND FLOOR INCLUDES COMMERCIAL USE AND 50% STREET FACADE IS INDOOR COMMON AREA) MAXIMUM BUILDING LENGTH: NO 33.120/TABLE 120-3) FACADE ARTICULATION: YES, SEE ELEVATIONS CAR PARKING: NOT REQUIRED AND PROVIDED ELECTIVELY BY OWNER BIKE PARKING: (33.265/TABLE 266-6)(MAP 266-1, STANDARD A) HOUSEHOLD LIVING: 1.5 LONG TERM / UNIT (1.5 X 70 UNITS = 105) AND 1 / 20 UNITS SHORT TERM (70/20 = 4) 109 TOTAL RETAIL SALES & SERVICES: 1/2 2000SF LONG TERM () AND 1/1 000SF SHORT TERM () TOTAL DISTRIBUTION: HOUSEHOLD LONG TERM BIKE ROOMS ON GROUND FLOOR: 106 STANDARD BIKES AND 6 LARGER BIKES (5% OF TOTAL) HOUSEHOLD SHORT TERM: OUTSIDE OF ENTRANCE WITHIN 50' (4 STANDARD BIKES) RETAIL LONG TERM: BIKE ROOMS ON GROUND FLOOR: STANDARD BIKES RETAIL SHORT TERM: OUTSIDE OF ENTRANCE WITHIN 50' STANDARD BIKES</p>	<p>--- PROPERTY LINE - - - SETBACK LINE - - - OVERHEAD LINE - - - BUILDING ABOVE -SEWER- SEWER- SEWER- SEWER- SEWER LINE -D WATER- D WATER- D WATER- D WATER- DOMESTIC WATER LINE -ELEC- ELEC- ELEC- ELEC- ELECTRICAL FEED -COMS- COMS- COMS- COMS- TELEPHONE/DATA FEED  PROPOSED BUILDING FOOTPRINT  ADJACENT BUILDING FOOTPRINT</p>

ISSUED FOR:
 EARLY ASSISTANCE

ISSUE DATE:
 8/9/2022

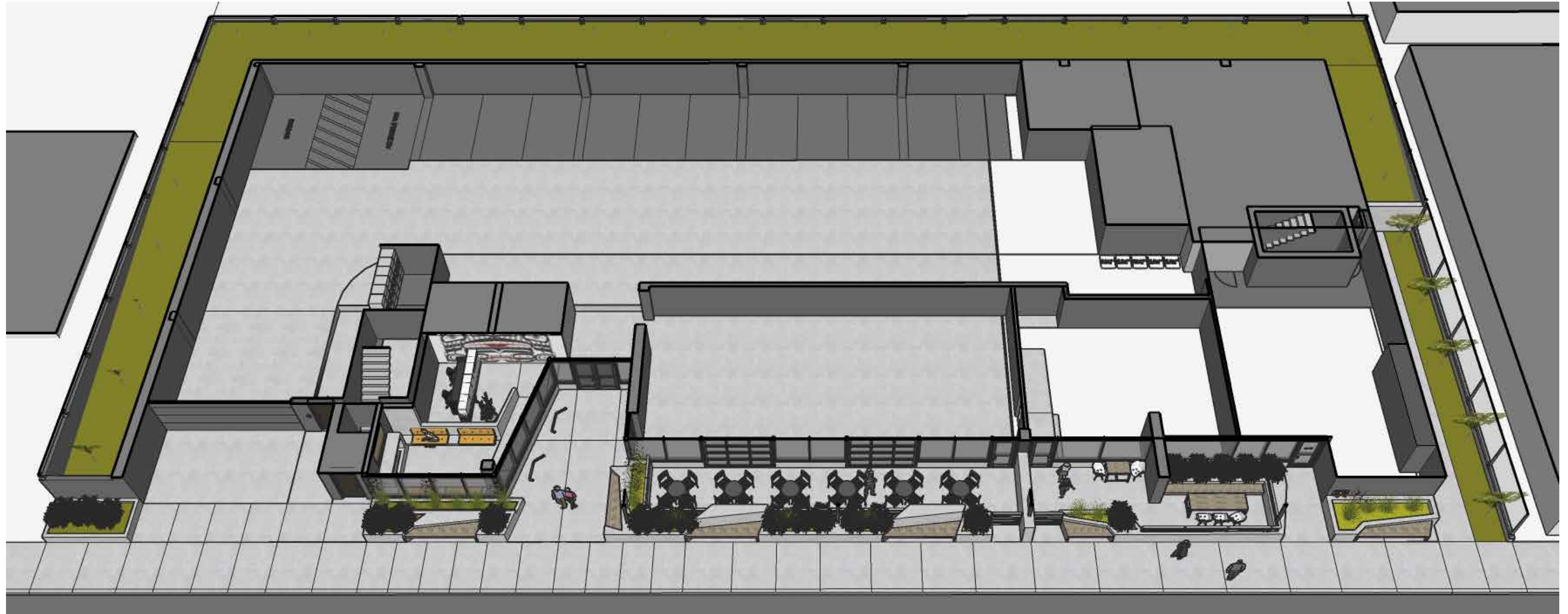
REVISIONS:

NO.	REASON	DATE

PROJECT NUMBER:
 SDC2201

SHEET TITLE:
 SITE PLAN

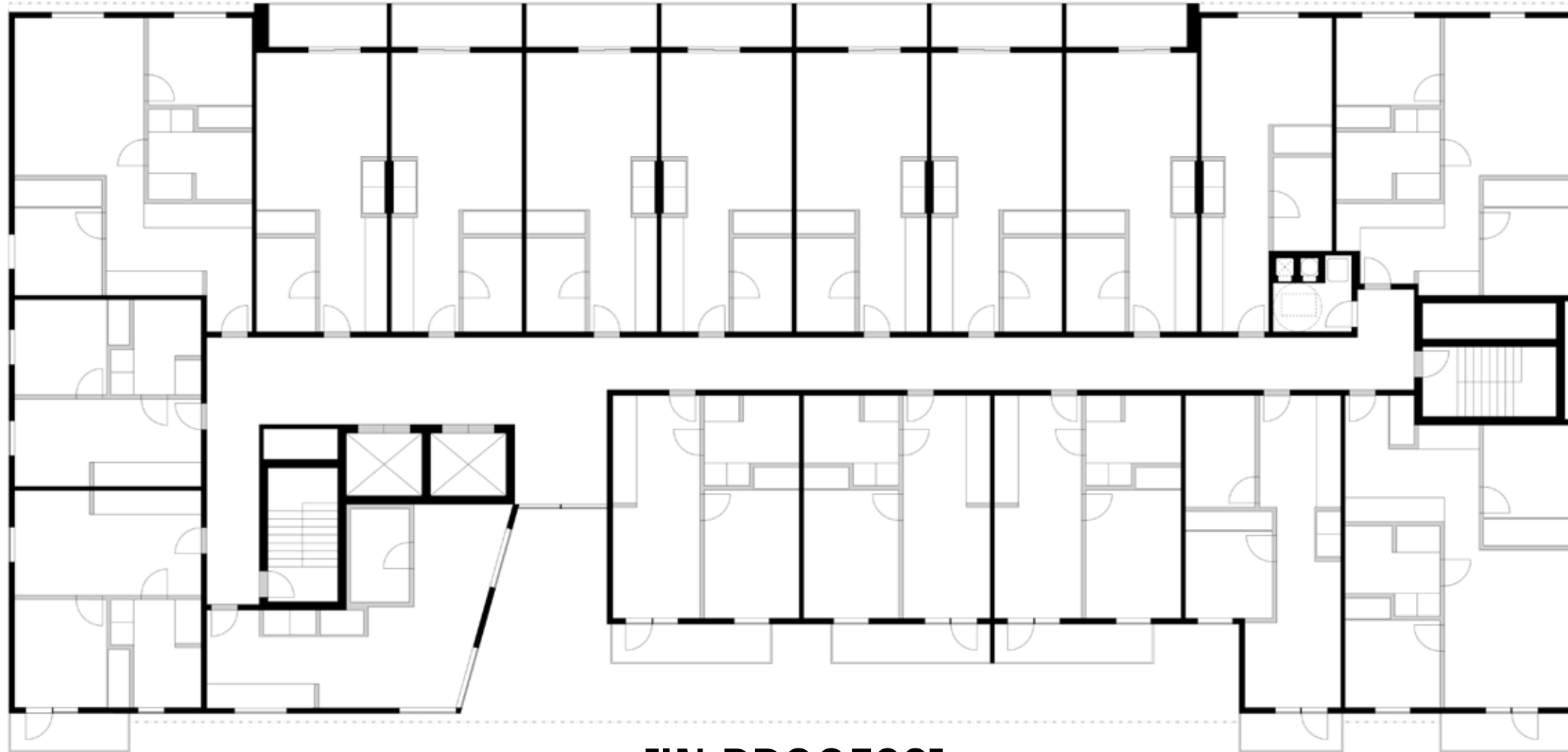
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[IN PROCESS]



EA23-XXXXXX DA
C.7 - CONCEPT DESIGN: CANOPY AND PEDESTRIAN EXPERIENCE STUDY



[IN PROCESS]



[IN PROCESS]





[IN PROCESS]








For Zoning Code in Effect Post October 1, 2022

ZONING

THIS SITE LIES WITHIN THE:
NORTH INTERSTATE PLAN DISTRICT

-  Site
-  Plan District
-  Conservation District

File No.	<u>EA 23 - 006886 DA</u>
1/4 Section	<u>2429</u>
Scale	<u>1 inch = 200 feet</u>
State ID	<u>1N1E15CB 3300</u>
Exhibit	<u>B</u> <u>Jan 30, 2023</u>

DESIGN ADVICE CONFERENCE

NORTH MARYLAND APARTMENTS



PROJECT SUMMARY

TEAM INFORMATION

Architect - JOSEF M. WEST, AIA

Architect - CHRISTINA M. WEST

Owner - MICHAEL HAMILTON

Owner - BRYANT JAKSIC

SUMMARY OF DEVELOPMENT PROGRAM

New 5-story type V-A over I-A apartment building on combined lots 6316-6346 N. Maryland Ave. Features 70 units and Inclusionary Housing, amenity deck on level 4, community uses on the ground level, on-site parking and loading and several other amenities.

GSF: 64,043SF

FAR: 2.87 (4.00 allowed)

Lot Coverage: 68%

Base Height: 65'-0" (65' max. allowed)

Landscaped Area:

Bike Parking: 107

Vehicle Parking: 13

Unit Mix: 34 studios, 24 1-bedrooms, 12 2-bedrooms

This presentation seeks to foster discussion on proposed architectural responses to design tenants established in the Portland Citywide Design Guidelines (PCDG, 2021), North Interstate Corridor Plan (NICP, 2008) and the unique project program.

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PROJECT SUMMARY

COMPLIANCE MATRIX

Portland Citywide Design Guidelines, 2021 (SECTIONS)

Design Responses and Locations in Presentation

01 - CONTEXT - Build on the character, local identity, and aspiration of the place. (Community, architecture, nature)

Using observations of the existing area and the future development potential outlined in city codes, the design seeks to find a common ground between Interstate Ave and the I-5 in a small neighborhood setting. Vernacular on Interstate Ave. may not be appropriate on Maryland Drive. **Exhibits B.7 & C.1**

02 - CONTEXT - Create positive relationships with surroundings. (Massing, Street Wall, Connectivity, Adjacent Landmarks)

The site is beset on the West and East by multi-modal transportation and resides on a small quiet residential street. Providing a program where modes can be changed and interaction with the residents is promoted will generate a useful destination. **Exhibits C.5, C.6 & C.9**

03 - CONTEXT - Integrate and enhance on-site features and opportunities to contribute to location's uniqueness. (Natural resources, Viewpoints, On-Site Historic Resources, Social and Cultural Significance)

A unique opportunity to establish a North Interstate Infill design language that blends tectonics developed for mixed-use buildings typically along corridors, with small pedestrian scale ground floor/massing ideas not centered on commerce but neighbor/resident interaction. **Exhibits C.1, C.12-14**

04 - PUBLIC REALM - Design the sidewalk level of the building to be active and human scaled. (Ground-Floor Heights, Multiple Entries/Windows, Weather Protection, Lighting, Residential Setbacks)

A key moment in the building is moving away from commercial ground floor use due to its location away from the main corridors, and focus on the mixing of residents, neighbors and visitors. We would like to promote resident engagement with the community. **Exhibits C.1, C.3, C.5 & C.6**

05 - PUBLIC REALM - Provide opportunities to pause, sit and interact. (Seating, Integrate Bicycles, Art/Water, Enclosure, Trees/Landscaping)

The ground level seeks to blur the line between public and private spaces and invites stoppage, exchange and interaction. A curated engagement between neighbors residents is explored in the configuration and amenities provided. We seek to provide a meaningful "Space - C". **Exhibits C.5 & C.6**

06 - PUBLIC REALM - Integrate and minimize the impact of parking and building services. (Vehicles/Parking, Utilities, Trash & Recycling, Vaults, Stormwater Planters, Long-Term Bicycle Parking)

Keeping vehicular use, resident moving in/out and trash collection is all kept in the concealed parking area at grade, helping to preserve pedestrian experiences at the street frontage. Vertical and horizontal procession through the building is kept as unimpeded as possible. **Exhibits C.3 & C.5**

07 - QUALITY & PERMANANCE - Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site building design. (Internal Open Spaces, Internal Connections, Vehicle Areas, Solar Access, Windows & Entries)

Post pandemic design principles include rethinking lobbies and corridors at residential levels as well as the manifold operation of the ground level by mixing private use, providing thoughtful places to engage with visitors and to be more inviting than other experiences on our street. **Exhibits C.1, C.2 & C.5**

08 - QUALITY & PERMANANCE - Design for quality, using enduring materials and strategies with a coherent approach. (Unity, Articulation, Application of Exterior Materials, Quality Materials, Building Openings)

The exterior massing and textures do not attempt to blend in with the surrounding vernacular but are informed by them in texture alone and using more durable materials in a similar mode signal that longevity and quality are desired for the future of the district. **Exhibits C.10 - C.14**

09 - QUALITY & PERMANANCE - Design for resilience, health and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. (Adaptable Buildings, Resource Conservation, Native Landscaping, Ecoroofs, Bird-Safe, Daylight and Air, On-Site Stormwater)

Ground level program adaptability allows for rapid reaction to immediate community needs. On-Site storm water retention is expected and keeping with sound unit design principles ensure equitable spaces, natural ventilation and private outdoor spaces. Durable native plantings and seating features are provided along the sidewalk and into the communal spaces at the ground floor. **Exhibits C.3, C.5, C.6, C.16**

CONTEXT SUMMARY

ZONING SUMMARY*

Base: RM3d, Residential Multi-Dwelling 3 base zone (33.120 Multi-Dwelling Zone) with Design Overlay

Overlay(s): Design Overlay Zone (33.420)

Plan District: North Interstate Plan District (33.561) North Section

Pattern Area: Inner Pattern Area (33.120)

Pedestrian District: Rosa Parks MAX Station Pedestrian District

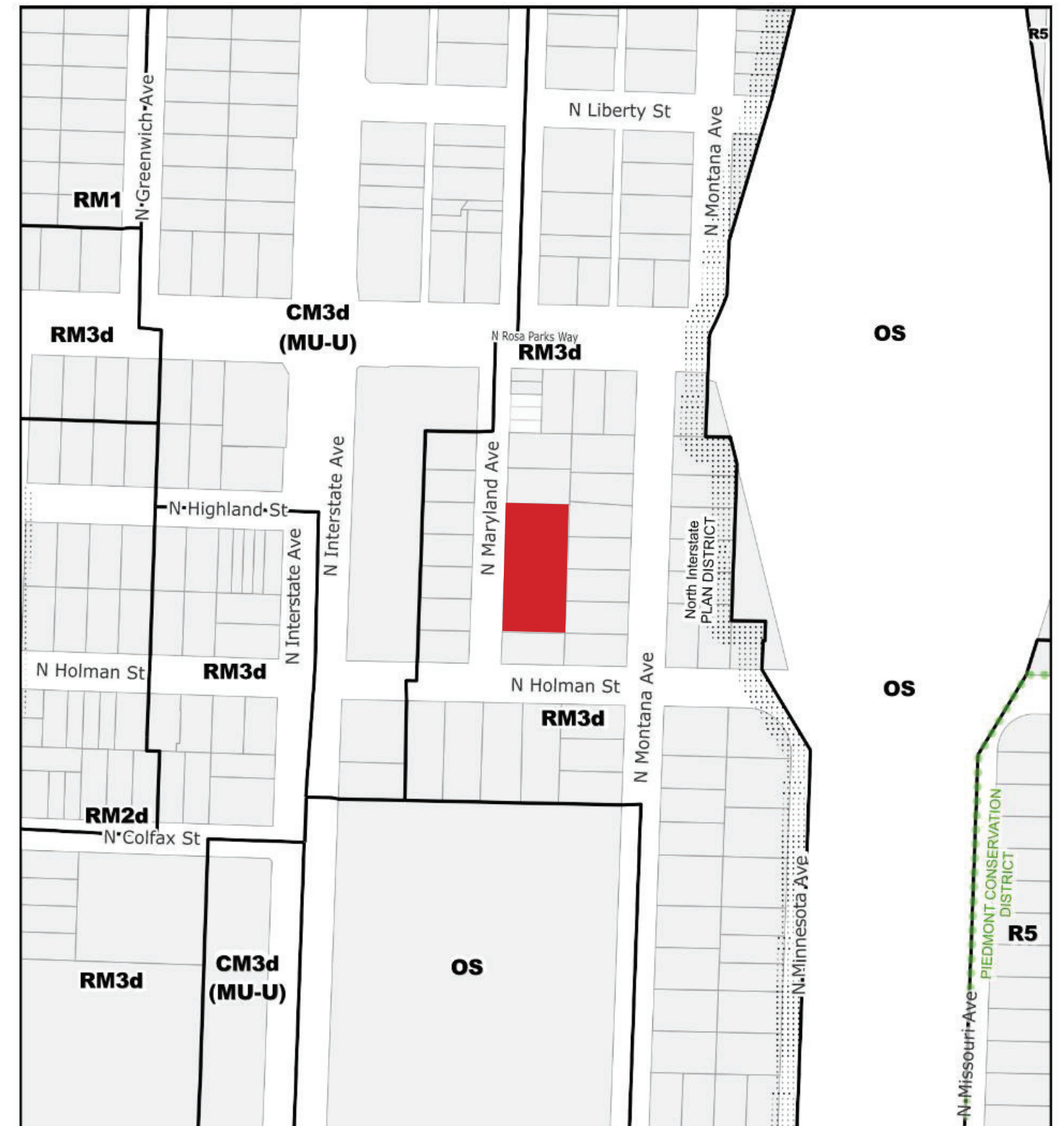
Streets: Adjacent streets are classified as follows:
N Maryland Ave is classified as a Local Service Walkway, Local Service Bikeway, Local Service Transit Street, Local Service Traffic Street, Local Service Freight Street, Minor Emergency Response, and Local Street for Design.

Transit: Considered "close to transit"

Corridors: Not considered a Civic or Neighborhood Corridor

Neighborhood Plan: Arbor Lodge Neighborhood Plan

* (Source: EA 22-172325, 10/10/2022)



For Zoning Code in effect Post August 1, 2021

ZONING F

■ Site

THIS SITE LIES WITHIN THE:
NORTH INTERSTATE PLAN DISTRICT



File No. EA 22 - 172325 APPT
1/4 Section 2429
Scale 1 inch = 200 feet
State ID 1N1E15CB 3300
Exhibit B Aug 19, 2022

CONTEXT SUMMARY

PLAN AREA CONTEXT

(33.561.0101) The North Interstate plan district provides an urban level of mixed-use development to support MAX line and the surrounding neighborhoods by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density.

- Implement urban design concepts on the North Interstate Corridor Plan;
- Help ease transitions between new high-density development and the existing, low-density neighborhoods; and
- Enhance the pedestrian experience.

The project demonstrates design elements in response to these specific purposes by:

- Establishing and synthesizing urban design concepts in the NICP.
- Re-envisioning the use of the ground level as it relates to residents and neighbors.
- Focus on pedestrian experience of the building.

Map Revised June 18, 2020



Plan District Boundary



0 1,000 2,000

Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

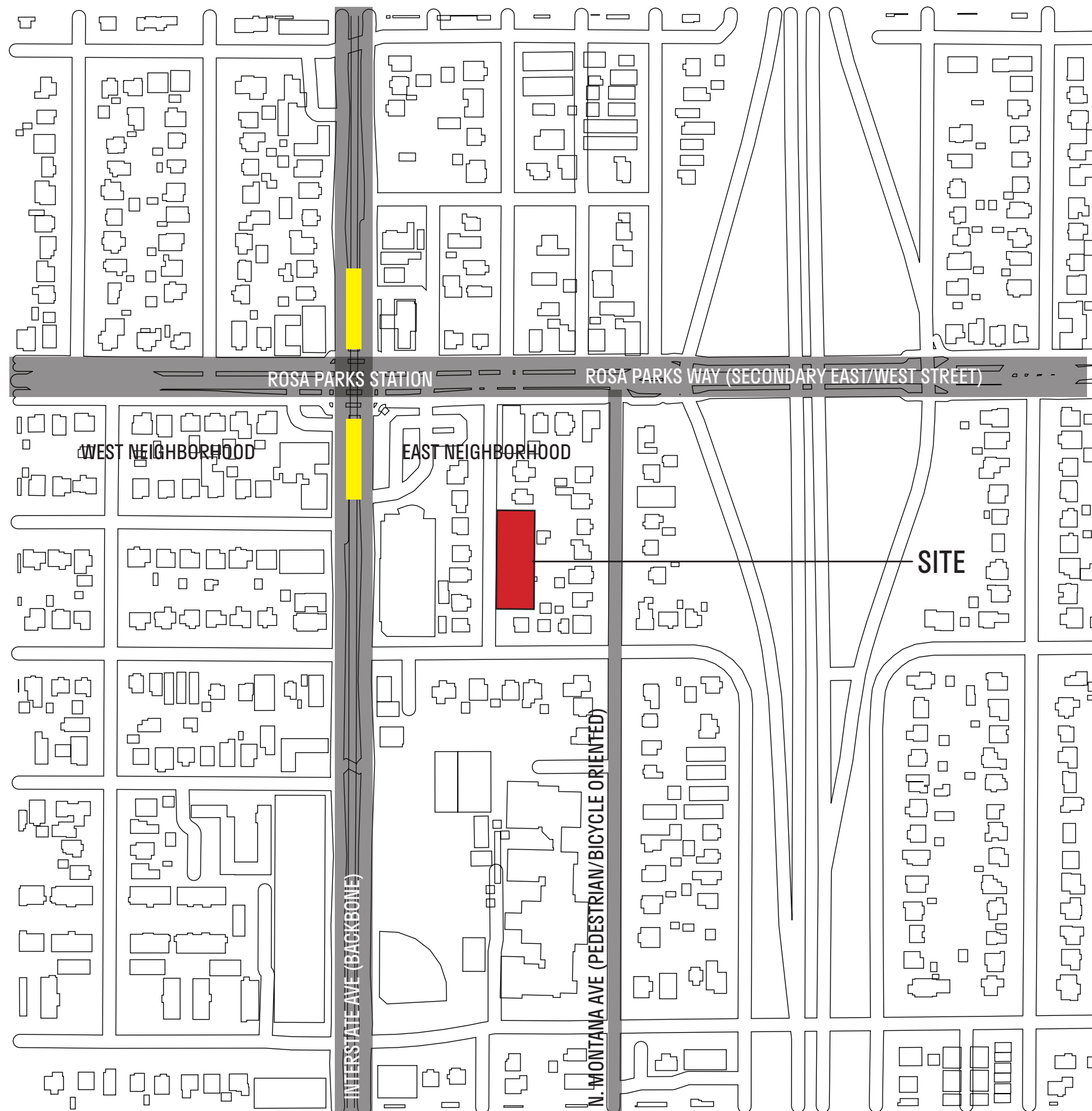
CONTEXT SUMMARY

URBAN CONTEXT (3-BLOCK RADIUS)

The immediately visible emerging context with this area can be classified as a evolutionary exhibit of one zoning code polite design strategy to another, based on adopted historical and current building design and zoning guidelines. The dialogue so far is reactionary as rules change, the newer building is a diagram of the design guidelines adopted at the time, and thus immediately dates the construction. Historical SFH and Commercial improvements with some converted design elements held in preservation via NICP 2008, met later by densification taking on the form of the adopted 33.561, and today the PCDG 2021.

This project will take PCDG guidelines, the district-specific key design elements and focus on the integration of post-pandemic design at all floors which we feel will reflect the **zeitgeist of the district**.

We are very interested in feedback and guidance from the city review team and our neighbors as to where these integrations can improve and if there are more opportunities to strengthen this idea.



CONTEXT SUMMARY

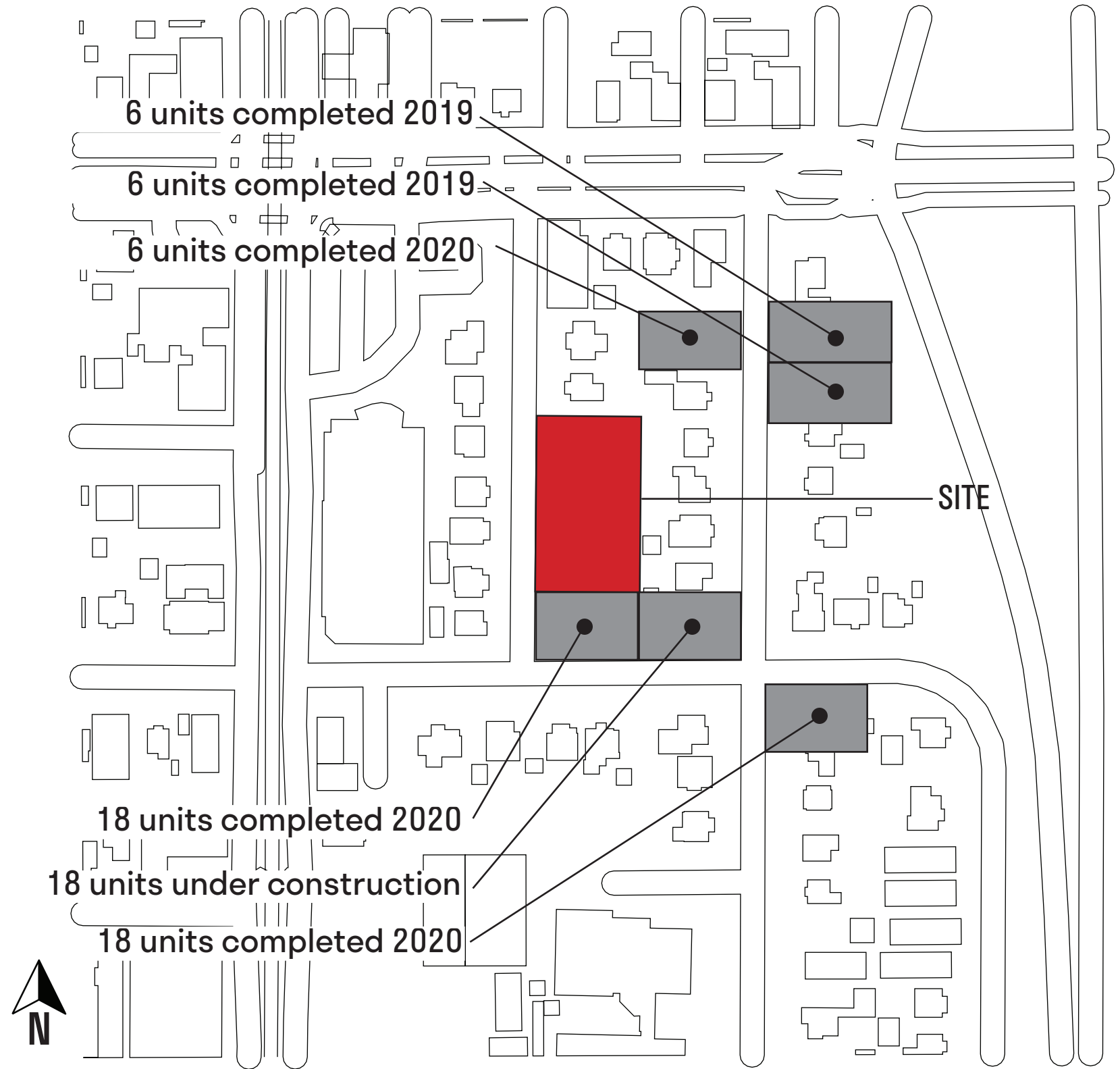
SITE CONTEXT (1-BLOCK RADIUS)

Our immediate area offers strong connections to transportation hubs and corridors in many different modes. The New Seasons market and nearby cafes and restaurants make the amenities accessible by foot. Surrounding buildings do not exceed three stories making our proposed structure the largest and visibly present. A majority of the structures are single family homes, light commercial/retail and a large middle school surrounding the site.

A newly constructed 3-story apartment is directly south and all other adjacent buildings are single family homes. This mass differentiation is considered carefully in the selection of openings and balconies in the elevations.

The current development velocity is shown in this diagram and indicates that existing inventory that has not been developed will likely change when this project is completed if economically feasible.

The biggest opportunity is to provide a meaningful PLACE for both the residents and the neighbors. They will likely remain at a pedestrian or bicycle mode of mobility and will be seeking layers of socialization rather than commerce. Making the building successful will be directly measured as how much a “good neighbor” it is. More on this as we go on.



CONTEXT SUMMARY

VICINITY PHOTOS (1-BLOCK RADIUS)

1 - New Seasons Market

Amenities are close by and allow pedestrian and bike use to the site. There is also a large Fred Meyer to the North a few blocks. Much of the other commercial and retail is small scale and aged.



2 - Recently Completed

The beginnings of a barrier between the East and West neighborhoods is slowly emerging but is limited to 3 stories so far. The building proposed will be the first of what will likely be a series of larger barrier buildings.

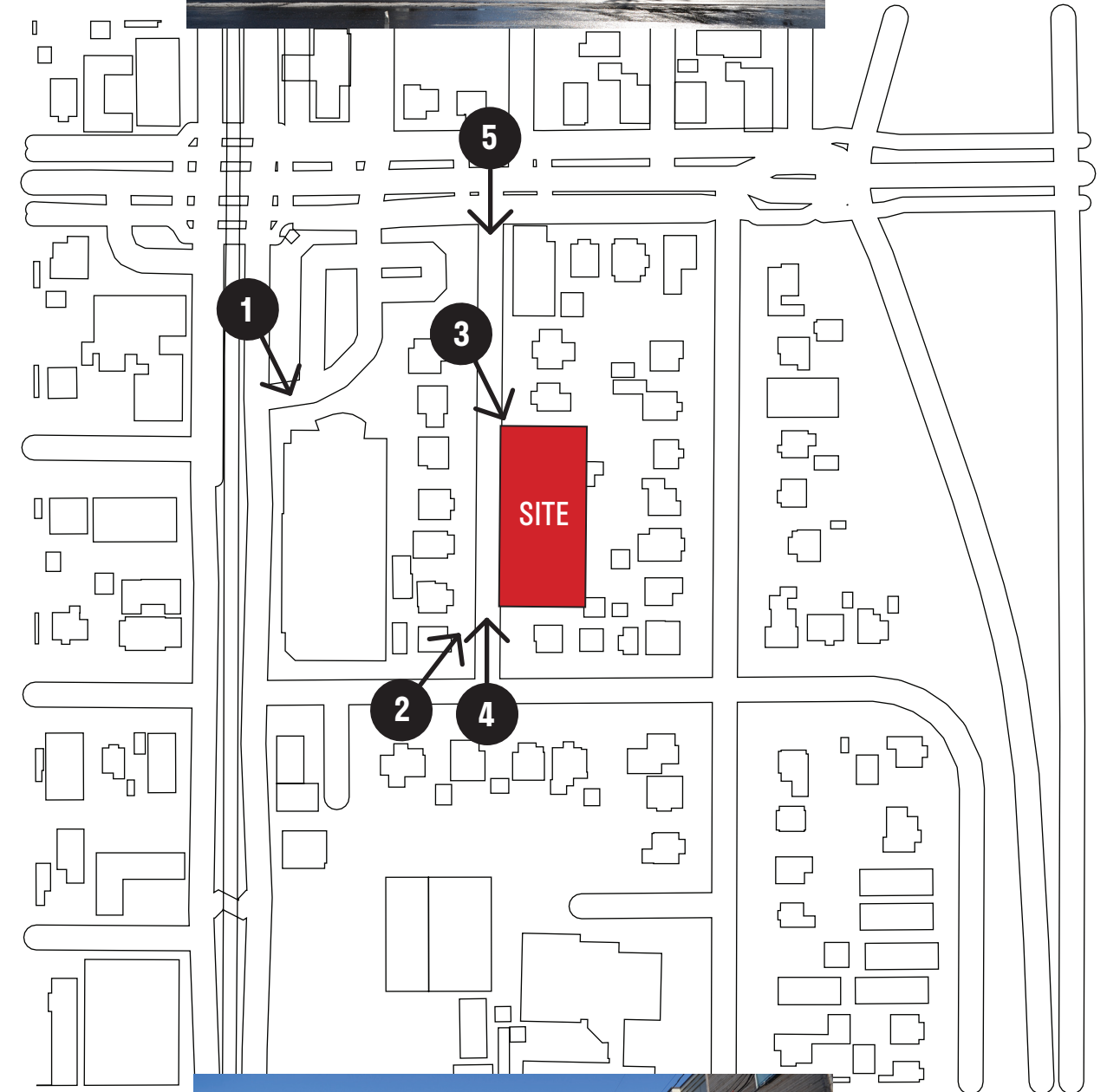


3 - Project Site

4 existing plots will be combined to make one large lot for the new building. Since the street is narrow at about 25', our design keeps vehicular parking on site and out of view. It will be important to keep a clear line-of-site for vehicles entering and exiting and to be polite with the audible alarm that will be required. PGE will likely require a vault on site in the building.



5 - North Entrance



4 - South Entrance

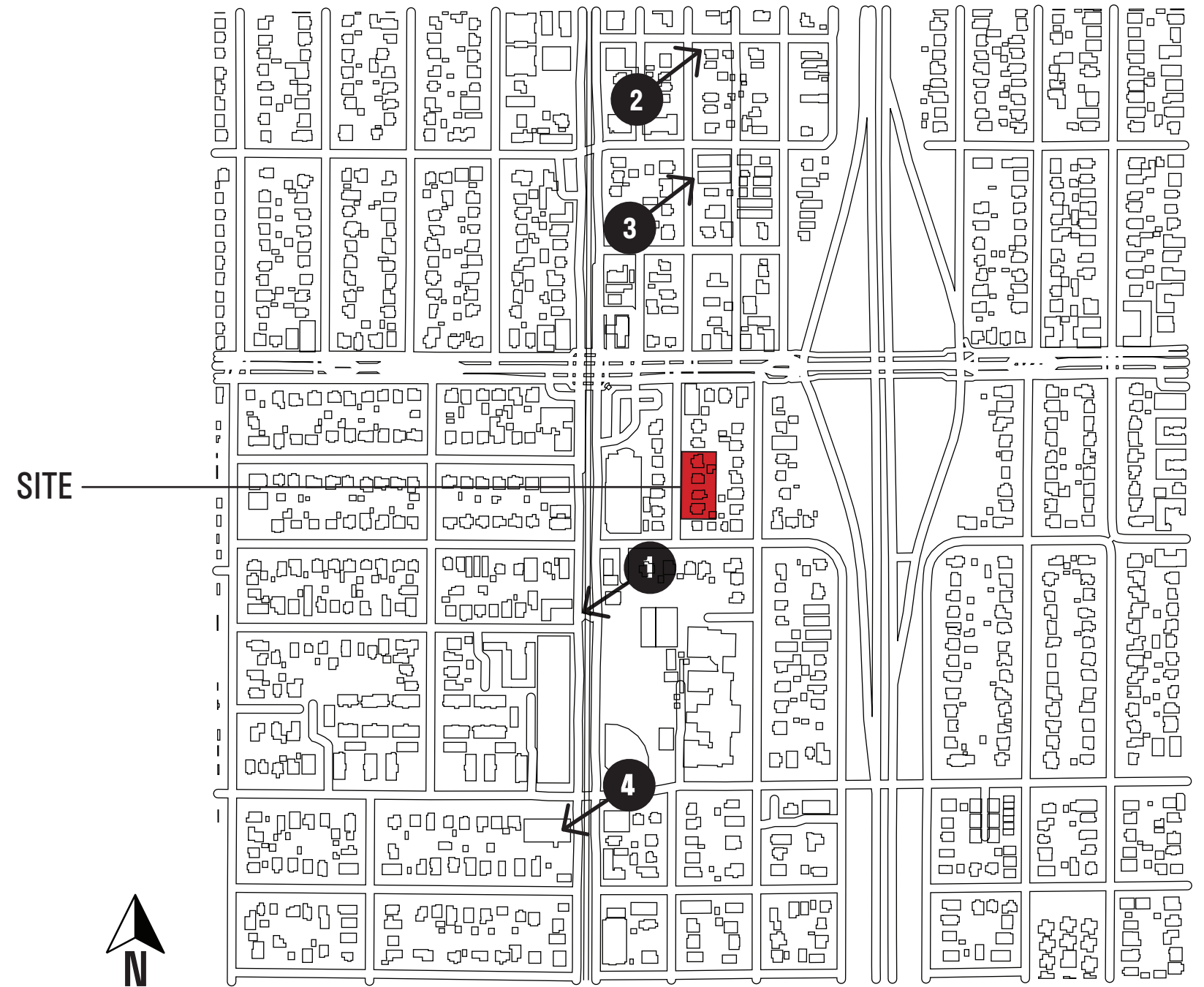
CONTEXT SUMMARY

VICINITY PHOTOS (3-BLOCK RADIUS)

As the study area expands, larger buildings with similar program begin to influence decisions on materiality, engagement with the existing smaller buildings and offer a glimpse into the success of established guidelines.

Most explicit was the state of ground level interaction with the corridor streets, namely, the underutilized spaces and inhospitable lobbies and communal spaces. On grade residences where shut visually. There is little invitation to visit and less to stay. Below are images of these situations which may improve over time but time will tell. The PCDG 2021 seems to suggest that these conditions can be avoided if recommendations are successfully deployed.

At this scale, the barrier created by the highway is more pronounced as more people are served by less crossings to access the district to the east. Additional destinations for pedestrians between crossings will be needed and is a focus of this design.



1



2



3

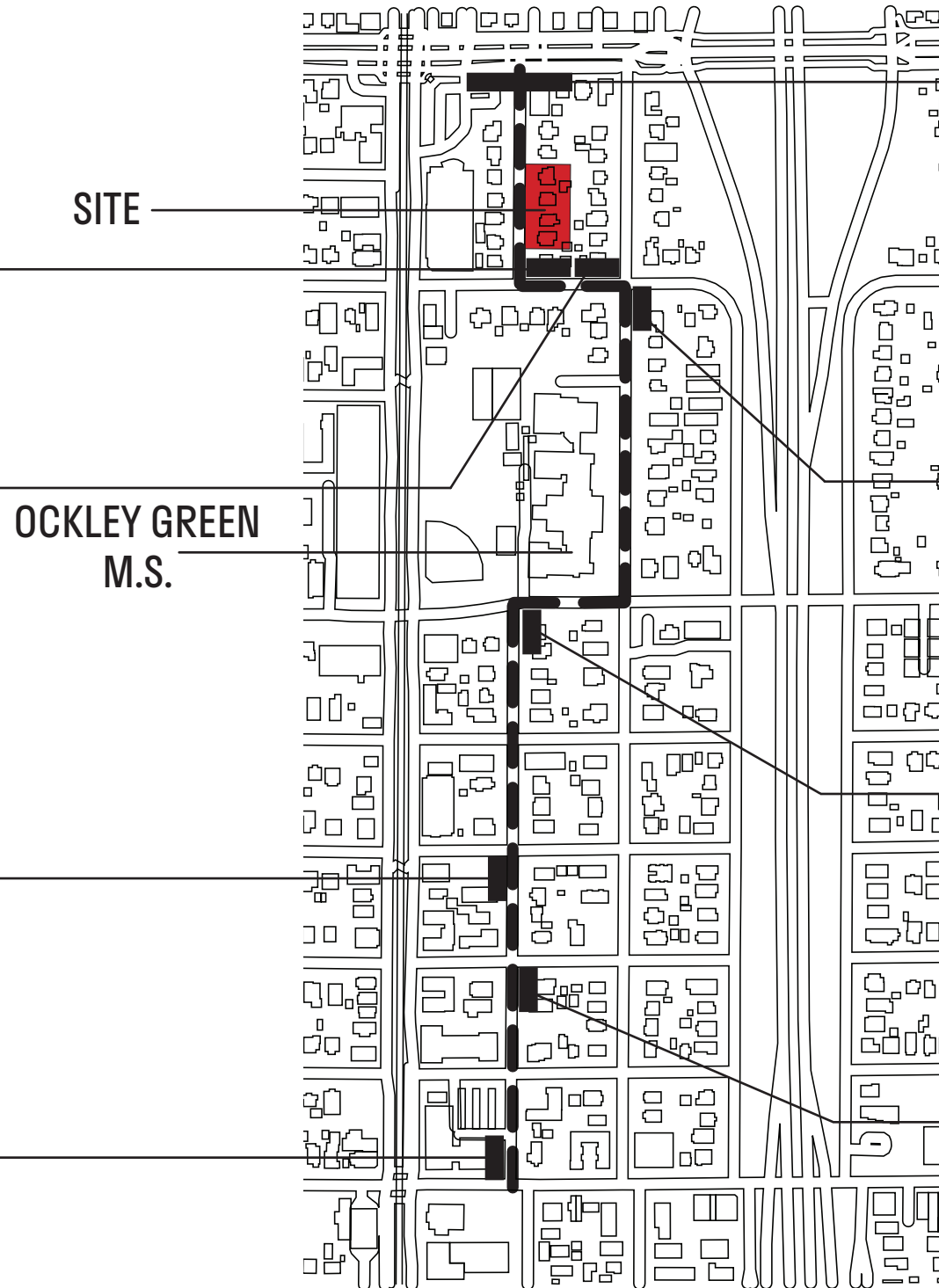


4

CONTEXT SUMMARY

EXISTING PEDESTRIAN EXPERIENCE

A journey from South to North starting at the first significant mixed-use building to interface with Maryland Ave. within the study range. The emergence of larger, more dense buildings placed in small residential settings is illustrated.



CONCEPT DESIGN

PROJECT EVOLUTION

The development trajectory of the project is beginning to level-off as additional area context is processed and sharing findings with outside collaborators continues.

The chief goal of the project is to showcase the ability to coordinate the sound principles described in the Portland Citywide Design Guidelines and the Plan Area aspirations in an emerging neighborhood.

Additionally, the project will deploy recent discoveries in post-pandemic social behaviors expressed in space planning and program. Separate tele-working pods within the main gathering area, large gathering area for socialization on the property, Indoor/Outdoor seating and plantings that can be modulated to allow more or less exposure to neighbors or passers-by. All aimed to be an extension of the units above and to provide a “C - Space” that is not far from home. A = Home, B = Work, C = Meeting/Socializing/Recreating without the need for off-site mobility.

Close collaboration with all stakeholders and the community at large will be essential to ensure that established priorities are expressed architecturally.

KEY DEVIATIONS from the current established vernacular expressed in buildings of similar size, that are responses to the unique setting of the building:

RESIDENTIAL SCALE FRONTAGE - Low awning for compression and threshold effects and improves weather protection. This provides a pleasant, rich, and diverse experience for pedestrians which should include human scale adjacent to the sidewalk. Commercial scale glass is minimized to the lobby. The broken up roof edge helps maintain a comfortable overall scale.

MULTI-MODAL CONNECTION TO STREET - Keeping vehicular use limited to transitioning the sidewalk reduces the parking load on a very tight street. Deliveries and moving residents can operate in the safety of the garage, which also serves as a pollution control “tub” reducing oil mixing and other contamination.

INDOOR/OUTDOOR GATHERING - Starting the ground floor program without a commercial anchor places the focus back on the people using the space and not a brand initiative. Uses can expand and contract as needed depending on social needs.

VISIBILITY OF CIRCULATION/LOBBIES - Vertical Glass Facade at residential levels allow visible experiences inward and outward. Similar to stacked neighborhoods in larger developments, branded floors provide opportunities for residents to express community ideas based on floor.

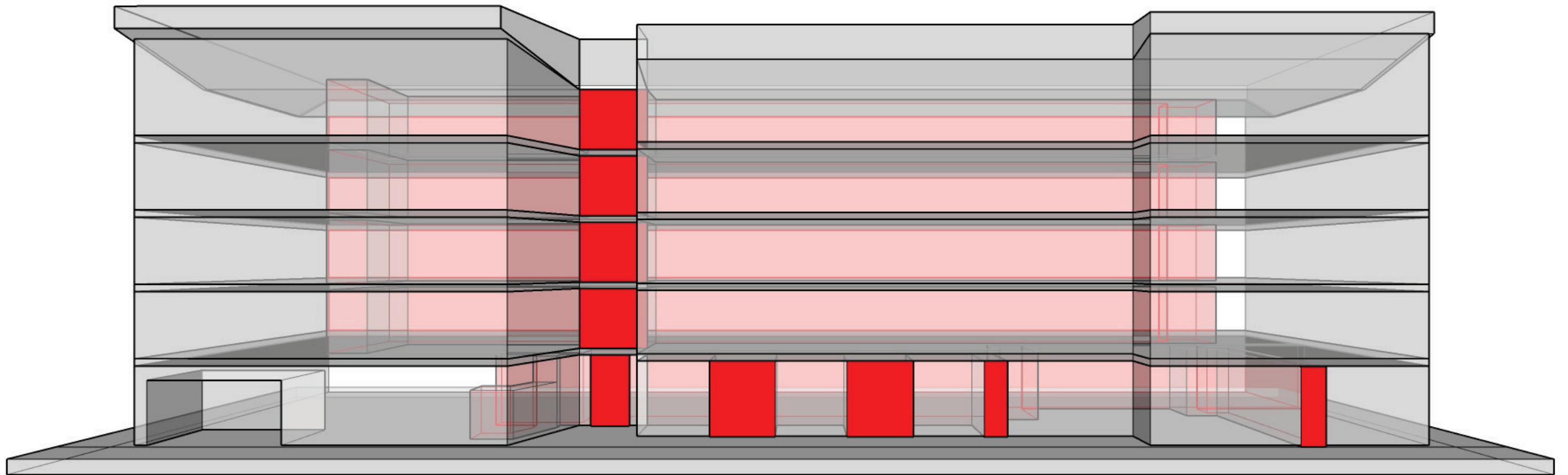
HOSPITALITY AND EXCHANGE - “Meet me at the speakeasy.” The Lounge is a quiet, clandestine place to store and display personal effects used to socialize. Neighbors are encouraged to visit and engage with the residents.

ECOLOGICAL STEWARDSHIP - Nearly every dwelling in the study area had a garden, and the size of the proposed building offers an opportunity to house pollinators with bee bricks, plantings and water.

CONCEPT DESIGN

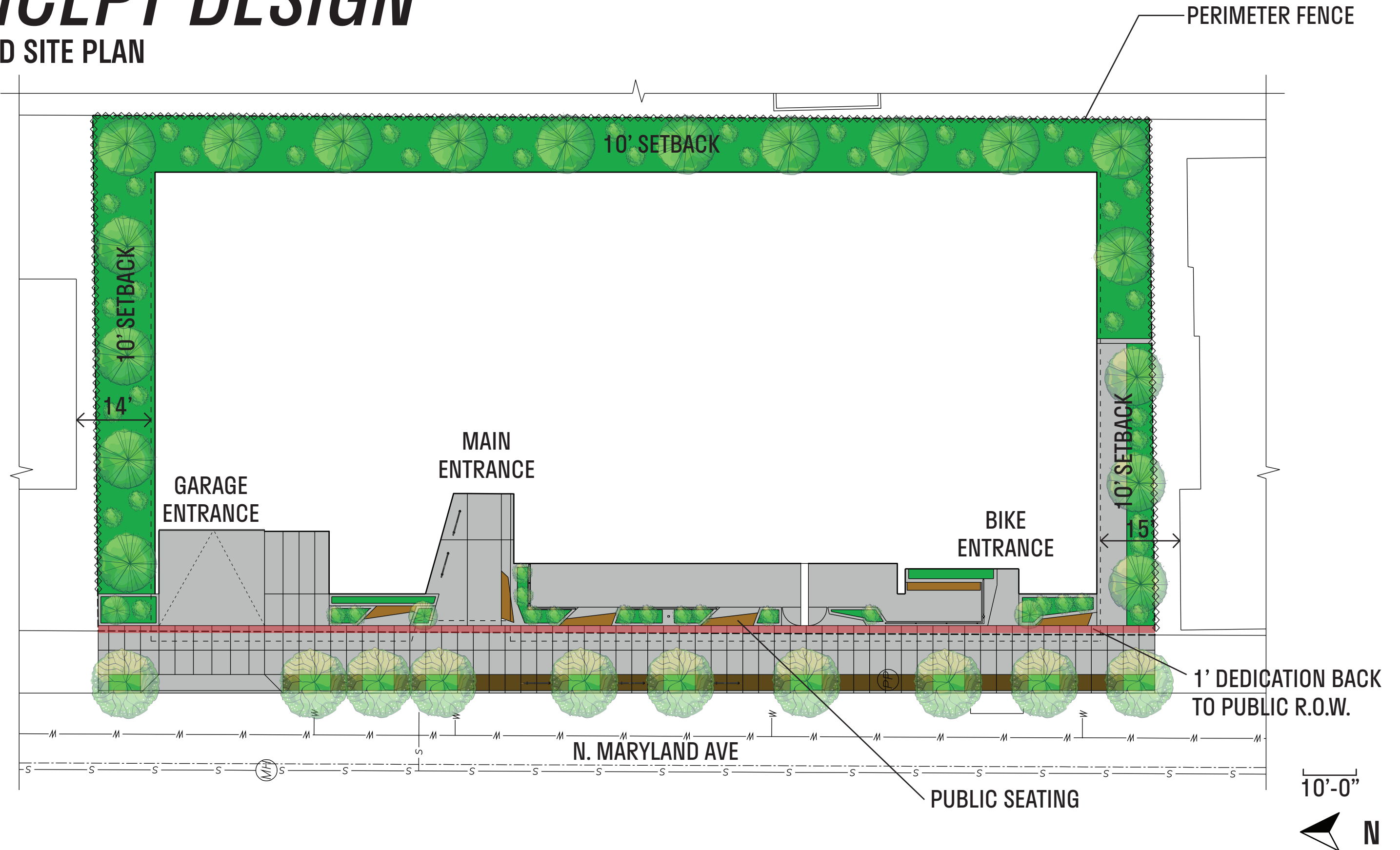
PROJECT EVOLUTION

Facade articulation and visual interaction with the residents of the building is enhanced with visible elevator lobbies at each floor where residents can gather and decorate to express a sense of floor-scale neighborhood development. Providing a transition space at each level for visitors and residents to make final sanitary preparations prior to engaging with the main spaces below or visiting a unit can promote health and a reduction to exposure to disease. These spaces also become micro-galleries and depositories of resident artifacts.



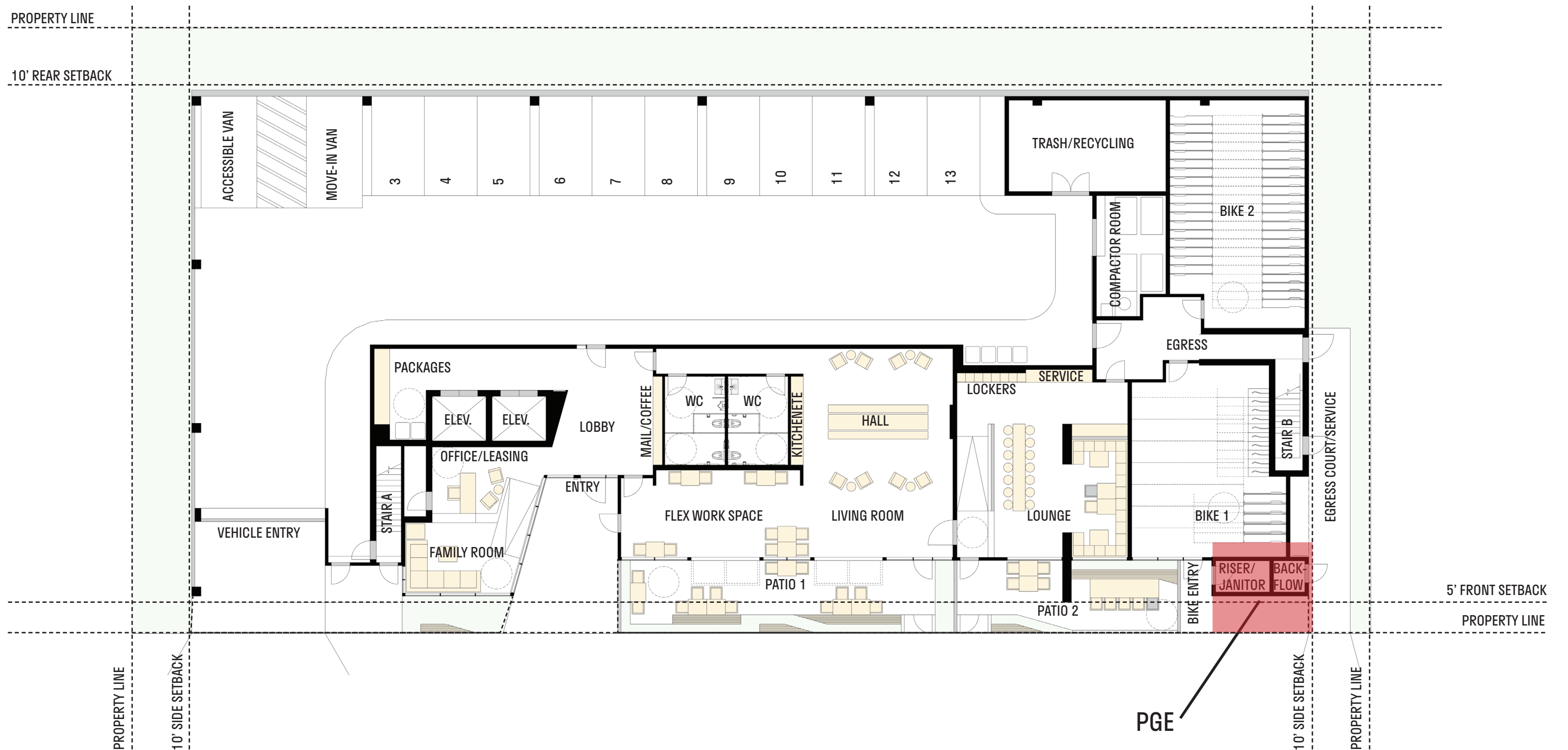
CONCEPT DESIGN

PROPOSED SITE PLAN



CONCEPT DESIGN

PROPOSED GROUND LEVEL PLAN



CONCEPT DESIGN

PROPOSED GROUND LEVEL SECTIONS

In a contrast to the maneuver of using large glass windows with visibility into a building to promote an activated ground floor (exposure), we propose a mix of compression/decompression dialogues that delineate spatial arrangements, create threshold and processional experience and to add additional weather protection.

The main canopy over the community space is 9'6" clear from the sidewalk to the structure and carries into the space to suggest connection and invitation to engage. Openings and seating in the garden wall separating the sidewalk from the patio controls flow and provides a visual separation of spaces without impeding on the visibility into the building.

Intimate spaces (Lounge) are created under heavy canopies and sunken floors, enunciation of the entrance is achieved with the big glass approach. This contrast generates a experience closer to the compressed state of the existing street and an differentiation from the buildings on Interstate.



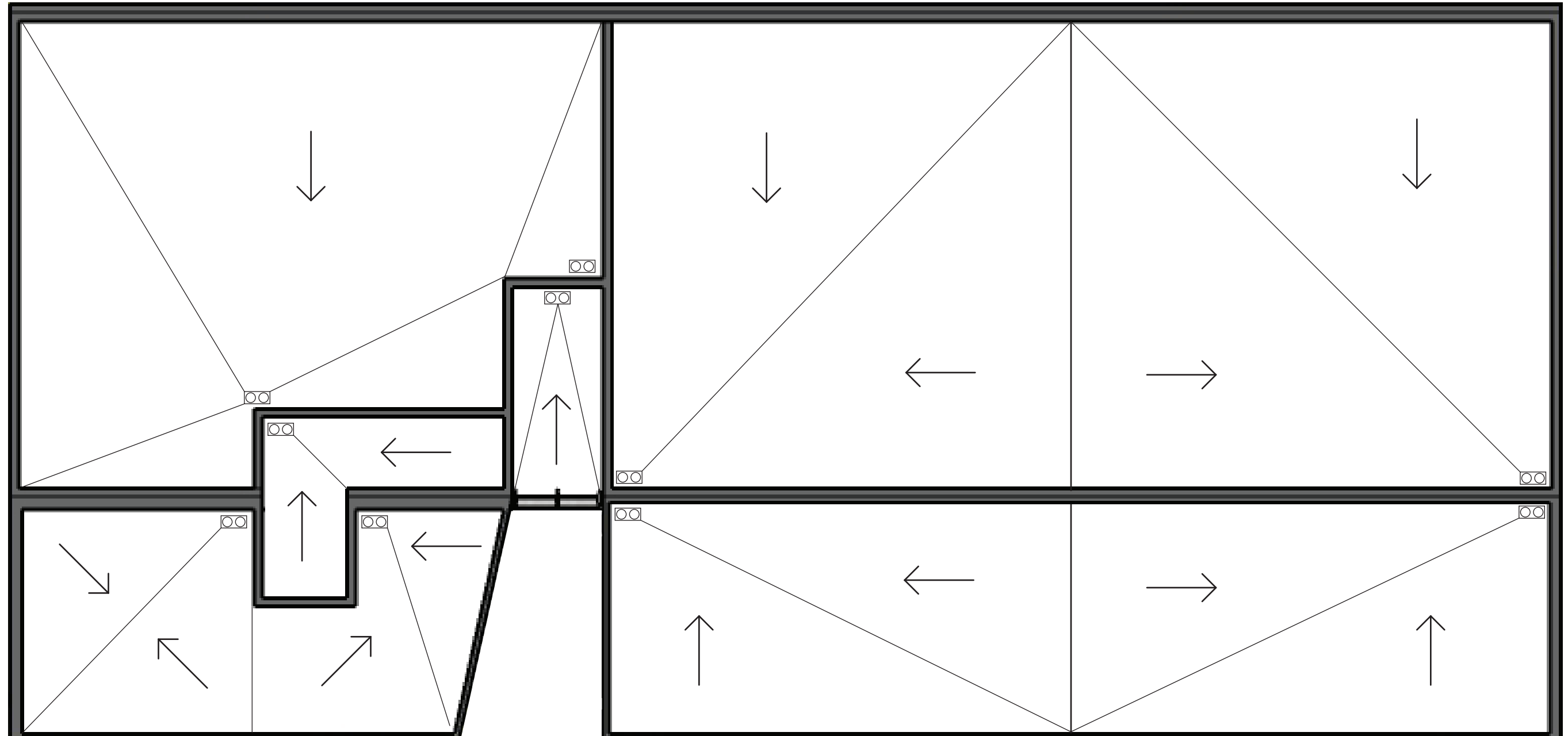
CONCEPT DESIGN

TYPICAL UPPER FLOOR PLAN



CONCEPT DESIGN

PROPOSED ROOF PLAN

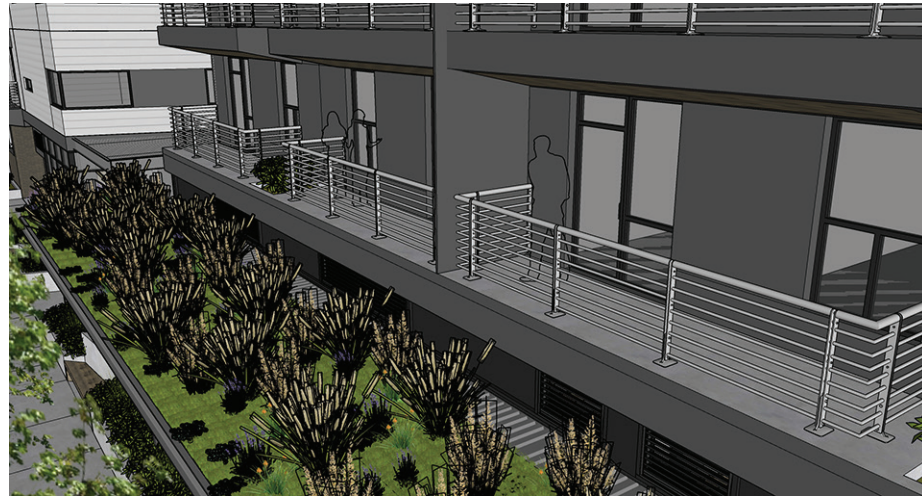


CONCEPT DESIGN

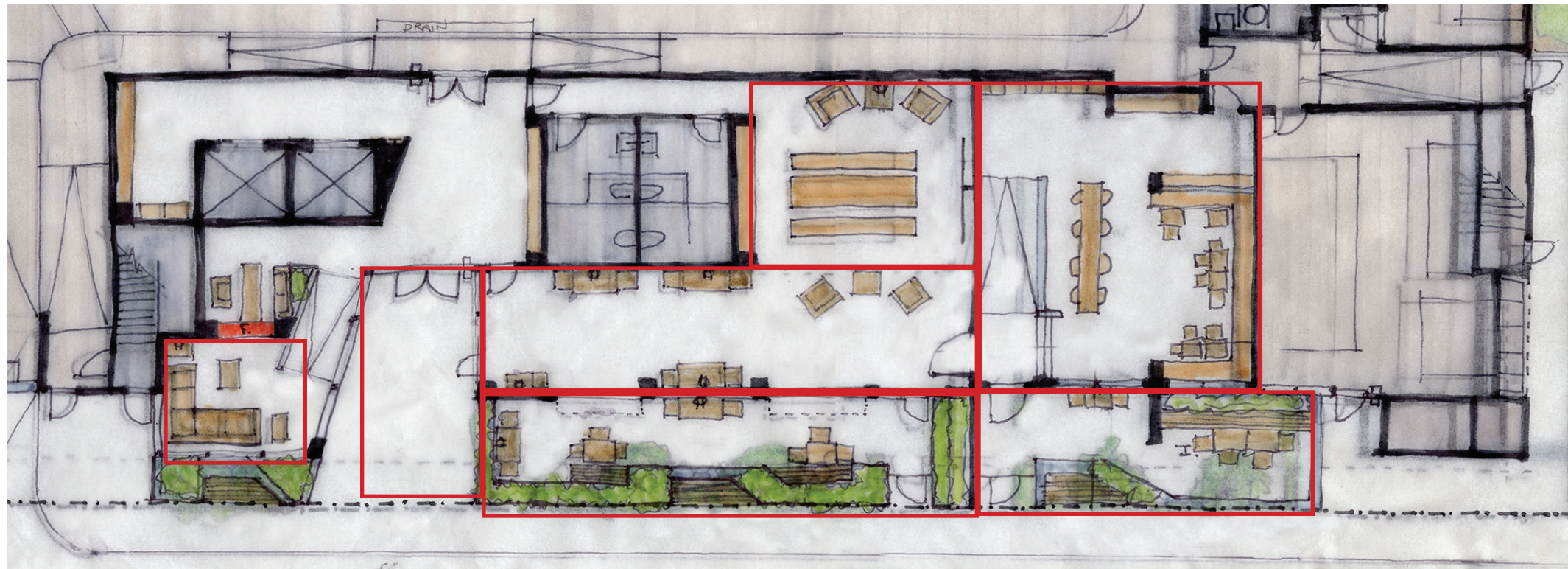
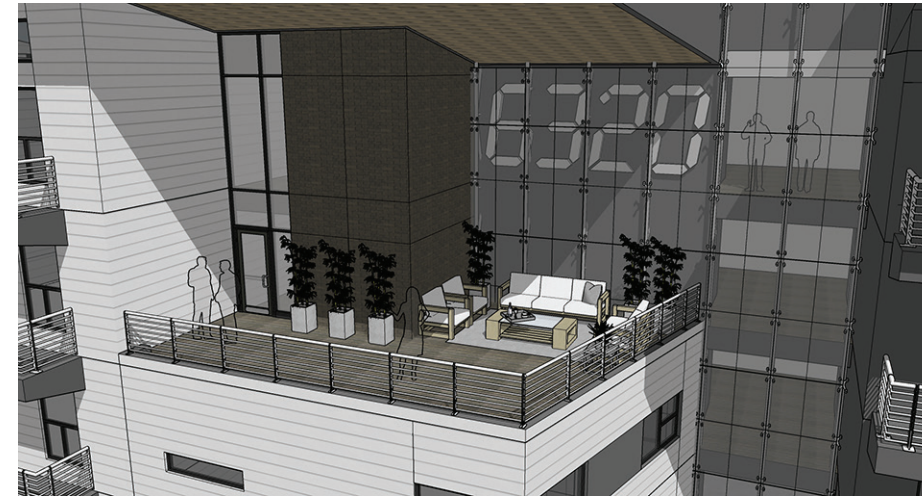
PRELIMINARY OPEN SPACE CONCEPT

Outdoor spaces are provide in private, semi-private and public modes at differencet scales.

**SMALL
PRIVATE**



**MEDIUM
SEMI-PRIVATE**



**LARGE
SEMI-PRIVATE &
PUBLIC**

CONCEPT DESIGN

PRELIMINARY BUILDING ELEVATIONS

65'-0"
TYP.



WEST ELEVATION



EAST ELEVATION

CONCEPT DESIGN

PRELIMINARY BUILDING ELEVATIONS



SOUTH ELEVATION



NORTH ELEVATION

CONCEPT DESIGN

MATERIAL CONCEPT

The building is larger than many of its neighbors so material **patterns** can be influential in selecting materials durable enough to reduce the need for maintenance and to withstand the higher exposure. Material textures and patterns are easily found expressed in durable materials. Buildings that are of similar size in the district will be channeled along with patterns found in smaller buildings nearby to promote continuity.

LOCAL EXAMPLE



WOOD LAP SIDING

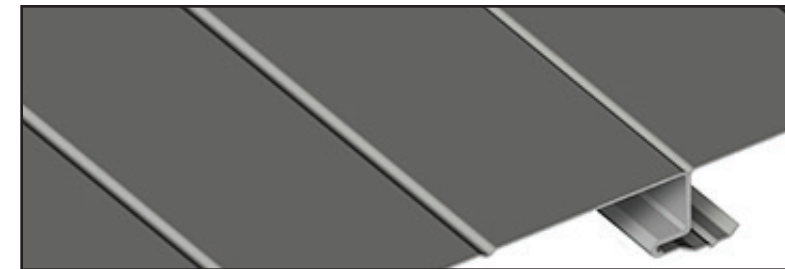


UNREINFORCED MASONRY



PLYWOOD SIDING / T1-11

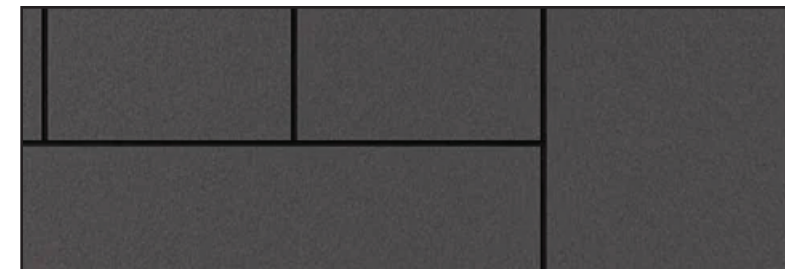
SELECTED



PROFILE METAL



BRICK CLADDING OVER CONCR.



EFIS PANEL RAINSCREEN

CONCEPT DESIGN

PERSPECTIVES

SOUTH-WEST PERSPECTIVE



CONCEPT DESIGN

PERSPECTIVES

NORTH-WEST PERSPECTIVE



CONCEPT DESIGN

REPRESENTATIVE IMAGE OF PROJECT

WEST/STREET FRONTAGE ELEVATION



CONCEPT DESIGN

ANTICIPATED CHANGES / ADJUSTMENTS

The Early Assistance meeting held earlier recommended considering the following adjustments, which need discussion:

Public Realm

- **Tall Ground Floor.** A tall ground floor ground floor is appropriate for the large scale of the building. Explore ground floor canopy positioning as the canopy design shown strikes a lower datum that foreshortens the ground floor.
- **Window-wall Ratio.** The window to wall ratio on the 2nd and 3rd floors of the front façade above the lobby is too opaque. In addition, the windows on this part of the building are unnecessarily different from windows across the rest of the façade. These have a horizontal orientation whereas the rest are vertically expressed.
- **Windows at Notches.** Where there are notches in the street facing façade that create large volumes offset from other planes, ensure there are windows or some other detailing inside the sidewalls of projecting masses.
- **Utility Transformers -** Utility transformers should be located on-site, behind active use street frontage, behind at-grade loading docks, or in underground parking garages. Please note new requirements per Section 5a Electric Utility Provider Coordination (PCDG 04, 05).
- **Signs -** Signs should be sized appropriately for the building, the district and the pedestrian realm and should incorporate district-appropriate materials. The large scale sign shown on the fifth floor of the building would require a Modification due to its size, which is likely not approvable. The scale and placement of the sign does not fit the residential character of the building or street (PCDG 04).

Quality & Permanence

- **Loading and parking door materials -** Integrate these doors with the architecture, including color. Solid doors with translucent glazing are a supportable option. If ventilation is needed, perforated doors with solid panels located to screen car lights and views into parking/loading areas is a supportable alternative (PCDG 04, 08).
- **Exterior Lighting -** Exterior lighting should be integrated into the building's overall concept and ensure a safe pedestrian condition along the adjacent sidewalk and within open spaces on the site. However, consider the impact on light pollution and potential disorientation of migrating birds. Exterior lighting can be used to highlight the building's architecture, however, should not impact the skyline at night (PCDG 04, 08).

CLOSE

THANK YOU!

WEST ARCHITECTS, INC.
1750 SW SKYLINE BLVD., SUITE 102
PORTLAND, OREGON 97221
(971)373-8953
WEST-ARCHITECTS.COM

	A	B	C	D	E	F
1	ENDORSEMENT	INFO1	INFO2	NAME	ADDRESS/IO ADDRESS	CITYSTATEZIP/ADDRESS
2	RETURN SERVICE REQUESTED		1N1E15BC 11700	BP PRODUCTS NORTH AMERICA INC	30 S WACKER DR #900	CHICAGO IL 60606-7403
3	RETURN SERVICE REQUESTED		1N1E15BC 11700	KONG MARKETING LLC	6508 N INTERSTATE AVE	PORTLAND OR 97217
4	RETURN SERVICE REQUESTED	1N1E15BC 11700		PROPERTY TAX	PO BOX 941709	HOUSTON TX 77094-9935
5	RETURN SERVICE REQUESTED		1N1E15BC 11800	WARNER LYNN M	424 PLEASANT AVE	OREGON CITY OR 97045
6	RETURN SERVICE REQUESTED		1N1E15BC 11900	JOHNSON GRANT T & JOHNSON ANITA	17717 NW SAUVIE ISLAND RD	PORTLAND OR 97231-1348
7	RETURN SERVICE REQUESTED		1N1E15BC 12600	STANFILL PROPERTIES LLC	10350 N VANCOUVER WAY PMB 340	PORTLAND OR 97217
8	RETURN SERVICE REQUESTED		1N1E15BC 12700	THOMAS DORA C	1341 N ROSA PARKS WAY	PORTLAND OR 97217
9	RETURN SERVICE REQUESTED		1N1E15BC 12800	1327 N ROSA PARKS LLC	4511 SE 63RD AVE #D	PORTLAND OR 97206-4690
10	RETURN SERVICE REQUESTED		1N1E15BC 12900	LUESCHEN MARINA J	1317 N ROSA PARKS WAY	PORTLAND OR 97217
11	RETURN SERVICE REQUESTED		1N1E15BC 13000	STONEHAVEN PROPERTIES LLC	PO BOX 521	LAKE OSWEGO OR 97034
12	RETURN SERVICE REQUESTED		1N1E15BC 13100	GRAGE KENNETH M & GRAGE LISA M	3551 COUER D ALENE DR	WEST LINN OR 97068
13	RETURN SERVICE REQUESTED		1N1E15BC 1200	OREGON STATE OF DEPT OF TRANSP	9200 SE LAWNFIELD RD	CLACKAMAS OR 97015-8685
14	RETURN SERVICE REQUESTED		1N1E15BC 1300	MATHESON RYAN L	1215 N HOLMAN ST	PORTLAND OR 97217
15	RETURN SERVICE REQUESTED		1N1E15BC 1400	RIESTERER DOUGLAS & RIESTERER CATHY	1223 N HOLMAN ST	PORTLAND OR 97217-4761
16	RETURN SERVICE REQUESTED		1N1E15BC 1500	JONES MARGARET E	6304 N MONTANA AVE	PORTLAND OR 97217
17	RETURN SERVICE REQUESTED		1N1E15BC 1600	GREEN ANDREW P	6312 N MONTANA AVE	PORTLAND OR 97217
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21	RETURN SERVICE REQUESTED		1N1E15BC 2200	NOVAL DOMINICK & NOVAL ROSANNA	1256 N ROSA PARKS WAY	PORTLAND OR 97217
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26	RETURN SERVICE REQUESTED		1N1E15BC 2800	SHERMAN JEREMY E & SHERMAN LUCY G	6335 N MONTANA AVE	PORTLAND OR 97217
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28	RETURN SERVICE REQUESTED		1N1E15BC 3000	LAVOIE JAY S & LAVOIE SERENA L	6315 N MONTANA AVE	PORTLAND OR 97217
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31	RETURN SERVICE REQUESTED		1N1E15BC 3700	ANSORGE JOHN	6406 N MARYLAND AVE	PORTLAND OR 97217
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34	RETURN SERVICE REQUESTED		1N1E15BC 4001	MCNEAL JOSHUA L IV	1346 N ROSA PARKS WAY	PORTLAND OR 97217-4862
35	RETURN SERVICE REQUESTED		1N1E15BC 4002	KELLY FARA	1324 NE AINSWORTH ST #A	PORTLAND OR 97211
36	RETURN SERVICE REQUESTED		1N1E15BC 4003	TODD ASHLEY	6430 N MARYLAND AVE	PORTLAND OR 97217
37	RETURN SERVICE REQUESTED		1N1E15BC 4004	KAMPMANN JOSHUA & HALL VICTORIA	6426 N MARYLAND AVE	PORTLAND OR 97217
38	RETURN SERVICE REQUESTED		1N1E15BC 4005	RUZICKA BRYAN	6420 N MARYLAND AVE	PORTLAND OR 97217
39	RETURN SERVICE REQUESTED		1N1E15BC 4100	INTERSTATE INVSTMTT PROPERTIES LLC	1300 SE STARK ST #401	PORTLAND OR 97214
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41	RETURN SERVICE REQUESTED		1N1E15BC 4200	LEWIS LORI J	6425 N MARYLAND AVE	PORTLAND OR 97217-4843
42	RETURN SERVICE REQUESTED	1N1E15BC 4300		KAYSER DINAH TR & KAYSER DONNA TR	6405 N MARYLAND AVE	PORTLAND OR 97217-1832
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44	RETURN SERVICE REQUESTED		1N1E15BC 4500	SNEDEKER LISA A	7156 N MOBILE AVE	PORTLAND OR 97217
45	RETURN SERVICE REQUESTED		1N1E15BC 4600	PLEW JEFFREY S	36640 SE BLUFF RD	BORING OR 97009-9720
46	RETURN SERVICE REQUESTED		1N1E15BC 4700	ROSA LEILANI T	6315 N MARYLAND AVE	PORTLAND OR 97217-4841
47	RETURN SERVICE REQUESTED		1N1E15BC 4800	CHURCH ROBERT	6305 N MARYLAND AVE	PORTLAND OR 97217-4841
48	RETURN SERVICE REQUESTED		1N1E15BC 4900	CHEN YAN CHENG & CHEN YI PEI	12477 SE 155TH AVE	HAPPY VALLEY OR 97086
49	RETURN SERVICE REQUESTED		1N1E15BC 5000	PIZZA BONES LLC	2505 SE 17TH AVE	PORTLAND OR 97202
50	RETURN SERVICE REQUESTED		1N1E15BC 5000	RUBBER TOE LLC	2505 SE 17TH AVE	PORTLAND OR 97202
51	RETURN SERVICE REQUESTED	1N1E15BC 5100		SCHOOL DISTRICT NO 1	PO BOX 3107	PORTLAND OR 97208-3107
52	RETURN SERVICE REQUESTED		1N1E15BC 5200	VARA CARLOS & STERMER BRIAN J	1414 N HOLMAN ST	PORTLAND OR 97217-4759
53	RETURN SERVICE REQUESTED		1N1E15BC 5300	GLAD N CHRIS	1400 N HOLMAN ST	PORTLAND OR 97217
54	RETURN SERVICE REQUESTED		1N1E15BC 5400	CONDON JAMES G & CONDON SARAH J	16727 NW NORWALK DR	BEAVERTON OR 97006
55	RETURN SERVICE REQUESTED		1N1E15BC 5500	NIEMI GREGORY A & DICKEY BRENNAN C	1324 N HOLMAN ST	PORTLAND OR 97217-4740
56	RETURN SERVICE REQUESTED		1N1E15BC 5600	KUMAR GEETANJALI ET AL	6237 N MONTANA AVE	PORTLAND OR 97217-4722
57	RETURN SERVICE REQUESTED		1N1E15BC 5700	HALFERTY STEPHANIE R	6229 N MONTANA AVE	PORTLAND OR 97217
58	RETURN SERVICE REQUESTED		1N1E15BC 5800	ADAMS KIMBERLY D	6215 N MONTANA AVE	PORTLAND OR 97217
59	RETURN SERVICE REQUESTED		1N1E15BC 6500	RIOS-RIVAS RANULFO & MONTOYA DELMI	6128 N MONTANA AVE	PORTLAND OR 97217
60	RETURN SERVICE REQUESTED		1N1E15BC 6600	DOGGETT CHARLES D & RAMIREZ DIANNA	6200 N MONTANA AVE	PORTLAND OR 97217
61	RETURN SERVICE REQUESTED		1N1E15BC 6700	KELLEY ELIZABETH & KELLEY BRIAN	6212 N MONTANA AVE	PORTLAND OR 97217
62	RETURN SERVICE REQUESTED		1N1E15BC 6800	WELDEN AMELIE M	6222 N MONTANA AVE	PORTLAND OR 97217
63	RETURN SERVICE REQUESTED		1N1E15BC 6900	BOZEMAN A LLC & BOZEMAN B LLC	815 SE 23RD AVE	PORTLAND OR 97214
64	RETURN SERVICE REQUESTED		1N1E15BC 7000	PARKS MELINDA C	6235 N MINNESOTA AVE	PORTLAND OR 97217
65	RETURN SERVICE REQUESTED		1N1E15BC 7100	ALLBEE SHANE	912 TEETSHORN	HOUSTON TX 77009
66	RETURN SERVICE REQUESTED	1N1E15BC 7200		MINNEAPOLIS LLC	PO BOX 2622	PORTLAND OR 97208-2622
67	RETURN SERVICE REQUESTED	1N1E15BC 80000		BOZEMAN CONDOMINIUM OWNERS ASSOC	ATTN BOZEMAN LLC	PORTLAND OR 97232-1854
68	RETURN SERVICE REQUESTED		1N1E15BC 90000	HELENA CONDOMINIUM OWNERS ASSOC	3333 NE SANDY BLVD #206	PORTLAND OR 97232-1854
69	RETURN SERVICE REQUESTED		1N1E16DA 100	N H INC	6423 N INTERSTATE AVE	PORTLAND OR 97217
70	RETURN SERVICE REQUESTED		1N1E16DA 100	MILDENBERGER WILLIAM J JR	7123 SE 29TH AVE	PORTLAND OR 97202
71	RETURN SERVICE REQUESTED		1N1E16DA 12900	ALPINA PROPERTIES LLC	10117 SE SUNNYSIDE RD #F PMB 1123	CLACKAMAS OR 97015-6798
72	RETURN SERVICE REQUESTED		1N1E16DA 5600	MILDENBERGER WILLIAM J	6423 N INTERSTATE AVE	PORTLAND OR 97217-4833
73	RETURN SERVICE REQUESTED		1N1E16DA 5702	PAYNE TROY	1514 N HIGHLAND ST	PORTLAND OR 97217

	A	B	C	D	E	F
74	RETURN SERVICE REQUESTED		1N1E16DA 5703	CALDWELL TROY JR & CALDWELL GWEN	2609 SHERRILL PARK DR	RICHARDSON TX 75082
75	RETURN SERVICE REQUESTED		1N1E16DA 5704	LUGO-MASTEROVSKY ROSALBA	1506 N HIGHLAND ST	PORTLAND OR 97217
76	RETURN SERVICE REQUESTED		1N1E16DA 5705	LOCKWOOD MICHAEL J	1502 N HIGHLAND ST	PORTLAND OR 97217
77	RETURN SERVICE REQUESTED		1N1E16DA 9100	INTERSTATE REALTY & CONSTR LLC	6305 N INTERSTATE AVE	PORTLAND OR 97217
78	RETURN SERVICE REQUESTED		1N1E16DA 9200	NGUYEN TRONG TIEN	6305 N INTERSTATE AVE	PORTLAND OR 97217-4831
79	RETURN SERVICE REQUESTED		1N1E16DA 9300	DIEP THANH & NGUYEN NGOC ANH	8211 NE EUGENE ST	PORTLAND OR 97220
80	RETURN SERVICE REQUESTED		23- PROP MAILD	CASE FILE PLANNER	1900 SW 4TH AVE #5000	PORTLAND OR 97201
81				CURRENT RESIDENT	1330 N ROSA PARKS WAY #B	PORTLAND OR 97217
82				CURRENT RESIDENT	1340 N ROSA PARKS WAY #B	PORTLAND OR 97217
83				CURRENT RESIDENT	6306 N MARYLAND AVE	PORTLAND OR 97217
84				CURRENT RESIDENT	6307 N MONTANA AVE	PORTLAND OR 97217
85				CURRENT RESIDENT	6325 N MARYLAND AVE	PORTLAND OR 97217
86				CURRENT RESIDENT	6400 N MONTANA AVE #C	PORTLAND OR 97217
87				CURRENT RESIDENT	6436 N MARYLAND AVE	PORTLAND OR 97217
88				CURRENT RESIDENT	6507 N MONTANA AVE	PORTLAND OR 97217
89				CURRENT RESIDENT	1314 N ROSA PARKS WAY	PORTLAND OR 97217
90				CURRENT RESIDENT	1415 N ROSA PARKS WAY	PORTLAND OR 97217
91				CURRENT RESIDENT	1510 N HIGHLAND ST	PORTLAND OR 97217
92				CURRENT RESIDENT	6231 N INTERSTATE AVE	PORTLAND OR 97217
93				CURRENT RESIDENT	6305 N MONTANA AVE	PORTLAND OR 97217
94				CURRENT RESIDENT	6345 N MARYLAND AVE	PORTLAND OR 97217
95				CURRENT RESIDENT	6346 N MARYLAND AVE	PORTLAND OR 97217
96				CURRENT RESIDENT	6423 N MONTANA AVE	PORTLAND OR 97217
97				CURRENT RESIDENT	6519 N MONTANA AVE	PORTLAND OR 97217
98				CURRENT RESIDENT	1336 N HOLMAN ST	PORTLAND OR 97217
99				CURRENT RESIDENT	1405 N ROSA PARKS WAY	PORTLAND OR 97217
100				CURRENT RESIDENT	6227 N INTERSTATE AVE	PORTLAND OR 97217
101				CURRENT RESIDENT	6229 N INTERSTATE AVE	PORTLAND OR 97217
102				CURRENT RESIDENT	6316 N MARYLAND AVE	PORTLAND OR 97217
103				CURRENT RESIDENT	6400 N INTERSTATE AVE	PORTLAND OR 97217
104				CURRENT RESIDENT	6400 N MONTANA AVE #F	PORTLAND OR 97217
105				CURRENT RESIDENT	6419 N MONTANA AVE	PORTLAND OR 97217
106				CURRENT RESIDENT	1318 N ROSA PARKS WAY	PORTLAND OR 97217
107				CURRENT RESIDENT	1327 N ROSA PARKS WAY	PORTLAND OR 97217
108				CURRENT RESIDENT	1330 N ROSA PARKS WAY #A	PORTLAND OR 97217
109				CURRENT RESIDENT	6031 N MONTANA AVE	PORTLAND OR 97217
110				CURRENT RESIDENT	6219 N MINNESOTA AVE	PORTLAND OR 97217
111				CURRENT RESIDENT	6326 N MARYLAND AVE	PORTLAND OR 97217
112				CURRENT RESIDENT	6334 N MARYLAND AVE	PORTLAND OR 97217
113				CURRENT RESIDENT	6335 N MARYLAND AVE	PORTLAND OR 97217
114				CURRENT RESIDENT	6346 N MONTANA AVE	PORTLAND OR 97217
115				CURRENT RESIDENT	6417 N MONTANA AVE	PORTLAND OR 97217
116				CURRENT RESIDENT	6427 N MONTANA AVE	PORTLAND OR 97217
117				CURRENT RESIDENT	6441 N MONTANA AVE	PORTLAND OR 97217
118				CURRENT RESIDENT	6505 N MONTANA AVE	PORTLAND OR 97217
119				CURRENT RESIDENT	6509 N MONTANA AVE	PORTLAND OR 97217
120				CURRENT RESIDENT	6516 N MARYLAND AVE	PORTLAND OR 97217
121	RETURN SERVICE REQUESTED	OWNER/AGENT	JOVICE HOLDINGS LLC	JAKSIC BRYANT	1525 MAPLE ST	LAKE OSWEGO OR 97034
122	RETURN SERVICE REQUESTED	APPLICANT	WEST ARCHITECTS INC	WEST JOSEF	1750 SW SKYLINE BLVD #102	PORTLAND OR 97221
123	RETURN SERVICE REQUESTED		NORTH PORTLAND NEIGHBORHOOD SRVCS	KELLEY MARY JARON	2209 N SCHOFIELD ST	PORTLAND OR 97217
124	RETURN SERVICE REQUESTED		ARBOR LODGE	CRAYER DAN	2209 N SCHOFIELD ST	PORTLAND OR 97217
125	RETURN SERVICE REQUESTED			DOUG KLOTZ	1908 SE 35TH PLACE	PORTLAND OR 97214
126	RETURN SERVICE REQUESTED		LAND USE CONTACT	TRANSIT DEVELOPMENT	1800 SW FIRST AVE #300	PORTLAND OR 97201
127	RETURN SERVICE REQUESTED		PORTLAND METRO REGIONAL SOLUTIONS	C/O DLCD REGIONAL REPRESENTATIVE	1600 SW FOURTH AVE #109	PORTLAND OR 97201
128	RETURN SERVICE REQUESTED		LAND USE CONTACT	STATE HISTORIC PRESERVATION OFFICE	725 SUMMER NE #C	SALEM OR 97301
129	RETURN SERVICE REQUESTED		LAND USE CONTACT	AIA URBAN DESIGN COMMITTEE	403 NW 11TH	PORTLAND OR 97209
130				LAND USE CONTACT	PROSPER PORTLAND	129/PROSPER
131					BRANDON SPENCER-HARTLE	B299/R7000
132					DAWN KRANTZ	B299/R5000

Design Advice Request

MARYLAND APARTMENTS

CASE FILE	EA 23-006886 DA		
WHEN	Thursday, 3/16/2023 @ 1:30 PM <i>(This is the hearing start time –see Commission agenda for estimated project start time.)</i>		
WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
HOW	TO COMMENT: Follow instructions on the Design Commission agenda <u>or</u> email the planner at tanya.paglia@portlandoregon.gov		
REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	DAR for the Maryland Apartments, a proposed 5-story multi-family residential development located on N Maryland Street between N Rosa Parks Way to the North and N Holman St to the south in the North Interstate Plan District. The proposed approximately 64,043 SF building will have 70 units, the majority having private balconies. The building will include a sizable outdoor amenity space at level 4 and an extensive indoor/outdoor sheltered community congregation space for tenants at the ground level featuring a shared family room, living room, and lounge. On-site parking is proposed with a mid-block garage entrance from N Maryland Ave located in the northwest corner of the building.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines		
SITE ADDRESS	6316-6346 N Maryland Ave		
ZONING/ DESIGNATION	RM3d – Residential Multi-Dwelling 3 with Design Overlay North Interstate Plan District		
APPLICANT(S)	Josef West, West Architects Inc	OWNER(S)	Bryant Jaksic, Jovic Holdings LLC
QUESTIONS? BDS CONTACT	Tanya Paglia, City Planner (503) 865-6518 / tanya.paglia@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th 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
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503-823-7300



BDS@PortlandOregon.gov



www.PortlandOregon.gov/bds/translated

TTY: 503-823-6868
Relay Service: 711



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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

DESIGN ADVICE REQUEST PROCESS OVERVIEW

Purpose

Design Advice Requests (DARs) are a form of early assistance intended to provide a public forum for the preliminary discussion and exchange of information between the applicant, BDS staff, the public, and the representative Commission. The feedback that results from a DAR is advisory and preliminary in nature. The DAR is not a land use review and decisions are not made in the DAR process.

An applicant may request advice from the Design Commission or Historic Landmarks Commission prior to submitting a land use review. In some cases, a DAR may be required by a provision of the Zoning Code. These requests do not substitute for required prescribed regulatory or legislative processes.

Public Participation

The public meeting with the Commission will provide an opportunity for parties to submit oral and written comment. The Commission relies on Portlanders to bring their perspective on their community. Portland has a strong design legacy that continues through this process. The public's early input on significant projects helps to make sure we get this right. Continued participation through the land use review is necessary for public comments to be part of the land use review record.

Meeting Order

The order of appearance for those attending the meeting is as follows:

- BDS Staff Introduction
- Applicant Presentation
- City Staff Discussion Topics
- Public Comments
- Commission and Applicant Discussion

Guiding Criteria

Design Guidelines are used to guide the conversation during the DAR because they are the approval criteria used in the subsequent land use review. All feedback should relate to the concept's response to the Guidelines. Copies of the Design Guidelines are available online at portlandoregon.gov/designguidelines.

Outside DAR Scope

The Commissions only have the authority to influence elements of a project that relate to the approval criteria. For example, guidelines do not address private views. Here other resources for questions on issues that the Commissions cannot address:

Bureau of Planning and Sustainability (BPS)
503-823-7700 | portlandoregon.gov/bps

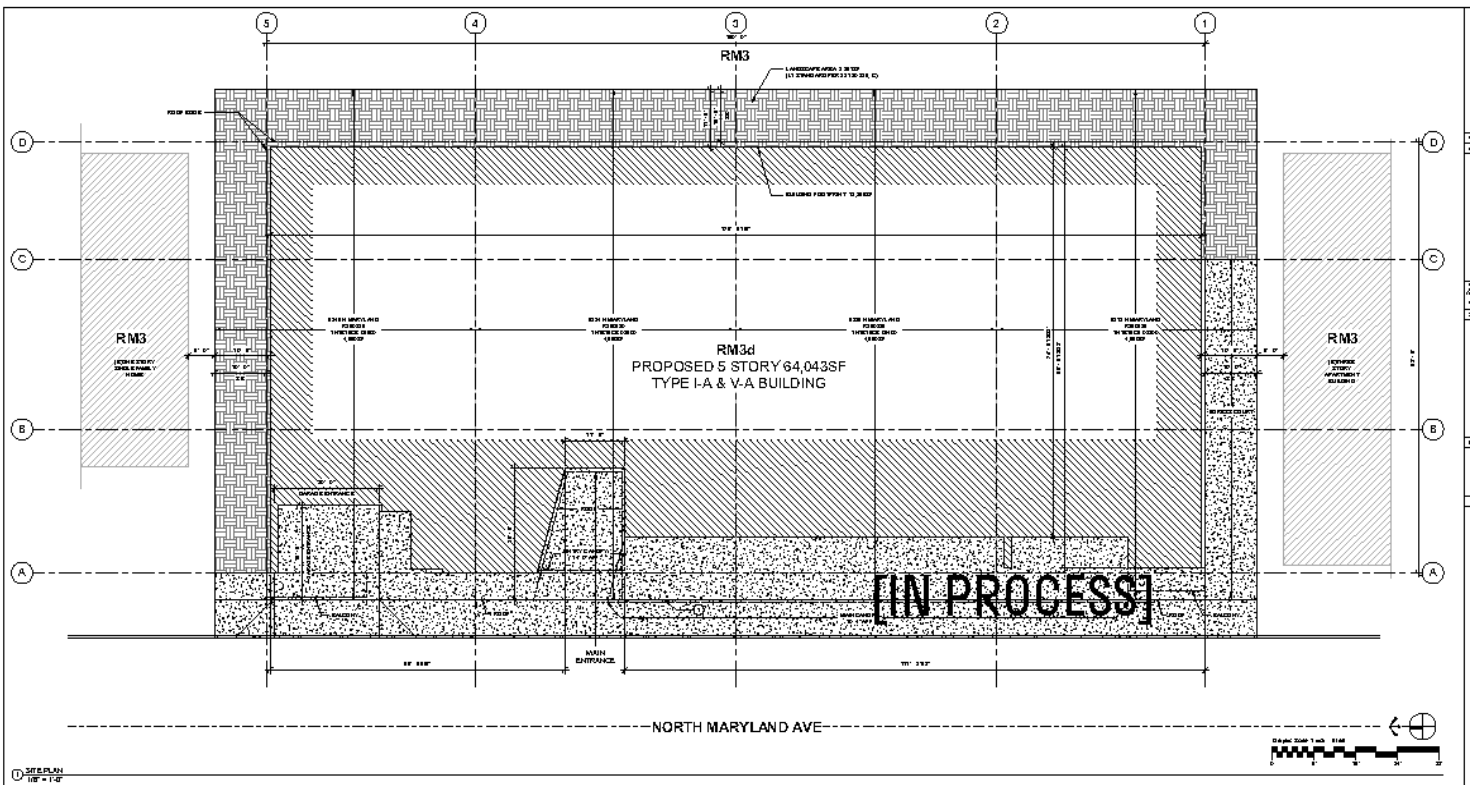
- Off-Street Parking Requirements
- Upcoming Legislative Projects on Zoning
- Zoning Allowances

Bureau of Transportation (PBOT) | 503-823-5185 | portlandoregon.gov/transportation

- On-Street Parking
- Construction Impacts on Streets & Sidewalks

Office of Community & Civic Life
503-823-4519 | portlandoregon.gov/civic

- Neighborhood Association Information
- Crime Prevention
- Noise Control Program
- Neighborhood Mediation



Observing or Testifying at the Portland Design Commission, Historic Landmarks Commission, or Adjustment Committee Webinar Hearings

Thank you for your interest in attending a land use public hearing. All hearings are currently held virtually, via Zoom. The information below will help you get connected.

***If you do not have access to the internet from a home computer or mobile phone, please see the end of this document for instructions on how to participate from a City building at 1900 SW 4th Avenue in downtown Portland.

Preparing for the Hearing:

1. To access the Zoom Webinar, please go to the online hearing Agenda, and click the link under the hearing date you are interested in participating: <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 Online Agenda typically one week prior to the hearing date.
2. Once you register you will receive an email notification of how to log-in or access the Webinar.
3. You can enter the Webinar no sooner than ten minutes before the start of the hearing.
4. You will be held in the Zoom waiting room until the Webinar begins. (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. Once in the hearing, testifiers will be renamed "Testifier 1 – (Your Name)"
 - 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 promote participants to "Panelists" in the order of Webinar Registrations received. When it is your turn to provide testimony, please accept the Clerk's invitation to be promoted to Panelist.
 - 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 moved to Panelist position for your testimony, your name will be announced by the Chair or Hearings Clerk. Please be prepared to provide testimony.
 - Each testifier is allotted 2 minutes of testimony unless the Chair grants additional time.
 - Please manage your time when testifying. As a courtesy to other testifiers and our volunteer Commissions, please do not attempt to exceed the allotted amount of time.
3. We will enable screen sharing of presentations only for Design and Landmarks Commission members, project teams, and staff participating in the Webinar.
4. Testifiers who engage in inappropriate behavior or language will be promptly removed from the hearing.

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>.

If you do not have access to the internet from a home computer or mobile phone, we can provide accommodations for you to view a live video display of the hearing from 1900 SW 4th Avenue in downtown Portland. This option for participation requires you to travel to a City building where we will provide a computer for viewing the hearing. City staff will not be present at this viewing location. If you require such accommodation, please contact the BDS Hearings Clerk at 503-865-6525 before 8 AM on the day of the hearing.



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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Date: 2/13/2023

To: Christina West and Josef West | West Architects, Inc

From: Tanya Paglia, Land Use Services, Tanya.Paglia@portlandoregon.gov

RE: Design Advice Request posting for EA 23-006886 DA | North Maryland Apartments

Dear Christina West and Josef West:

I have received your application for a Design Advice Request (DA) at 6316-6346 N Maryland Ave. Your case number is given above. The first meeting with the Design Commission is scheduled for **March 16, 2023**. I am the planner handling your case, and can answer any questions you might have during the process.

You are required to post notice on the site of your proposal 20 days before the hearing. The information below will help you do this. I am also enclosing instructions for making the required posting boards and the notice that should be placed on the signs.

- A. You must post one of these signs adjacent to each street frontage on the site:
 - N Maryland Ave
- B. These signs must be placed within 10 feet of the street frontage line, and must be visible to pedestrians and motorists. You may not post in the public right-of-way.
- C. Because the meeting with the Design Commission for your case is scheduled for March 16, 2023 you must post the notice by February 24, 2023, 20 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. You must return this statement to us by March 2, 2023, 14 days before the hearing.
- E. You should not remove the notice before the meeting, but it must be taken down within two weeks after the meeting. You may want to save the posting boards to use for the required site posting during the Type III land use review.

Encls: Posting Notice
Statement Certifying Posting
Additional Instructions for Posting Notice Signs

cc: Application Case File

Design Advice Request

MARYLAND APARTMENTS

CASE FILE	EA 23-006886 DA		
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WHERE	ONLINE: Meeting link will be listed on the agenda available at www.portland.gov/bds/design-commission		
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REVIEW BY	Design Commission		
PROCESS	A Design Advice Request is a voluntary review process that allows the Commission to provide early feedback on a development proposal, prior to the required land use review		
PROPOSAL	DAR for the Maryland Apartments, a proposed 5-story multi-family residential development located on N Maryland Street between N Rosa Parks Way to the North and N Holman St to the south in the North Interstate Plan District. The proposed approximately 64,043 SF building will have 70 units, the majority having private balconies. The building will include a sizable outdoor amenity space at level 4 and an extensive indoor/outdoor sheltered community congregation space for tenants at the ground level featuring a shared family room, living room, and lounge. On-site parking is proposed with a mid-block garage entrance from N Maryland Ave located in the northwest corner of the building.		
REVIEW APPROVAL CRITERIA	Portland Citywide Design Guidelines		
SITE ADDRESS	6316-6346 N Maryland Ave		
ZONING/ DESIGNATION	RM3d – Residential Multi-Dwelling 3 with Design Overlay North Interstate Plan District		
APPLICANT(S)	Christina West and Josef West, West Architects, Inc	OWNER(S)	Michael Hamilton, Hamilton Building Company
QUESTIONS? BDS CONTACT	Tanya Paglia, City Planner (503) 865-6518 / tanya.paglia@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

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503-823-7300



BDS@PortlandOregon.gov



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TTY: 503-823-6868
Relay Service: 711

Christina West and Josef West | West Architects, Inc
1750 SW Skyline Blvd., Suite 102, Portland, OR 97221

DATE: _____

TO: Tanya Paglia | Tanya.Paglia@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 23-006886 DA

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **March 16, 2023** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed adjacent to each street frontage 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 March 2, 2023, 14 days before the scheduled meeting. I also understand that if I do not post the notices by February 24, 2023, or return this form by March 2, 2023, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.

Signature

Print Name

Address

City/State/Zip Code



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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Date: 2/13/2023

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Design Advice Request

MARYLAND APARTMENTS

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REVIEW BY	Design Commission		
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QUESTIONS? BDS CONTACT	Tanya Paglia, City Planner (503) 865-6518 / tanya.paglia@PortlandOregon.gov Bureau of Development Services, 1900 SW 4 th Ave, Suite 5000, Portland, OR 97201		

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TTY: 503-823-6868
Relay Service: 711

Christina West and Josef West | West Architects, Inc
1750 SW Skyline Blvd., Suite 102, Portland, OR 97221

DATE: _____

TO: Tanya Paglia | Tanya.Paglia@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 23-006886 DA

This certifies that I have posted notice on my site. I understand that the meeting with the Design Commission is scheduled for **March 16, 2023** at 1:30PM, and that I was required to post the property at least 20 days before the hearing.

The required number of poster boards, with the notices attached, were set up on _____(date). These were placed adjacent to each street frontage 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 March 2, 2023, 14 days before the scheduled meeting. I also understand that if I do not post the notices by February 24, 2023, or return this form by March 2, 2023, my meeting will automatically be postponed.

In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.

Signature

Print Name

Address

City/State/Zip Code

Additional Instructions for Posting Notice Signs

Layout:

The overall board must be printed at its full 18-inch by 24-inch size. Templates for the 18-inch by 24-inch board are provided in Adobe Illustrator, Adobe InDesign, and PDF formats. Place an image of your proposal, preferably a rendering or an elevation, on the left side of the 18-by-24-inch sign board. Make the image as large as possible without covering any of the blue background of the board and leaving enough room for the posting notice text. Place the posting notice text provided by the city planner on the right side of the board. The posting notice text is provided in PDF format by the city planner for easy insertion/attachment to the sign template; it should be inserted at its full 8.5-inch by 11-inch size. See the example image on the following page for reference.

Materials:

Your local sign manufacturer will have a variety of options available, but for environmental reasons we recommend corrugated plastic because it can be recycled. Corrugated plastic is sold under many trade names. It is an extruded twin wall plastic-sheet product produced from high-impact polypropylene resin with a similar make-up to corrugated cardboard and is ideally suited for outdoor signage. It can be direct printed or will accept pressure sensitive adhesive graphics. The sign must be printed in color.

Installation:

Signs may be attached to an existing building or structure, or mounted on posts, stakes, a fence, or other reasonable and sturdy structure that is fully accessible to the public.

Mounting Height:

To ensure that your sign is displayed at the correct height, the top of the sign when mounted should be no higher than 60" inches above grade and free from any obstruction. The bottom of the sign must be at least 24" above the ground.

An example image of the posting board layout is provided below:

NOTICE OF PUBLIC HEARING

Type III Land Use Review

LOT 5 STATION PLACE

CASE FILE: LU 20/08/654 (ZM AD)

WHEN: THURSDAY, SEPTEMBER 24, 2020 @ 1:30 PM
(This is the hearing start time - see Design Commission agenda for relevant project start time.)

WHERE: **507N ONLINE: Link to hearing is available at www.portlandoregon.gov/developmentagenda**

HOW: **TO TESTIFY:** Follow instructions on the Design Commission agenda or email the planner at Benjamin.Nielsen@portlandoregon.gov

REVIEW BY: DESIGN COMMISSION

LINE USE REVIEW TYPE: DESIGN REVIEW WITH MODIFICATIONS & ADJUSTMENT REVIEW

PROFICIAL: Design Review with Illustrations and Consultant Adjustment Review for a proposed 1-story commercial building consisting of ground floor retail, office, dining, and support spaces, with 2nd floor office of residential parking, and some additional 3rd dining space. Above the ground floor retail and parking, 7 stories of office are proposed, with large rooftop areas at the 5th and 6th floors that are used for the main building entry. Details include site plan and a section proposed of 400 Northrup Street. These modifications are requested, used to allow the length of the building facade above 100' to height to be up to 100' and to allow the ground floor parking spaces to be 14' by 8'-0" and the use to be 100' to the ground floor windows located along 100 Northrup Street.

REVIEW APPROVAL CRITERIA:

- Central City Fundamental Design Guidelines
- Urban Center Design Guidelines
- 33.055.040: Other approval criteria (Development Review)
- 33.025.040: Modifications that all better meet design requirements

SITE ADDRESS: 507 N. Park & NW Northrup St

ZONING: C44 - Central Commercial with Design Overlay

DEPARTMENT: Central City Plan Director, Plan Subdivision

FURTHER INFO: Available online at www.portlandoregon.gov/developmentagenda or contact the planner listed below at the Division of Development Services.

DESIGN CONTACT: Benjamin Nielsen, City Planner
503.823.7912 / Benjamin.Nielsen@portlandoregon.gov

DESIGN CONTACT: Benjamin Nielsen, City Planner, 5000 SW 4th Ave, Suite 2000, Portland, OR 97205

Inclusion is important (English first then Spanish, Chinese and Vietnamese) 包含重要 (按语言顺序: 英语, 西班牙语, 中文, 越南语) 包含重要 (按语言顺序: 英语, 西班牙语, 中文, 越南语)

503.823.7900 www.portlandoregon.gov 503.823.7900

Christina West and Josef West | West Architects, Inc
1750 SW Skyline Blvd., Suite 102, Portland, OR 97221

DATE: _____

TO: Tanya Paglia | Tanya.Paglia@portlandoregon.gov
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING DESIGN ADVICE REQUEST POSTING

Case File EA 23-006886 DA

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In addition, I understand that I may not remove the notices before the meeting, but am required to remove them within two weeks of the meeting.



Signature

Josef M. West, AIA

Print Name

1750 SW Skyline Blvd, Suite 102

Address

Portland, OR 97221

City/State/Zip Code

PBOT – Development Review

Design Advice Request (DAR) Response

Date: February 24, 2023

To: Josef West, WEST ARCHITECTS
971-373-8953, joe@west-architects.com

From: Michael Pina, PBOT Development Review
503-823-4249, michael.pina@portlandoregon.gov

Case File: EA 23-006886

Location: 6316 N MARYLAND AVE

R#: R250329, R250330, R250335, R250336

Proposal: DZ HEARING - DAR for the Maryland Apartments, a proposed 5-story multi-family residential development located on N Maryland Street between N Rosa Parks Way to the North and N Holman St to the south in the North Interstate Plan District. The proposed approximately 64,043 SF building will have 70 units, the majority having private balconies. The building will include a sizable outdoor amenity space at level 4 and an extensive indoor/outdoor sheltered community congregation space for tenants at the ground level featuring a shared family room, living room, and lounge. On-site parking is proposed with a mid-block garage entrance from N Maryland Ave located in the northwest corner of the building.

The following comments are in response to the applicant's Design Advice Request submitted January 30, 2023.

KEY ISSUES

Frontage Improvements / Dedication: As noted in Early Assistance response 22-172325 EA, the existing corridor does not meet City standards due to an 11-ft wide pedestrian corridor. Therefore, an approximate 1-ft dedication and reconstruction of the abutting corridor is required, reviewed through a Public Works permit. The submitted plans are not clear that this one-foot dedication has been accounted for. Formal site plan materials shall show the 1-ft dedication and reconstructed frontage improvements.

Garage Door Location: Site plan materials indicate the proposed garage door is 18-ft from the property line. Access gates are required to be setback 20-ft from the front property line to prevent entering vehicles from queuing within the street or across a sidewalk. A Driveway Design Exception (DDE) is required for a setback less than 20-ft, to be approved prior to Land Use approval.

Balconies: It appears that the proposed balconies are fully within the site, however it is not clear from submitted materials. Formal materials will need to clearly demonstrate the relation of the balcony projection to the property line. Similar for the proposed concrete seating / walls.

Electrical Vault: In Accordance with TRN 8.13, Electrical vaults are to be located on-site and not within the Public Right-of-Way (ROW). It was not clear from the site plan the location of the electrical transformer on site. PBOT will not approve a vault location within the Public ROW.

3-16-23 - DESIGN COMMISSION HEARING

EA 23-006886 DA – Maryland Apartments

ATTENDEES - TESTIFIERS IN RED *(subject to change)*

FIRST NAME	LAST NAME	EMAIL	WOULD YOU LIKE TO TESTIFY	ARE YOU FOR OR AGAINST	TESTIFIED	DID NOT TESTIFY
Charlie	Ta	charlie.t.ta@hotmail.com	NO, YES	AGAINST, FOR		
Hilary	Dorsey	hdorsey@djcoregon.com	NO	N/A		
Stephanie	Acevedo	sacevedo@pdx.edu	N/A	N/A		
Craig	Mendenhall	craigm@gbdachitects.com	NO	N/A		



City of Portland, Oregon - Bureau of Development Services

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



Early Assistance Application

File Number: _____

Appt Date/Time: _____

FOR INTAKE, STAFF USE ONLY

Date Rec _____ by _____

LU Reviews Expected _____

Related cases

- Y N Unincorporated MC
- Y N Potential Landslide Hazard Area (LD & PD only)
- Y N 100-year Flood Plain
- Y N DOGAMI (high)

Qtr Sec Map(s) _____ Zoning _____

Plan District _____

Historic and/or Design District _____

Neighborhood _____

District Coalition _____

Business Assoc _____

Neighborhood within 400/1000 ft _____

APPLICANT: Complete all sections below. Email this application and supporting documents described below to: LandUseIntake@portlandoregon.gov. Once the application is received, staff will contact you regarding payment and scheduling a date and time for your meeting.

Site Address _____

Site Size/Area _____

Property ID(s) R _____ R _____ R _____ R _____

Short Project Description: do not leave blank or direct to "see attached". Attach additional sheets for a more detailed description, if needed.

Design & Historic Review (New development: give project valuation. Renovation: give exterior alteration value) \$

Select an Early Assistance Type and check boxes for desired meeting/written notes options:

Early Assistance Type	City Reviewers	On-line MS Teams meeting & written notes provided	No meeting, written notes provided
<input type="checkbox"/> Pre-application Conference Only required for Type III and IV land use reviews	BDS Land Use Services, Transportation, Environmental Services, Water, Parks, others as needed	<input type="checkbox"/>	
<input type="checkbox"/> Design Advice Request Public Zoom meeting with Design Commission or Historic Landmarks Commission	BDS Land Use Services and Design Commission or Historic Landmarks Commission		
<input type="checkbox"/> Zoning and Infrastructure Bureaus (including initial bureau responses for street vacations)	BDS Land Use Services, Transportation, Environmental Services, Water, Parks	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Zoning Only	BDS Land Use Services	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Pre-Permit Zoning Plan Check <input type="checkbox"/> 1-2 housing units <input type="checkbox"/> all other development	BDS Land Use Services		<input type="checkbox"/>
<input type="checkbox"/> Public Works Inquiry for 1-2 housing units Only for 1-2 unit projects that do not require a land use review, land division or property line adjustment	Transportation, Environmental Services, Water		<input type="checkbox"/>

Applicant Information Include a separate sheet for additional names if needed.

PRIMARY CONTACT, check all that apply Applicant Owner Other _____
Invite to MS Teams Meeting?: Yes No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Check all that apply Applicant Owner Other _____
Invite to MS Teams Meeting?: Yes No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Check all that apply Applicant Owner Other _____
Invite to MS Teams Meeting?: Yes No

Name _____ Company _____

Mailing Address _____

City _____ State _____ Zip Code _____

Day Phone _____ email _____

Please submit the following materials to LandUseIntake@portlandoregon.gov:

- Written project description, including proposed stormwater disposal system and additional property IDs if not included above.
- List of questions to be discussed.
- Site plans drawn to a measurable scale, with scale and scale bar identified and building elevations drawn to a measurable scale (if appropriate), with scale and scale bar identified.
- If the site is in a design overlay and you're planning to meet design standards, completed scorecards are required. Scorecards are available at <https://www.portland.gov/bds/land-use-review-fees-and-types/design-standards>.

Note:

1. See the Land Use Services fee schedule for detailed fee information: www.portland.gov/bds/current-fee-schedules.
2. Public notice (email and internet posting) is provided for Pre-application conferences and Design Advice Requests.
3. Only material submitted with the original application will be addressed by City staff; we are unable to address any additional material that is submitted after the application is received.
4. For some proposals, such as those using the Community Design Standards, you will receive more detailed information if you provide full-sized plans.
5. Estimates for System Development Charges (SDCs) are not provided at Early Assistance Meetings. Refer to SDC information on the BDS website.
6. Plans examiners do not participate in Early Assistance meetings and they do not provide written comments. For life/safety and building code questions, consult with a plans examiner by scheduling a 15-minute appointment or a Life Safety Preliminary Meeting (www.portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet).



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

BDS – Early Assistance Summary Memo

Date: October 19, 2022

To: JOSEF WEST, WEST ARCHITECTS INC
1750 SW SKYLINE BLVD, SUITE 102
PORTLAND, OR 97221

JOVICE HOLDINGS LLC
1525 MAPLE ST
LAKE OSWEGO, OR 97034

From: Chester Green, Office Support Specialist III

Case File: **EA 22-172325**
Early Assistance Application for Project Site Located at 6316 N MARYLAND AVE,
R250329, R250330, R250335, R250336

Please find attached project specific comments related to your Early Assistance application for the property identified above.

This Early Assistance Summary is neither a land use review nor a final decision regarding the proposed project. The information has not been supplemented or independently verified. Additionally, no site visit was conducted, notice was not provided to neighbors, and a full plan check of applicable development standards was not completed.

If you have questions about comments included in the attached memo(s), please contact the representative identified in the memo. Please note that these comments are based on the information submitted at the time of application. If you have questions regarding the proposal beyond those covered in this summary report, or if your proposal changes in scope or configuration and you have additional questions, an additional early assistance application and review must be requested in order to get responses.

Upcoming Legislative Changes

Following is a list of upcoming legislative Bureau of Planning and Sustainability projects that propose to amend the Zoning Code, Tree Code, and/or Zoning Maps. Your project will be reviewed under the code in effect at the time of submittal of building permit or land use review. The notes are addressing the code in effect at the time of your early assistance application, and that code may change between the time of your early assistance application and submittal of a permit or land use review. It is recommended that you review these code projects to determine impacts on your proposal.

- **E-zones Map Correction Project** is correcting the maps of conservation and protection overlay zones (e-zones) to better align with existing rivers, streams, wetlands, flood area, vegetation, steep slopes, and wildlife habitat. Minor code amendments are also proposed. Information about the project can be viewed at Ezones Map Correction Project | Portland.gov. The project will have hearings before the City Council in Spring 2022 with an expected effective date of October 1, 2022. Electric Vehicle (EV) Ready Code Project is establishing requirements for Electric Vehicle (EV) charging infrastructure requirements for new multi-dwelling and mixed use development. Information about the project can

be viewed at [Electric Vehicle \(EV\) Ready Code Project | Portland.gov](#). The project will have hearings before the Planning & Sustainability Commission in Summer 2022.

- **Floodplain Resilience Plan** is updating regulations in the Zoning Code and Title 24 related to development and vegetation removal in the floodplain and areas flooded in 1996. Information about the project can be viewed at [Floodplain Resilience Plan | Portland.gov](#). The project is expected to have hearings before the Planning & Sustainability Commission in Summer 2022.

Building Codes

Please note that the comments provided herein do not address building and mechanical code related issues per the Oregon Residential, Structural, and Mechanical Specialty Codes. These codes may have an impact on your proposed design, especially with regard to exterior openings or projections that are close to property lines not along a public right of way. For early assistance with building code related items, you may request a separate Life Safety Preliminary Meeting. Additional information is included in the request packet located online at <https://www.portlandoregon.gov/bds/article/94545>. Please be aware of which Oregon Residential, Structural and Mechanical Specialty Codes will be in effect at the time of your building permit submittal. More information about current and future code adoption can be found here: <https://www.oregon.gov/bcd/codes-stand/Pages/index.aspx>

Portland Housing Bureau Financial Incentives

The Portland Housing Bureau provides financial assistance for various development phases to both nonprofit and for-profit affordable housing developers (typically multi-dwelling rental housing). For more information, go to the following link: portland.gov/phb/inclusionary-housing.

Tree Requirements

For more information on Urban Forestry Tree Requirements please use the following link: www.portlandoregon.gov/trees/earlyassistance. These requirements refer to any early assistance meetings or land use reviews that will involve street trees, heritage trees, and trees on City-owned or City-managed sites.

BDS – Early Assistance Land Use Planner Response

Date: October 13, 2022

To: JOSEF WEST | WEST ARCHITECTS INC
1750 SW SKYLINE BLVD, SUITE 102 | PORTLAND OR 97221

From: Tanya Paglia, City Planner
503-865-6518, Tanya.Paglia@portlandoregon.gov

Case File: EA 22-172325

Location: 6316 N MARYLAND AVE

Property ID: R250329, R250330, R250335, R250336

Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

Limitation

This letter serves as a summary of the information we discussed at the Early Assistance appointment on September 13, 2022, and is intended to highlight preliminary requirements and next steps. This summary is advisory and preliminary in nature, and is neither a complete land use review nor a final decision regarding the project. This summary is based on the preliminary information you provided BDS staff. I have not supplemented or independently verified this information. Additionally, no site visit was conducted, notice was not provided to neighbors, and a full plan check of applicable development standards was not completed. Any future land use review application for your proposed project must include the necessary plans, elevations, detail drawings, a narrative addressing the approval criteria, and fees.

The information provided at your appointment was based on the current Zoning Code. It is possible that the code could change before you apply and those changes could affect your proposal. Your land use review application will be reviewed based on the Zoning Code in effect when you submit your application.

Zoning:

- **Base:** RM3d, Residential Multi-Dwelling 3 base zone (33.120 Multi-Dwelling Zone) with Design Overlay
- **Overlay(s):** Design Overlay Zone (33.420)
- **Plan District:** North Interstate Plan District (33.561)
- **Pattern Area:**
- **Pedestrian District:** Rosa Parks MAX Station Pedestrian District
- **Streets:** Adjacent streets are classified as follows:
 - N Maryland Ave is classified as a Local Service Walkway, Local Service Bikeway, Local Service Transit Street, Local Service Traffic Street, Local Service Freight Street, Minor Emergency Response, and Local Street for Design.
- **Transit:** Considered “close to transit”
- **Corridors:** Not considered a Civic or Neighborhood Corridor
- **Neighborhood Plan:** Arbor Lodge Neighborhood Plan

A. KEY ISSUES AND REQUIREMENTS

The following issues and requirements have been summarized for the applicant to pay special attention to as they may impact the proposed project.

1. Design Overlay Review Options

- a. **Design Standards Track.** The proposal is eligible to use the non-discretionary design standards track based on the thresholds in Section 33.420.050. The Design Standards of Section 33.420.050, Table 420-2 will apply if this track is chosen. The table features required standards, all of which must be met, as well as optional standards, which are assigned points. The number of points that must be earned varies with the building height, site area and type of development. Note, development standards listed in Section 33.420.050 are separate from those in the base zone and cannot be adjusted or modified. If they cannot be met, a Design Review is required.
- b. **Design Review Track.** If not using design standards, a Type II Design Review will be required per Table 825-1 of Section 33.825.025. Additional information about Design Review can be found below in the sections below, including Design Review submittal requirements in Section D.
- c. **Neighborhood Contact Requirement (33.420.030).** For proposals in the Design Overlay Zone that will add at least 10,000 square feet of net building area to a site, the neighborhood contact steps of 33.705.020.C., Neighborhood Contact III, are required. This requirement must be completed 14 days before submitting a Design Review application (or building permit for projects utilizing the Design Standards). Additional information on the requirements of Neighborhood Contact III requirements at portland.gov/bds/neighborhood-contact. A timeline of the process is available at <https://www.portland.gov/sites/default/files/2022/Neighborhood%20Contact%203%20Timeline%202022.04.pdf>

2. Design Review and Other Land Use Review Processes

- a. **Design Review Approval Criteria.** The applicable approval criteria are the Portland Citywide Design Guidelines and can be found at portlandoregon.gov/designguidelines. A matrix of the guidelines for your use has been attached.
- b. **Additional Land Use Reviews.** Additional land use reviews can be requested in addition to the Design Review. The development standards of the Zoning Code are expected to be met. However, if a standard cannot be met, a *Modification* or *Adjustment* review can be requested. Please note, requests for Modifications or Adjustments must mitigate **and** better meet the purpose of the standard and applicable Design Guidelines.
 - A **Modification** review may be requested for site-related standards (such as setbacks, size of loading spaces) that are not met.
 - An **Adjustment** review may be requested as part of the design review for use-related development standards (such as floor area ratios, number of loading spaces, number of parking spaces) that are not met.All additional land use reviews should be listed on the land use application, the respective fees paid, and a response provided that addresses the additional approval criteria listed in the relevant Portland Zoning Code Chapters.
- c. **Other Approval Criteria.** May apply if Modifications (Section [33.825.040](http://portlandoregon.gov/zoning/33.825.040)) or Adjustments (Section [33.805.040](http://portlandoregon.gov/zoning/33.805.040)) to development standards are requested.
- d. **Fee(s).** Current fee(s) for land use reviews can be found at [Land Use Services Fee Schedule](http://portlandoregon.gov/development-services/land-use-services-fee-schedule).
- e. **Design Advice Request Recommended.** A Design Advice Request (DAR) is highly recommended before the Design Commission given the scale of the project. The items noted in Section 3 below would be potential topics of discussion at the DAR meeting. Please refer to the

DAR Information Sheet for process details and submittal requirements at portland.gov/bds/zoning-land-use/documents/design-advice-request-information-sheet.

- f. **2022 Guide to Design Review.** You are encouraged to review the Guide to the Design Review Process prepared by the Design Commission, which provides guidance and expectations of the Design Review process. This guide was adopted by the Design Commission in January 2022. The guide can be found at https://www.portland.gov/sites/default/files/2022/2022-dz-guide-to-design-review_2.pdf.
- g. **Certificate of Compliance.** Approval of a Design Review allows for the proposed work to be built. The expectation is that the building permit will reflect the project (including the details) that was approved. To ensure this, a Certificate of Compliance will be required at the time of building permit as indicated in a condition of approval. The Certificate of Compliance form can be found at portland.gov/bds/documents/certificate-compliance-design-and-historic-resource-review-approvals.

3. Design Review Issues to Address

This preliminary feedback is a response to the information in your Early Assistance submittal and based on the approval criteria of the Portland Citywide Design Guidelines (PCDG).

a. Context

- Emerging context. Note the emerging context of the neighborhood including some other larger scale infill and provide a study in the Design Review submittal. There are many recently built buildings that are, together with existing development, forming an area context with which the new building should have a dialogue.
- Materials: With the Design Review submittal, please provide a context study that shows how the proposed design's materiality works within the neighborhood design language.
- Residential character. It's important to maintain the street's residential character. The balconies shown contribute to this a great deal and should be retained. Utilize fine grained detailing and human scale at the ground floor to respond to the surrounding houses. Explore ways to soften the base to invoke a residential vs industrial sense of place. The building should provide for a pleasant, rich, and diverse experience for pedestrians which should include human scale adjacent to the sidewalk. While the large prominent scale of the roof could invoke more of an institutional building type, the way it is broken up helps maintain a residential scale.
- Non-Street Facing Facades. Consider the north, south, and east façades to be visible elevations given the smaller scale of the existing surrounding development. Vantage points from the pedestrian realm will allow views of the non-street facing facades. Large blank façade areas should be avoided. Explore including more sidewall windows, and/or moving the existing sidewall windows westward so they are closer to the streetscape. Any blank areas at the base of the building should be buffered with landscaping. The landscape plan must include trees and other site-obscuring vegetation to soften the side and rear of the building.

b. Public Realm

- Ground Floor Activation. Continue to develop and maximize the ground floor glazing and active uses behind it. The design shared at the early assistance meeting featured a great active ground floor community space for gathering and interacting with a blending of indoor/outdoor spaces at the front patios that helps enliven the public realm (PCDG 04, 05).
- Garage Entrance. Explore ways to minimize the garage entrance which is currently articulated in a way that makes it unnecessarily prominent.

- Tall Ground Floor. A tall ground floor ground floor is appropriate for the large scale of the building. Explore ground floor canopy positioning as the canopy design shown strikes a lower datum that foreshortens the ground floor.
- Window-wall Ratio. The window to wall ratio on the 2nd and 3rd floors of the front façade above the lobby is too opaque. In addition, the windows on this part of the building are unnecessarily different from windows across the rest of the façade. These have a horizontal orientation whereas the rest are vertically expressed.
- Windows at Notches. Where there are notches in the street facing façade that create large volumes offset from other planes, ensure there are windows or some other detailing inside the sidewalls of projecting masses.
- Trash/Recycling. It appears that trash and recycling bins are located outside the building – these should be inside. The lineal feet of street frontage associated with the trash and recycling room should be minimized to a hallway, with the actual room deeper in the building than the street frontage.
- Convertibility. Given the building's proximity to Interstate, consider constructing the ground floor in such a way that the street frontage could be converted to accommodate commercial uses if such uses become viable/desirable in the future. (PCDG 04, 05).
- Utility Transformers - Utility transformers should be located on-site, behind active use street frontage, behind at-grade loading docks, or in underground parking garages. Please note new requirements per Section 5a Electric Utility Provider Coordination (PCDG 04, 05).
- Ground level weather protection. Pedestrian weather protection should be provided. This can be achieved with generous canopies that project out over the sidewalk or ground level setbacks for at least a majority of all street frontages (PCDG 04).
- Gas & Electric Meters - Locate gas and electric meters inside the building to minimize their impact. Gas regulators may be placed on the building's exterior and should be well integrated and, ideally, screened within the façade (PCDG 06).
- Signs - Signs should be sized appropriately for the building, the district and the pedestrian realm and should incorporate district-appropriate materials. The large scale sign shown on the fifth floor of the building would require a Modification due to its size, which is likely not approvable. The scale and placement of the sign does not fit the residential character of the building or street (PCDG 04).

c. Quality & Permanence

- Ground level materials - Materials at the ground floor should be durable enough for use adjacent to public sidewalks, such as brick and masonry (PCDG 08).
- Planters. Ensure any plantings along the street frontage are viable and receive adequate sunlight and irrigation.
- Loading and parking door materials - Integrate these doors with the architecture, including color. Solid doors with translucent glazing are a supportable option. If ventilation is needed, perforated doors with solid panels located to screen car lights and views into parking/loading areas is a supportable alternative (PCDG 04, 08).
- Building materials - High quality, durable building materials (building skin, storefronts, windows, doors, canopies, signs, etc.), that respond to the context of the surrounding area or district, are expected. At ground level facades facing pedestrian areas, provide robust materials that ensure longevity (PCDG 08).
- Wood soffits. Wood soffits under balconies and roof on the street-facing façade would contribute a great deal to the warmth, texture and attractiveness of the pedestrian realm.
- Vents/Louvers & Mechanical - Vents through the roof are preferable. If wall-mounted on the facade, vents/louvers should be integrated into the window openings. The Code Guide

specific to the screening of dryer vents can be found at portlandoregon.gov/bds/article/726141. Associated mechanical units should be organized and screened (PCDG 08).

- Exterior Lighting - Exterior lighting should be integrated into the building's overall concept and ensure a safe pedestrian condition along the adjacent sidewalk and within open spaces on the site. However, consider the impact on light pollution and potential disorientation of migrating birds. Exterior lighting can be used to highlight the building's architecture, however, should not impact the skyline at night (PCDG 04, 08).

4. Applicable Development Standards

Please note, meeting the minimum Title 33 standards does **not** ensure that a project will meet the Design Review approval criteria and receive approval. It is recommended you design to meet/exceed the approval criteria, and not begin with just meeting the minimum Title 33 standards.

a. Development standards that will apply to the project. These include, but are not necessarily limited to, those from the following chapters in the Zoning Code (Title 33) and other City codes available online at portland.gov/code/33.

- [33.825 Design Review](#)
- [33.561 North Interstate Plan District](#) - development standards in the plan district may supersede those in the base zone and chapters below.
- [33.420 Design Overlay Zone](#)
- [33.266 Parking and Loading](#)
- [33.258 Nonconforming Upgrades](#) - interior or exterior improvements to a site totaling more than \$330,800 requires up to 10% of the project cost must be spent toward bringing the site into conformance with identified zoning code standards. The Relief and Recovery ordinance adopted by Council in July 2021 waives this requirement for the following projects until March 23, 2023:
 - Daycare uses
 - Affordable housing projects when 50% of dwelling units are under 60% median family income or as defined by Title 30
 - Community Service uses
 - Retail Sales and Services uses with a valuation of under \$1,000,000
- [33.248 Landscaping and Screening](#)
- [33.245 Inclusionary Housing](#) - applies to new development with 20 or more dwelling units.
- [33.120 Multi-Dwelling Zone RM3d](#), Residential Multi-Dwelling 3 base zone with Design Overlay
- [Title 32 Sign Code](#) – signs over 32 SF in size in the Design Overlay zone require Design Review.
- [Title 11 Tree Code](#) – Exemptions for tree density and preservation of this Title only apply to private trees on properties zoned IH, on sites with more than 85% building coverage, and sites less than 5,000 SF in area.

b. Specific Development Standards to note for this project. This list is not intended to be comprehensive. Always reference Title 33 for all applicable development standards and the exact language of each standard.

- Height. The site is located in the North Interstate plan district and height limits for the plan district supersede the base zone. For this site, the height limit is 75' (33.561.210 / Map 561-2).
- Density/FAR. The site is located in the North Interstate plan district and FAR limits for the plan district supersede the base zone. For this site, the maximum FAR is 4:1 (33.561.220 / Map 561-3). An increase in FAR through the use of bonuses of more than 1 to 1 is prohibited (33.561.220.D.1). The minimum density is 1 unit per 1,000 SF of site area.

Floor area is measured to the exterior faces of a building. Floor area does not include areas where the floor elevation is 4 feet or more below grade and does not include roofed porches or balconies unless they are enclosed by walls more than 42 inches in height for more than 50 percent of their perimeter. Floor area does not include the following:

- Floor area for structured parking and required long-term bicycle parking not located in a dwelling unit, up to a maximum FAR of 0.5 to 1; and
 - Floor area for indoor common area used to meet the requirements of Section 33.120.240.
- **Setbacks (33.120.220 and Table 120-3).** In the RM3 zone, the minimum front building setback is 10'. Buildings that are more than 55' tall have a 10' setback from a side or rear lot line that is not a street lot line (interior lot line) and a 5' setback from a side or rear lot line that is a street lot line.
 - **Maximum Building Setbacks (33.120.220 and Table 120-3).** The maximum setback for this zone is 20'. The setback standard in a Pedestrian District is at least 50% of the length of the ground level street facing façade of the building must meet the maximum building setback standard.
 - **Building Coverage (33.120.225 and Table 120-3).** The maximum building coverage for this site is a maximum 85% of the site area.
 - **Façade Articulation (33.120.230.C).** In the RM3 zones the standard applies to building more than 45' high that are façade areas of more than 4,500 SF within 20' of a street property line. Portions of buildings that are vertically separated by a gap of a least 10' in width extending at least 30' in depth from the street property line are considered separate facades.
The standard for façade articulation is at least 25% of the area of a street-facing façade within 20' of a street lot line must be divided into façade planes that are off-set by a least 2' in depth from the rest of the façade. Façade area may be recessed behind or project out from the primary façade plane but projections into the right of way do not count toward meeting this standard.
 - **Main Entrances (33.120.231).** At least one main entrance must be within 8' of the longest street-facing wall and either face the street, be at a 45-degree angle to the street or open onto a porch. Multi-dwelling structures may meet the requirement with a courtyard facing entrance that is located within 60' of the street and the courtyard meet the following standards: the courtyard must be at least 15' wide, abut a street and be either landscaped to the L1 standard or hardscaped for use by pedestrians.
 - **Street Facing Facades, Windows (33.120.232).** At least 15% of each façade that faces a street lot line must be windows or main entrance doors.
 - **Landscaped Areas (33.120.235 and Table 120-3).** This site requires that 15% of the site area be landscaped.
 - **Required Outdoor and Common Areas (33.120.240).** Both outdoor and common areas are required in the RM1 through RM4 zones.
 - **Required Outdoor Areas.** In the RM3 zone, on sites that are 20,000 SF or less in total area, at least 36 SF of outdoor area is required per dwelling unit and on sites that are more than 20,000 SF in total area, at least 48 SF of outdoor area is required per dwelling unit. Where individual outdoor areas are provided, they must be designed so that a 4' by 6' square will fit entirely within it and the area must be directly accessible to the unit.

- Required Common Areas. On sites that are more than 20,000 square feet at least 10% must be provided as common areas. At least 50% of the common area must be outdoor area such as outdoor courtyards or outdoor play areas. Up to 50% of the required common areas may be indoor common areas such as indoor recreation facilities or indoor community rooms. Required common area may count toward required outdoor area but individual private outdoor area may not count toward required common area.
- Screening (33.120.250).
 - Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Screening must comply with at least the L3 or F2 standards of Chapter 33.248, Landscaping and Screening (see below).
 - Mechanical equipment. Mechanical equipment located on the ground, such as heating or cooling equipment, pumps, or generators must be screened from the street and any abutting residential zones by walls, fences, or vegetation. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening, and be tall enough to screen the equipment. Mechanical equipment placed on roofs must be screened in one of the following ways, if the equipment is within 50' of an R zone:
 - A parapet along facades facing the R zone that is as tall as the tallest part of the equipment;
 - A screen around the equipment that is as tall as the tallest part of the equipment; or
 - The equipment is set back from roof edges facing the R zone 3 feet for each foot of height of the equipment.
- Pedestrian Standards (33.120.255). All primary buildings located within 40' of a street lot line must have a pedestrian connection between one main entrance and the adjacent street. This connection cannot be more than 120% or 20' longer than the straight-line distance whichever is less. Internal connections are required on sites larger than 10,000 SF. The system must connect all main entrances on the site that are more than 20' from the street and provide connections to parking area, bike parking, recreational areas, common outdoor areas, and any pedestrian amenities.

The pedestrian circulation system must be hard surfaced and on sites with more than 20 residential units must be at least 5-foot wide. The on-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.
- Loading Standards.
 - Number of loading spaces. Based on the preliminary information included in the EA materials (70 dwelling units and all the floor area Household Living uses) the requirement for this site will be one of the following:
 - One loading space meeting Standard B (33.266.310.C.1.a).
- Minimum Required Bicycle Parking (33.266.200). City Council adopted new bike parking standards that went into effect on March 2, 2020. There are new standards for the minimum number of spaces required and additional development standards for size, location, racking, signage, accessibility, and electricity. For multi-dwelling development, long-term and short-term bicycle parking spaces are based on the number of units and on whether the project is in Bike Parking Area A or B per Map 266-1.

- Inclusionary Housing (33.245). New buildings with 20 or more dwelling units are required to provide affordable housing units. The affordable units may be provided onsite, off-site, or by fee in lieu payment pursuant to 33.245.040.

5. Coordination with Other Agencies

Refer to individual responses from all participating bureaus, review groups and agencies for more detailed information.

a. Electric Utility Provider Coordination

- Utility Transformers – Plan for Power (new change for 7/1/22). Utility transformers should be located on-site, behind active use street frontage, behind at-grade loading docks, or in underground parking garages. Please consult with the Case Planner assigned to this Early Assistance appointment and coordinate with the utility providing electrical service to determine power needs, transformer sizing and transformer location. Please note this document [Guidance to Siting Electrical Transformers](#) and the below [Path to Siting Electrical Transformers](#).

If an agreement is made with the Land Use Case Planner, and a written acknowledgement from the Utility Provider is provided per the steps below, a transformer can be located in the ROW. Please note, [PBOT has a Design Exception Request per TRN 8.13](#) process for locating private use utility vaults in the public right-of-way, known as Utility Vault Exclusive Use for Development (UVE). Additional information can be found at [portland.gov/transportation/development/utility-vault-permitting-and-leasing-development](#).

Path to Siting Electric Transformers

1. Planner communicates the following to applicant:
 - a. Plan for power on-site: contact your power company to understand your power needs (see contacts further below). Specifically, the size of the utility provider's transformer and electrical room.
 - b. Identify your ground floor activation requirements (Zoning Code/land use approval criteria)
 2. If planner finds no Code or Design/Historic Resource Review issues with the proposed location for a transformer on site, transformer is located on site.
 3. If planner finds Code or Design/Historic Resource Review regulations not met with the proposed location[s] for a transformer on site:
 - a. Applicant works with power provider to identify other suitable locations on private property. If unsuccessful, applicant follows 'initial submittal' guidelines in TRN 8.13, co-signed by utility, to request locating transformer in a vault in the ROW (and city staff and applicant can get started on locating the vault to maximize trees and allow for utility needs); or
 - b. Applicant can pursue further discussion to study design solutions in a Design Advice Request or additional Early Assistance meetings to allow transformer on site.
 - If a solution is found, transformer is located on site.
 - If no solutions, follow step 3.a above.
- For properties served by PGE - [portlandgeneral.com/construction/electric-service-requirements](#)
 - For properties served by Pacific Power - [pacificpower.net/working-with-us/builders-contractors/electric-service-requirements.html](#)
 - Note that the service requirements included in these links may not cover all requirements associated with your project. Applicants should contact the PGE Service Coordinator at 503-736-5450 or the Pacific Power Business Center at 888-221-7070 to identify issues that are specific to your project and to coordinate electric service requirements.

- PGE requires minimum clearances from electric wires, conductors and cables. Please be aware of these clearances by calling PGE at 503-736-5450. More information on PGE minimum clearance can be found at portland.gov/bds/documents/why-you-should-respect-portland-general-electrics-power-line-clearances

b. Transportation (PBOT)

- Garage entrance setback from property line. A “Driveway Design Exception” (DDE) by PBOT is required for garage entry doors to be located less than 20’ from the property line to ensure that queuing in the ROW is minimized. The Design Review process supports garage doors to be located a no more than 5’ from the building façade.

A DDE application is required to be submitted to PBOT with or in advance of the Land Use Review because the DDE must be completed prior to issuance of a Land Use Review decision. The application and information can be found at portlandoregon.gov/transportation/77521

- Oriel Windows. Projecting bays (aka oriel windows) are subject to the Window Projections into Public ROW standards. Note standards A through D must be met. However, Exceptions to standards E through G can be requested as part of the Design Review. The Code Guide for these standards can be found at portlandoregon.gov/bds/article/68600. A Modification fee is required for staff to consider an Exception.
- Loading. If Modifications or Adjustments to Title 33 loading standards are contemplated, you must reach out early and coordinate with both PBOT and BDS Design Review staff ahead of the Land Use Review submittal. PBOT may require a Traffic Scope Approval and Loading Demand Study, which both need to be submitted before the Land Use Review submittal. More information can be found at portland.gov/transportation/development/traffic-impact-studies.
- Public Works Permit – If PBOT requires a 30% Public Works Permit approval before their response to a Design Review, it should be noted that such approvals can often take longer than the Land Use Review process. Therefore, you are highly encouraged to initiate the Public Works Permit process before you submit the Design Review.

c. Environmental Services (BES)

- Stormwater Management. Stormwater management information, including infiltration tests, utility plans, stormwater facility designs, and site landscaping, must be submitted with the Design Review application. BES needs to review these elements early to ensure there are no issues that could affect the building size, location, or site design.

d. Fire / Life Safety

- Preliminary Life Safety Meeting. A separate, preliminary life safety meeting is very beneficial to identify critical life safety and building code issues early in the process and allow the Design Review proposal to address those issues. This meeting is encouraged prior to submitting the Design Review. More information and the application can be found at portland.gov/bds/documents/life-safety-preliminary-meeting-request-packet.
- Glazing and Energy Calculations. If large amounts of glazing are proposed, it is highly encouraged that energy calculations are done prior to submitting the Design Review, in case the building design is affected by energy code requirements.

e. Urban Forestry – Projects that require street tree preservation and planting should reach out to Urban Forestry early in the concept design phase to understand the requirements and process.

f. Housing Bureau (PHB) – Projects that trigger Inclusionary Housing (new buildings with 20 or more dwelling units or alterations to existing buildings that add 20 or more dwelling units) or choose to voluntarily comply with the requirements of Chapter 33.245 in order to obtain bonus FAR or density, should contact the Portland Housing Bureau at 503-823-9042 or [inclusionary-](#)

housing@portlandoregon.gov. Additional information regarding the City's Inclusionary Housing program is available online at the following link: portland.gov/phb/inclusionary-housing.

B. QUESTIONS RAISED AT THE MEETING

1. The project site is in RM3d zone and abuts the same zone to the rear and sides. Please verify that no step-downs are required.

33.120.215.B.2. Step-down heights only apply when an RM3 site is abutting or across a local service street from RF through R2.5 sites. RF through R2.5 are single dwelling zones; whereas this site only abuts and is across the street from other RM3 (multi-dwelling) sites.

Step-down Height (33.120.215.B.2)

- Within 25 ft. of lot line abutting RF-R2.5 zones: step-down to 35'

- Within 15 ft. of lot line across a local service street from RF – R2.5 Zones: step-down to 45'

33.561.230. Transition Between Zones

The regulations of this section apply to sites in RM3, RM4, CX, and CI2 zones that abut or are across a street from an RF through RM2 zone – this site only abuts and is across the street from other RM3 (multi-dwelling) sites.

2. Can you please verify that this project is non-exempt and will require a discretionary design review (per 33.420.045 and 33.420.050)

The project is not required to go through a discretionary design review if it can meet the standards of 33.420.050. However, it is not exempt from Chapter 33.420, thus either needs to go through design review or meet the design standards of 33.420.050.

3. Can you please verify that the project height (64' – 4") and total GSF (64,043 GSF) place the project in a Type II Design Review? Are there any other factors that could push the project into a Type III Design Review?

A height of 64'-4" and a square footage of 64,043 would fall under a Type II design review. It would only be pushed into a Type III design review if the building exceeded the thresholds noted in Table 825-1:

- 1) New floor area is > 80,000 SF or
- 2) New building height is > 65 ft.

However, an important caveat, the 65-foot threshold in this instance means that any rooftop elements such as an elevator overrun would also need to stay within the 65-foot limit. While Table 825-1 footnote 1 notes that "the height threshold does not include additional height allowed through a height exception in the base zone," and exceptions to the maximum height for the base zone, RM3, include elements such as elevator mechanical (33.120.215.C.4), these exceptions are not applicable for this site. This site is located in the North Interstate plan district and height limits for the plan district supersede the base zone (For this site, the height limit is 75' 33.561.210 / Map 561-2), and therefore base zone exceptions to height do not apply. Therefore, if any part of the building is over 65' it would fall under a Type 3 design review.

4. Please verify that contact with the Arbor Lodge Neighborhood Association and North Portland Neighborhood Services are the only entities the design team needs to reach out to for neighborhood contact.

The neighborhood association for this site is the Arbor Lodge Neighborhood Association; the neighborhood coalition for this site is North Portland Neighborhood Services; the school district for this site is Portland Public Schools, and the site is not in- or within 400 feet of- a business district.

Generally, Neighborhood Contact III requires:

- an email or mail to the:
 - neighborhood association,
 - district coalition
 - business association/district
 - school district if applicable,
 - and any other neighborhood associations, district neighborhood coalitions business associations, or school districts, if applicable, within 400 feet of the site
 - Sign
 - Online tool information provided to BDS
 - Neighborhood Association Meeting The Neighborhood Contact III requirement allows the neighborhood association the first opportunity to host a meeting with the applicant whether it be in-person or online. If the neighborhood association does not reply to the applicant's letter within 14 days, or hold a meeting within 45 days, the applicant must follow the instructions for the Applicant Meeting (described above). If the neighborhood association requests to host a meeting, the applicant may fulfill this request through a remote online meeting
 - Applicant Meeting: Schedule and host one in-person or online meeting at least 14 days before applying for a land use review or building permit and at least 14 days (but not more than 1 year) after posting a sign on the site. The meeting must be held between 6pm and 9pm Monday through Friday or between 1pm and 6pm on Saturday or Sunday. The location must be within the site's neighborhood and no more than 2 miles from the site or the meeting can be held remotely. Take notes at the meeting and include an explanation of changes made to the proposed development as a result of comments received. Email or mail notes to the neighborhood association, district coalition, business association, school district and any meeting attendees who provide an email or postal address before submitting for a land use review or building permit. The Neighborhood Contact III requirement allows the neighborhood association to request the applicant attend a neighborhood association meeting within 45 days of the meeting notification. If the neighborhood association does not request to host the meeting, the applicant must schedule and host one public meeting.
5. Building's Main Canopy at street frontage overhangs public ROW by 8". Please verify that this is in compliance.

Question for PBOT.

6. Project seeks exception to street frontage setback 33.120.220,3,d. See accompanying diagram for description of required commercial and recreations spaces at the ground floor.

If 50% of the length of the ground floor street-facing façade is in an indoor common area, the required front street setback may be reduced to zero. The code states:

33.120.220.B.3.d: Ground floor commercial. The required minimum front or side street setbacks may be reduced to zero in the RM2, RM3 and RM4 zones when the ground floor includes a commercial use and at least 50 percent of the length of the ground floor street-facing façade is in a commercial use or is an indoor common

area, such as an indoor recreation facility or community room. This exception does not apply in the Eastern Pattern Area shown on Map 120-3.

7. Can you please clarify whether there are any overlaps between 33.120.220 3.d (mentioned in the question above) and 33.120.232 D.1?
232.D.1 has window opening requirement of 40% at grade for commercial uses, and 220.3.D allows for the zero-lot frontage with 50% frontage of active use but allows for both commercial or active resident use. As our building is on a very quiet residential street, we are proposing a small percentage of commercial use. The 40% glazing requirement does not appear to apply to active uses to keep the zero-lot line, can you please confirm?

33.120.232.D.1 is a requirement for ground floor windows and applies to the portion of a building with ground floor commercial uses. This proposal does not include a commercial uses, thus the standard does not apply.

8. Required Common Area: The project site is under 20,000 SF and does not require Common Area per 33.120.240.2.

Correct, the required common area standard applies only to sites greater than 20,000 SF. Note that the required outdoor area standard still applies.

9. Please verify that Inclusionary Housing negates the need for vehicle parking. The project's vehicle parking is provided at the owner's discretion.

The proposal has 70 dwelling units. The code notes:

33.266.110.B.1.a(4) - Where there are 51 or more dwelling units on the site, the minimum number of required parking spaces is 0.33 spaces per dwelling unit

33.266.110.D.1 - Affordable housing exceptions. The minimum number of required parking spaces may be reduced to zero when the applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus, or the requirements of the deeper housing affordability bonus of Section 33.120.211. This exception does not apply if the applicant pays a fee-in-lieu of complying with the requirements of Chapter 33.245, Inclusionary Housing, or makes a payment into the Affordable Housing Fund in exchange for bonus density or FAR.

10. Can you please give us feedback on the bike room design?

Narrative: Currently, we are showing two long-term bike rooms. One is glazed and accessed from the building frontage. Cyclists would enter through this bike room and if they do not find an available parking space, would walk their bike through to the rear bike room. There are a few design considerations that led us to this approach. For fire and life safety we want to egress the ground level spaces in the most intuitive way possible, not routing to the rear around one continuous bike room. Both bike rooms could be left open to the egress corridor, but we wanted to avoid bike theft and have locking rooms. The alternative would be to have one continuous bike room and have the second exit from the car and bike parking come out the front of the building. Deadening a portion of the frontage for the sake of contiguous bike parking does not seem like a good trade-off. We are prioritizing life safety, then street activation, then bike security, then ease of access for a portion of bike parking. Please let us know if this approach is in keeping with your priorities.

It appears that it would be tough to navigate from bike room #2 to vehicle drive aisle exit - especially with extra-long bicycles. Explore ways to create a more direct route to the vehicle drive aisle exit.

11. Base height is determined in 33.930.050.A1 – we have taken the two sidewalk points within 25' of the building and averaged. We have used the site corner points at the north and south intersection of Maryland Ave. to find a base height of 64' – 4". Please verify this method of determining building height (as we are aiming to stay within a Type II design review).

The base point would not be an average. The following method can be used to determine the base point per 33.930.050:

- (1) Identify the lowest and highest grade of the sidewalk located within 25 feet of the building.
- (2) Determine the base reference point:
 - When the lowest grade of the existing or proposed sidewalk located within 25 feet of the building is not more than 10 feet below the highest grade of the sidewalk adjacent to the site within 25 feet of the building, the base reference point is the highest grade of the sidewalk.
 - When the lowest grade of the existing or proposed sidewalk located within 25 feet of the building is more than 10 feet below the highest grade of the sidewalk adjacent to the site within 25 feet of the building, the base reference point is the lowest grade of the sidewalk plus 10 feet.

12. Please inform us if there are any other zoning items related to the Interstate Overlay Zone that will impact the building design. From what we can tell, this OZ only allows for more height, which we are not proposing to use at this time.

As it pertains to this site, the plan district also allows more FAR than the base zone.

13. The design team has situated the garage entry as far towards the middle of the block as possible. We believe this reduces traffic impact. Please confirm that this is an acceptable access point for 13 parking stalls.

Design staff supports this location. However, its design should be reconsidered, as mentioned above in Section A.3.b.

14. No street loading spaces are sought. All loading will take place on site under the podium. Please confirm that this is the correct approach.

Design staff supports this location. Please check to ensure your proposed loading space meets the dimensional and clearance requirements for a Standard B loading space outlined in 33.266.310.D.2. To place required loading on the street, an Adjustment would need to be sought.

15. Is a traffic analysis required? The building has 70 dwelling units, 13 parking stalls, and 107 bike parking stalls.

Question for PBOT.

16. For waste management, we believe that pairing our building's trash and recycle pickup with the existing trash location of the adjacent building to the south is the correct approach. Can you confirm?

Trash and recycling storage should occur inside the building. Uncertain of the design aspect of this question.

17. The newly finished building to the south of our property retains above-ground poles. Can you please confirm that undergrounding data and electrical has not recently become a requirement and remains at the discretion of the utilities involved.?

Question for utility provider, however, for the design review, how above-ground poles will impact the building design and its relationship with the pedestrian realm will be considered in the review.

C. PREVIOUS LAND USE REVIEWS

As part of your application, address relevant conditions of approval from previous land use reviews on the site and discuss the current status of compliance. Below are the relevant land use case reviews that the City of Portland has on record for the subject site:

- There are no prior land use reviews for the project site.

D. SUBMITTAL REQUIREMENTS FOR LAND USE REVIEWS

This list identifies the materials you must submit for your Land Use application to be considered complete. For additional details, see Zoning Code Section [33.730.060](#).

GENERAL

- Digital submittal required.
- For final drawings (C Exhibits) and Appendix set (APP Exhibits):
 - Use 11"x17" format
 - Leave a 1.5"x5" blank space at the bottom right corner for Staff to add the case number, exhibit number and stamp.
- Conduct a thorough review before submitting your drawing packet.
- Review all color quality in submittal to ensure it accurately represent the colors intended.
- When returning for a 2nd hearing, revisions to the prior submittals should be illustrated and clearly marked in a side-by-side comparison.

PROJECT INFORMATION & NARRATIVE

- Land Use Review application form
- Project team and project cost
- Project description
- Zoning summary
- Response to guidelines/approval criteria (Word doc.)
- Modifications and Adjustments requests & approval criteria responses (Word doc.)
- Response to DAR (narrative)
- Technical Reports - Stormwater Loading Analysis, Queuing Study, etc.

DRAWINGS

"C" Exhibits should represent proposed development/alterations, be at an architectural or engineering scale and use 11"x17" format:

- Title Page
- Table of Contents
- Site Plan
- Floor and Roof Plans - roof plan should show all rooftop elements, including mechanical
- Elevations - B/W and color, and without shade or shadows, include material key, street-facing elevations in their immediate context, including adjacent buildings
- Building Sections - Include some depicting relationships to adjacent buildings
- Enlarged Details - windows/doors, storefronts, canopies, balconies, signage, and their attachments, etc., control joints, seismic joints, and other visible construction details
- Materials / Colors - clearly identify each building material by name
- Landscape Plans
- Lighting Plans

- Civil Plans
- Cut Sheets - only pertinent product info like type, finish, color, dimensions

SUPPORTING INFORMATION

Appendix ("APP" Exhibits) should include information that supports the drawings and use 11"x17" format:

- Renderings - day and night in context, must be simple and not enhanced marketing-type images, avoid dramatic lighting effects
- Context - plan area, urban (3-block radius), site
- Sightlines - sightline drawings from relevant vantage points
- Material Photos & Examples
- Massing & Design Concept
- Miscellaneous Diagrams - FAR, ground floor windows, clear vs. spandrel panels, height, Modifications, Adjustments, etc.
- Responses to DAR (diagram)

E. NEIGHBORHOOD NOTIFICATION

When you apply for a Type II Land Use Review, all property owners within 150 feet, and all neighborhood associations and recognized organizations within 400 feet of your site will receive notification of your proposal.

- Contact information for neighborhood associations, neighborhood district coalitions, and business associations is available at portlandoregon.gov/civic/search.
- A Summary of the Land Use Review Procedure Types and what Public Notice requirements exist can be found here portland.gov/bds/zoning-land-use/land-use-review-fees-and-types.

F. SUBMITTAL – LAND USE REVIEWS & PERMITS

PLEASE BE ADVISED - If a Land Use Review is required, permits for the work subject to the Land Use Review cannot be accepted until the Land Use Review approval is issued and recorded.

Land Use Reviews and other LUS application submittals:

When you are ready to submit a land use review application, please see the BDS Website at portland.gov/bds/land-use-review-fees-and-types/land-use-reviews-and-final-plat-applications for current submittal requirements. Currently, we are accepting electronic land use applications via email at LandUseIntake@portlandoregon.gov. A Land Use Services technician will contact you with instructions for providing payment for emailed applications.

Permit submittals:

When you are ready to submit a permit, please see our website for updated information on how to apply for permits at portland.gov/bds/permit-review-process/apply-or-pay-permits.



CITYWIDE DESIGN GUIDELINES (2021)	PROJECT NAME	CASE NUMBER
DATE	PROJECT ARCHITECT	PROJECT VALUE \$
CONTEXT	COMMENTS	
<p>01: Build on the character, local identity, and aspiration of the place. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Community - Architecture - Nature 		
<p>02: Create Positive Relationship with surroundings. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Building Massing - Street Wall - Connectivity - Adjacent Historic Landmarks 		
<p>03: Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Natural Resources - Viewpoints - On-site Older Buildings and Historic Resources - Social and Cultural Significance 		
PUBLIC REALM	COMMENTS	
<p>04: Design the sidewalk level of buildings to be active and human-scaled. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Ground Floor Heights - Multiple Entries and Windows - Weather Protection - Lighting - Residential Setbacks 		
<p>05: Provide opportunities to pause, sit, and interact. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Seating - Integrate Bicycles - Art/Water - Enclosure - Trees and Landscaping 		
<p>06: Integrate and minimize the impact of parking and building services. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Vehicles and Parking - Utilities, Trash and Recycling - Vaults - Stormwater Planters - Long-Term Bicycle Parking 		

QUALITY & PERMANENCE	COMMENTS
<p>07: Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Internal Open Spaces - Internal Connections - Vehicles Areas - Solar Access - Windows and Entries 	
<p>08: Design for quality, using enduring materials and strategies with a coherent approach. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Unity - Articulation - Application of Exterior Materials - Quality of Materials - Building Openings 	
<p>09: Design for resilience, health, and stewardship of the environment, ensuring adaptability to climate change and the evolving needs of the city. Possible design approaches may include, but are not limited to:</p> <ul style="list-style-type: none"> - Adaptable Buildings - Resource Conservation - Native Landscaping - Ecoroofs - Bird-Safe - Daylight and Air - On-Site Stormwater 	



Portland Housing Bureau

PHB- Inclusionary Housing Response

Early Assistance Appointment

Date: September 13, 2022

To: Josef West (West Architects Inc)

From: Brett Eisenbrown, Housing Program Specialist, Brett.Eisenbrown@portlandoregon.gov

Case File: 22-172325

Location: 6316 N Maryland Avenue

Property ID: R250335, R250336, R250330, R250329

Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

Section I: Inclusionary Housing Code Overview

Pursuant to Inclusionary Housing Code Section PCC [30.01.120](#) and Zoning Code Chapter PCC [33.245](#), effective February 1, 2017, all residential buildings proposing 20 or more new residential units must provide a percentage of the new units at rents affordable to households at 80% of the Median Family Income (MFI). The City has defined four different options for meeting the Inclusionary Housing (IH) requirements. All permit applications must include one of these options in their proposal or pay a fee-in-lieu.

The IH affordability period is 99-years and the property owner must enter into an Inclusionary Housing Covenant with Portland Housing Bureau (PHB), the details of which are specific to the IH option chosen, and must submit to annual monitoring by PHB Risk Analysis & Compliance team, including the submission of annual rents and tenant income.

PHB has reviewed the materials submitted as well as the input from the meeting to determine the minimum requirements of the proposed building and provide the following comments.

Section II: Property Specifics

A. Subjectivity to Inclusionary Housing

The applicant was informed that this project, in its current configuration, triggers the IH requirements.

The applicant's development proposal includes (70) housing units with the following designations:

- (32) Studio units
- (26) One-bedroom units
- (12) Two-bedroom units



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The options discussed below specifically correlate to the information provided. PHB asks the applicant to be aware that any change in the building plans detailing the number of units, types, and sizes will require additional PHB review.

B. IH Options Discussed in Early Assistance Appointment

Option 1: 80% MFI units

Option 1 would require that the building offer 20% of its residential units at 80% MFI. Current rent restriction figures can be found on page 2 on the current year's "Income and Rent Limits (PHB)" document located here: <https://www.portland.gov/phb/income-rent-and-utility-limits>

Reasonable Equivalency:

As per Inclusionary Housing Administrative Rules, applicants are required to make Inclusionary Housing Units ("IH Rental Units") reasonably equivalent to market rate units. PHB will assess reasonable equivalency using the following criteria:

- **Bedroom Distribution and Unit Count:** IH Rental Units must be provided at the same ratio within the development as market rate units.
- **Unit Sizes:** IH Rental Units must be at least 95% the size of the average of the total units with the same bedroom count, as measured in square feet.
- **Unit Distribution:** No more than 25% of the total units on any floor shall be designated as IH Rental Units, excluding the top floor of a development.
- **Unit Amenities:** IH Rental Units must have like or equal performing finishes and appliances as far as durability and sustainability to the market rate units, which will be certified by a development's architect prior to receiving its final certificate of occupancy.

To meet the Reasonable Equivalency standard of Bedroom Distribution and Unit Count, the building must provide 20% of each unit type as IH Rental Units. With the currently proposed plans, this equates to a total of fourteen (14) IH Rental Units, distributed as follows:

- (7) Studio units
- (5) One-bedroom units
- (2) Two-bedroom units

Reconfiguration:

The applicant may also elect to provide an alternative mix of IH Rental Units based on the total number of bedrooms included in the development – Reconfiguration. This option allows for redistribution of bedrooms into IH Rental Units of two bedrooms or more. This results in a building with a smaller overall number of IH Rental Units that are greater in number of bedrooms.



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The following configurations are examples of how IH requirements under Reconfiguration may be met:

Current Unit Requirements (14 IH Units)	Total Bedrooms in Current Unit Requirements	Reconfiguration Option A (8 IH Units)	Reconfiguration Option B (9 IH Units)	Reconfiguration Option C (10 IH Units)
(7) Studio units (5) One-bedroom units (2) Two-bedroom units	16 bedrooms	(8) Two-bedroom units	(2) Studio units or One-bedroom units (7) Two-bedroom units	(4) Studio units or One-bedroom units (6) Two-bedroom units

Additional requirements that must be met when utilizing Reconfiguration:

1. After Reconfiguration is applied:

- There must be at least one market rate unit that has two or more bedrooms per reconfigured dwelling unit with three bedrooms; and
- There must be at least one market rate unit that has three or more bedrooms per reconfigured dwelling unit with four bedrooms.

2. The reconfigured dwelling units must be reasonably equivalent to the size of the average square footage of:

- The one-bedroom dwelling units as follows by reconfigured bedroom count:
 - 130% for reconfigured two-bedroom dwelling units;
 - 160% for reconfigured three-bedroom dwelling units; and
 - 190% for reconfigured four-bedroom dwelling units; or
- If there are no one-bedroom units to consider, the reconfigured dwelling units must be reasonably equivalent to the size of the average square footage of the studio dwelling units as follows by reconfigured bedroom count:
 - 195% for reconfigured two-bedroom dwelling units;
 - 240% for reconfigured three-bedroom dwelling units; and
 - 285% for reconfigured four-bedroom dwelling units; and
- The reconfigured dwelling units must be larger than the size of the average square footage of each of the smaller dwelling units by bedroom count.

Incentives:

As proposed above, the project would be eligible to receive:

- 10-year property tax exemption on the [IH Rental Units, associated percentage of the square footage of the common residential area and residential designated parking / the residential and residential related square footage of the improvements including common residential areas and residential designated parking].
 - *Multiple Unit Limited Tax Exemption (MULTE) Program Portland City Code 3.103: <https://www.portland.gov/code/3/103>*
 - [If the project will be providing affordable units in addition to the minimum number of required units to fulfill the IH Program requirements, the MULTE Program may be available for the additional portion of the project with



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- restricted affordability. Additional program information is available online at <https://www.portland.gov/phb/multe>.]
- *Effective July 1, Inclusionary Housing projects seeking approval for the Multiple-Unit Limited Tax Exemption (MULTE) Program will begin paying application processing fees due to Multnomah County at permit issuance. Until now, the Portland Housing Bureau has paid these fees to Multnomah County on behalf of the projects. Current County rates are \$850 per unit in the building receiving the tax exemption up to a maximum amount of \$9,000 per building. PHB reviewers will apply the fees within the City's permitting system. The fees apply to any new permits which have not gone through pre-screening and are not yet under review as of July 1, 2022.*
- Affordable Housing Construction Excise Tax (AHCET) exemption for the IH Rental Units
 - *Affordable Housing Construction Excise Tax FAQ:*
<https://www.portland.gov/sites/default/files/2020/affordable-housing-cet-fags.pdf>
 - *AHCET Exemption application:*
<https://www.portland.gov/sites/default/files/2020/ahcet-exemption-application-6-18-19.docx>
- Full or partial exemption from parking requirements as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.
- FAR density bonus as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.

Accessibility:

For Projects that receive the 10-year property tax exemption through the MULTE Program, at least 5% of the Rental Units restricted under the MULTE Regulatory Agreement must be built to be Type A as defined by the Oregon Structural Specialty Code, according to PCC 3.103.040.D.

Option 2: 60% MFI units

Option 2 would require that the building offer 10% of its residential units at 60% MFI. Current rent restriction figures can be found on page 2 on the current year's "Income and Rent Limits (PHB)" document located here: <https://www.portland.gov/phb/income-rent-and-utility-limits>

Reasonable Equivalency:

As per Inclusionary Housing Administrative Rules, applicants are required to make Inclusionary Housing Units ("IH Rental Units") reasonably equivalent to market rate units. PHB will assess reasonable equivalency using the following criteria:

- **Bedroom Distribution and Unit Count:** IH Rental Units must be provided at the same ratio within the development as market rate units
- **Unit Sizes:** IH Rental Units must be at least 95% the size of the average of the total units with the same bedroom count, as measured in square feet.
- **Unit Distribution:** No more than 25% of the total units on any floor shall be designated as IH Rental Units, excluding the top floor of a development.
- **Unit Amenities:** IH Rental Units must have like or equal performing finishes and appliances as far as durability and sustainability to the market rate units, which will be



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certified by a development’s architect prior to receiving its final certificate of occupancy.

To meet the Reasonable Equivalency standard of Bedroom Distribution and Unit Count, the building must provide 10 % of each unit type as IH Rental Units. With the currently proposed plans, this equates to a total of seven (7) IH Rental Units, distributed as follows:

- (3) Studio units
- (3) One-bedroom units
- (1) Two-bedroom units

Reconfiguration:

The applicant may also elect to provide an alternative mix of IH Rental Units based on the total number of bedrooms included in the development – Reconfiguration. This option allows for redistribution of bedrooms into IH Rental Units of two bedrooms or more. This results in a building with a smaller overall number of IH Rental Units that are greater in size.

The following configurations meet the IH requirements under Reconfiguration:

Current Unit Requirements (7 IH Units)	Total Bedrooms in Current Unit Requirements	Reconfiguration Option A (4 IH Units)	Reconfiguration Option B (5 IH Units)	Reconfiguration Option C (6 IH Units)
(3) Studio units (3) One-bedroom units (1) Two-bedroom units	8 bedrooms	(4) Two-bedroom units	(2) Studio units or One-bedroom units (3) Two-bedroom units	(4) Studio units or One-bedroom units (2) Two-bedroom units

Additional requirements that must be met when utilizing Reconfiguration:

1. After Reconfiguration is applied:

- There must be at least one market rate unit that has two or more bedrooms per reconfigured dwelling unit with three bedrooms; and
- There must be at least one market rate unit that has three or more bedrooms per reconfigured dwelling unit with four bedrooms.

2. The reconfigured dwelling units must be reasonably equivalent to the size of the average square footage of:

- The one-bedroom dwelling units as follows by reconfigured bedroom count:
 - 130% for reconfigured two-bedroom dwelling units;
 - 160% for reconfigured three-bedroom dwelling units; and
 - 190% for reconfigured four-bedroom dwelling units; or
- If there are no one-bedroom units to consider, the reconfigured dwelling units must be reasonably equivalent to the size of the average square footage of the studio dwelling units as follows by reconfigured bedroom count:
 - 195% for reconfigured two-bedroom dwelling units;
 - 240% for reconfigured three-bedroom dwelling units; and
 - 285% for reconfigured four-bedroom dwelling units; and



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- The reconfigured dwelling units must be larger than the size of the average square footage of each of the smaller dwelling units by bedroom count.

Incentives:

As proposed above, the project would be eligible to receive:

- 10-year property tax exemption on the IH Rental Units, associated percentage of the square footage of the common residential area and residential designated parking.
 - *Multiple Unit Limited Tax Exemption (MULTE) Program Portland City Code 3.103:* <https://www.portland.gov/code/3/103>
 - *Effective July 1, Inclusionary Housing projects seeking approval for the Multiple-Unit Limited Tax Exemption (MULTE) Program will begin paying processing fees due to Multnomah County at permit issuance. Until now, the Portland Housing Bureau has paid these fees to Multnomah County on behalf of the projects. Current County rates are \$850 per unit in the building receiving the tax exemption up to a maximum amount of \$9,000 per building. PHB reviewers will apply the fees within the City's permitting system. The fees apply to any new permits which have not gone through pre-screening and are not yet under review as of July 1, 2022.*
- Affordable Housing Construction Excise Tax (AHCET) exemption for the IH Rental Units
 - *Affordable Housing Construction Excise Tax FAQ:* <https://www.portland.gov/sites/default/files/2020/affordable-housing-cet-fags.pdf>
 - *AHCET Exemption application:* <https://www.portland.gov/sites/default/files/2020/ahcet-exemption-application-6-18-19.docx>
- System Development Charge (SDC) exemption for the IH Rental Units
 - *System Development Charge Exemption Program website:* <https://www.portland.gov/phb/sdc-exemption/rentals>
 - If the project will be providing affordable units in addition to the minimum number of required units to fulfill the IH Program requirements, the SDC Exemption Program may be available for the additional portion of the project with restricted affordability.
- Full or partial exemption from parking requirements as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.
- FAR density bonus as detailed in Portland Zoning Code, administered by Bureau of Development Services, Planning and Zoning.

Accessibility:

For Projects that receive the 10-year property tax exemption through the MULTE Program, at least 5% of the Rental Units restricted under the MULTE Regulatory Agreement must be built to be Type A as defined by the Oregon Structural Specialty Code, according to PCC 3.103.040(D).



Section III: Important Reminders

Below is a list of common items that can cause a delay in PHB signing-off on your permit. Please make sure your permit application, project plans, and project timelines all account for the following:

- A. **Inclusionary Housing Intake Form**—PHB needs a completed Intake form in order to determine IH requirements and corresponding incentives for the project. It is best practice to submit the intake form with permit application. PHB cannot proceed with its review without this application.
- B. **Gross Square Footage (GSF) of Units within the Plan Set**—PHB needs the GSF of each residential dwelling unit in a project clearly identified within the plan set. It is PHB's preference that this information be included in the architectural pages within the individual units on the floor plans. If that is not possible, please provide a chart with the unit number, unit type (studio, 1BR, etc.), and GSF either in the code summary or architectural pages. For PHB, GSF should be calculated using Life Safety's definition.
- C. **MULTE Approval**—All projects that apply for the MULTE must go before Portland City Council for approval. The MULTE Council process takes 7-9 weeks to complete. Please work this process into your project timeline and provide a completed MULTE Application as soon as possible. This 7 to 9-week process does not include finalizing regulatory agreements, which can take several more weeks.
- D. **Water Meter Sizing Worksheet (W-4)**: Projects that are mixed-use, and applying for SDC Exemptions, are required to submit two W-4s to the Portland Water Bureau. One W-4 showing only the residential space and a second W-4 showing only the commercial space. Please label each as either "Residential" or "Commercial" at the top of the corresponding W-4 form. These should be submitted with your SDC application packet with the permit application. If the W-4 forms submitted do not follow the guidelines above, you will need to resubmit the W-4 forms before SDC exemption estimates can be calculated, which may delay the permit approval timeline. W-4 Forms are available at: <https://www.portland.gov/water/water-development-services/documents/w-4-form-large-meter-sizing-worksheet>. If you have specific questions about completing the W-4, please contact the Portland Water Bureau.
- E. **SDC Loan/Deferral Contracts**: When requesting an SDC loan or deferral contract, applicants should wait until after the SDC Exemption is approved by PHB to make the loan or deferral contract request to the SDC Bureau. This will ensure that the loan/deferral contract is for the correct amount. More information on the assessment of SDCs can be found at: <https://www.portland.gov/bds/current-fee-schedules/systems-development-charges-sdcs#toc-payment-methods-and-timing-of-sdcs>.
- F. **Rent Determination**: PHB determines rent using the HUD's annually published Median Family Income and Rent Chart (MFI and Rent Chart) for the Portland Metropolitan Area. The current MFI and Rent Chart is available at: <https://www.portland.gov/phb/income-rent-and-utility-limits>.

The MFI and Rent Chart is posted and updated annually on the PHB website. Maximum rent paid by tenants includes any utility allowance (see below) or required expenses to live in an IH Rental Unit (i.e. parking, meal plans, and amenities). Details and instructions on how to apply the MFI and



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Rent Chart can be found in PHB's Risk Analysis & Compliance Policies & Guidelines located at <https://www.portland.gov/phb/development-incentive-project-compliance>.

- G. **Utility Allowance:** IH Rental Units are subject to a utility allowance (UA). Utility allowances are passed along to the tenant in the form of reduced rent for those utilities which are paid for by the tenant.

Owners may choose from one of two methods to determine the utility allowance:

1. Utility Allowance Schedule. The Utility Allowance Schedule takes averages obtained from local utility providers to determine the utility allowance based on the Building's types of utilities. The current year's schedule can be found here under "Utility Allowance Schedule": <https://www.portland.gov/phb/income-rent-and-utility-limits>
2. Energy Consumption Model Analysis. Applicant may commission an Energy Consumption Model Analysis through an Oregon Housing and Community Service (OHCS) approved Energy Consumption Model Analyst to determine the utility allowance based on the specifics of the Building.

To the extent IH Rental Unit tenants pay their own utilities directly or are billed back for reimbursement of utilities by the Owner, the Owner must deduct that amount from the maximum allowable rent charged to the tenant. No UA is required for utilities paid by the Owner and not reimbursed by the tenant.

Example: a one-person household earning 80% MFI occupies a studio IH Rental Unit. The maximum monthly rent for that unit, based on the MFI and Rent Chart, is \$1,140 and the UA is \$84. The maximum an Owner could collect from this household is \$1,056 = (\$1,140 - \$84).

For more information, you may refer to the Inclusionary Housing Program Administrative Rules: <https://www.portland.gov/policies/housing/program-specific-administrative-rules/hou-304-inclusionary-housing-program> or visit the Inclusionary Housing website at <https://portland.gov/inclusionary-housing/inclusionary-housing-comprehensive-guide>. To reach PHB's Inclusionary Housing staff, please call 503-823-9042 or email Inclusionary-Housing@portlandoregon.gov.

PBOT – Development Review

Early Assistance Appointment Response

Date: August 25, 2022

To: Josef West, WEST ARCHITECTS
971-373-8953, joe@west-architects.com

From: Michael Pina, PBOT Development Review
503-823-4249, Michael.Pina@portlandoregon.gov

Case File: EA 22-172325

Location: 6316 N MARYLAND AVE

R#: R250329, R250330, R250335, R250336

Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

Portland Bureau of Transportation/Development Review (PBOT) staff has reviewed the pre-application conference materials to identify potential issues and requirements.

A. KEY ISSUES AND REQUIREMENTS

- Dedicate approximately 1-ft and reconstruct the abutting pedestrian corridor to City standard 12-ft wide corridor.
- Access gates are required to be setback 20-ft from the front property line to prevent entering vehicles from queuing within the street or across a sidewalk. A Driveway Design Exception (DDE) is required for a setback less than 20-ft, to be approved prior to Land Use approval.
- One Standard B loading space is required where there are more than 40 dwelling units in the building.
- PBOT will not allow an electrical vault in the ROW. The project will need to plan for power on-site.
- Awnings and canopies must demonstrate compliance with PBOT’s Encroachment Policy. Please submit a cross-section which includes the Right-of-Way with plan drawings at time of Land Use review.
- Development in a commercial/mixed use zone with more than 10 dwelling units and close to transit is required to have a Transportation Demand Management (TDM) Plan approved prior to the issuance of a building permit.

B. GENERAL COMMENTS

TSP Classifications: At this location, the City’s Transportation System Plan (TSP) classifies the abutting street(s) as follows:

Street Name	Traffic	Transit	Bicycle	Pedestrian	Freight	Emergency Response	Street Design
N Maryland Ave	Local Service	Local Service	Local Service	Local Service in a Ped. Dist.	Local Service	Minor Response	Local Street

Existing Improvements: At this location, according to the City’s GIS data, the site’s abutting Rights-of-Way (ROW) are improved as follows:

Street Name	ROW Width*	Roadway Width*/Condition	Pedestrian Corridor Width*/Configuration			
			Curb	Furnishing	Sidewalk	Frontage
N Maryland Ave	50-ft	28-ft, paved	0.5-ft	3.5-ft	5-ft	2-ft

NOTE: The applicant is advised the information contained herein is derived from City GIS and other databases typically used by city staff, as well as information from the applicant. It has not been confirmed via a survey. This evaluation is not implied to be more accurate than the sources that the information was obtained from. It is the applicant’s responsibility to provide a current survey to document the location of the abutting rights-of-way to challenge any anticipated dedication amount that is being required.

1. Required ROW Improvements: Title 17.88.020 provides PBOT the authority to require the abutting frontage be brought up to City standards when development results in an Increase in Occupancy/Trips and/or is defined as a Significant Alteration (17.88.010). The proposal triggers both thresholds noted above, thus requiring dedication and abutting frontage improvements.

The following improvements are to be reviewed under a Public Works Permit, which is to receive 30% Concept approval prior to Building Permit approval.

- **N Maryland Ave:** For a *Local Street* within a *Pedestrian District* in the RM3 zone, the City’s *PDG* document recommends a 12-ft wide pedestrian corridor comprised of a 0.5-ft curb, 4-ft wide *vegetated* furnishing zone, 6-ft wide sidewalk, and a 1.5-ft wide frontage zone. The existing corridor does not meet City standards due to an 11-ft wide pedestrian corridor. Due to the site being within a Pedestrian District, TRN 1.22 to retain the existing configuration cannot be applied. **Therefore, dedicate sufficient property to accommodate 12-ft wide pedestrian corridor (approximately 1-ft) and reconstruct to City standards, reviewed through a Public Works permit.**

2. Site Access: Driveways must demonstrate compliance with Title 17.28 and TRN 10.40 to be reviewed at time of building permit. In accordance with 17.28.110.D.1.d. a curb cut must “...access a legal parking space on abutting property per PCC Title 33”. Site plan materials shows a curb cut along the south property line for the egress court, which is not a legal on-site parking space, thus not allowed. Please revise site plan to remove this curb cut.

3. Loading Requirements: In accordance with 33.266.310, one Standard B loading space is required when there are more than 40 dwelling units in the building. Standard B loading spaces have a measurement of 18-ft long, 9-ft wide, and a vertical clearance of 10-ft. The submitted site plan did show a Std. B space provided in the parking area. Formal materials will need to clearly identify the required loading spaces and appropriate dimensions (including vertical clearance) is met.

4. Driveway Design Exception: Although not specified in EA materials, it is anticipated that project may require a Driveway Design Exception (DDE) in order to place a garage door less than 20-ft from the property line. The following information to be submitted to support the DDE request:

- Total building area; a description and size of each of the expected building uses (retail, office, residential, etc) that will have access to the garage; number of proposed parking spaces; height and width of proposed security gate; speed and/or opening time of security gate; activation method for opening/closing the security gate; and hours that the gate will remain open, if applicable.

5. **Street Lighting:** Preliminary response from PBOT’s Signals and Street Lighting (SSL) group provides the following comments regarding preliminary lighting requirements: Based on preliminary lighting assessment, there will be two LED cobra head lights required on the east side frontage of N Maryland Ave, spaced roughly 100-ft apart. The exact location and type of lights will be determined during the review of the Public Works permit. The applicant is encouraged to contact Nelson Chi, Senior Traffic Engineering Associate, at nelson.chi@portlandoregon.gov for more information.

6. **Transportation Demand Management (TDM):** For Commercial / Mixed Use Zones, TDM Plans are meant to prevent, reduce, and mitigate the impacts of the new development on the transportation system, neighborhood livability, safety, and the environment, while providing safe and efficient mobility options. Contact Liz Hormann at 503 823 5086, or tdmmixeduse@portlandoregon.gov for more information. Or see here: <https://www.portlandoregon.gov/TRANSPORTATION/article/684676>.

7. **Street Trees:** There are significant street trees abutting the site whose condition may have an impact on required frontage improvements. The applicant is advised to intently review Urban Forestry’s response associated with this Pre-application conference. If you have further questions, the applicant should contact the assigned forester noted in their response. Urban Forestry’s general line is 503-823-TREE (8733) or trees@portlandoregon.gov. For additional information on street tree requirements, the applicant is advised to visit <https://www.portlandoregon.gov/trees/article/542497>.

8. **Public Works Response:**
Vu Mai, Senor Civil Engineering Associate, Vu.Mai@portlandoregon.gov

Staff has not received a response at time of this response but will relay any information provided. Alternatively, the applicant is encouraged to contact the Public Works Project Manager above for any questions on the Public Works submittal requirements. General information on the Public Works process can be found here: <https://www.portlandoregon.gov/index.cfm?&c=53147>.

C. TRANSPORTATION CODE REQUIREMENTS

The following information must be addressed by the applicant in order to receive building permit approval from PBOT. Loading must be addressed in order to receive land use review approval from PBOT.

Topic	Code and Comments	Code Citation & Link
Garage Entry Gate/Door	Portland transportation policies call for minimizing conflicts between vehicles and pedestrians, especially in areas that are designated as City Walkways or Pedestrian Districts. The applicant’s design should respond by eliminating or reducing the size of as many garage entrances as possible. If there are doors on the garage entrances, they will need to be designed with remote operation or be located at least 20 feet back from the sidewalk.	17.28.110.D
Driveway Gate	Any proposed gate for the parking garage driveway needs to be located to prevent entering vehicles from queuing in the public street or queuing across the sidewalk. A queuing and	17.28.110

Topic	Code and Comments	Code Citation & Link
	operational analysis of the gate needs to be provided by the applicant to PBOT to determine the appropriate gate location. At a minimum the gate will need to be located 20 feet beyond the back of the sidewalk.	
Garage Entry Warning System	The garage entry must be designed to allow exiting drivers to see pedestrians on the sidewalks approaching the vehicle exits. In addition, an audio/visual warning system must be installed to warn pedestrians of exiting vehicles.	(Portland Policy Document TRN 10.42)

D. SUBMITTAL REQUIREMENTS FOR LAND USE SUBMISSION

This list identifies Portland Transportation submittal requirements. Please see the Conference Summary Memo for all of the materials you must submit for your application to be considered complete.

1. Preliminary plans showing dedication and right-of-way improvements.
2. A DDE for garage door location (if applicable).

E. BUILDING PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:

1. System Development Charges (SDCs) may be assessed for this development. To receive an estimate of the SDC amount, the applicant is advised to leave a voicemail message to include the case file number, at (503) 823-7002, Option 2. Additional information about PBOT SDCs can be found at: <https://www.portlandoregon.gov/transportation/46210>.
2. The ROW improvements will need to be designed by an Oregon licensed civil engineer and constructed under a Public Works Permit, which is separate from the Building Permit that will be necessary for construction of the proposed project. Conceptual PW Design must be submitted to Public Works Permitting in order to verify the type of PW Permit that is required and to determine the required performance guarantee amount. PW Design Review will determine specific design elements including stormwater management, bus stop, curb-cuts, landscaping, location of signage, location of utility poles and street lights, as well as other design requirements.

The applicant is therefore encouraged to contact Public Works at (503) 823-1987 or at pwp@portlandoregon.gov to familiarize themselves with the process and initiate the appropriate meetings/process. Additional information on the City's Public Works Permitting process can be found at the following link: <http://www.portlandonline.com/publicworks>. It is important for the applicant to understand the Public Works process and timeline thereof to avoid any conflicts with the Building Permit process.

3. The applicant is advised that the City cannot guarantee the accuracy of location of utilities in the street, and that the information used by the City and furnished to the applicant or their representatives may be incorrect. Verification of private and public utility locations, as well as the responsibility for any and all damage caused by work in the right-of-way, will be

the responsibility of the permittee at the time of performing work and right-of-way improvements associated with their project.

4. When proposed development will prohibit use of an area of within the public right-of-way, a separate street temporary closure permit will be required. Additionally, closures that do not allow safe passage and unobstructed flow of normal public use in a partially open area or lane, will also require a City approved Traffic Control Plan. For information on obtaining a separate temporary street closure permit, please contact:
<http://www.portlandoregon.gov/transportation/permitting> (503-823-7611), for an application, general information, cost and submittal information Jesse Long (503-823-7611)
Jesse.Long@portlandoregon.gov.

Early Assistance Comments

Date: September 13, 2022

To: WEST ARCHITECTS INC *JOSEF WEST*, Applicant

From: Abigail Cermak, BES Systems Development
503-823-7577, Abigail.Cermak@portlandoregon.gov

Case File: EA 22-172325

Location: 6316 N MARYLAND AVE

The Bureau of Environmental Services (BES) has reviewed the submitted materials to identify potential issues and requirements and provide the following comments. Some references to Portland City Code (PCC) are included below; the applicant may refer to the Auditor's Office [Online Charter and Code](#).

A. KEY ISSUES AND REQUIREMENTS

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

1. The applicant must submit a site plan showing all proposed sanitary connections and stormwater systems.
2. The applicant must submit a stormwater report, including the results of infiltration testing, with land use and building permit applications.
3. Applicable Source Control Manual requirements (such as trash and recycling areas, pet relief areas, etc.) may trigger stormwater management, changes to site design, or new sanitary connections. Therefore, BES encourages the applicant to account for these requirements through the land use application.
4. Required public right-of-way improvements may trigger stormwater management requirements. If triggered, some or all of this area is eligible to pay an Offsite Stormwater Management Fee in lieu of building a stormwater facility.

B. SANITARY SERVICE

1. *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 15-inch concrete (CSP) combined sewer in N Maryland Ave (BES as-built 1285).
 - b. According to City records, laterals serving the existing homes to be demolished are located approximately 13 feet, 24 feet, 91 feet, and 151 feet south of the maintenance hole in N Maryland Ave (BES asset ID AAM540). These laterals may be available for use if they are serviceable and appropriately sized for the new development.
2. *Sanitary Line for a Single Structure Covering Multiple Lots:* Separate sanitary connections are required for each individual lot. However, when a single structure crosses a property line, BES does not typically require separate connections for those lots because separate ownership of the lots cannot be easily established. The applicant should confirm consistency of shared lines over lot lines with BDS plumbing review staff.

3. *Water Main and Sewer Main Locations:* According to available GIS data, a water main is located between the proposed development site and the combined sewer main in N Maryland Ave. Any new connection(s) to the sewer main will cross the water main and will require a [Water Utility Protection Plan](#). Sanitary laterals must meet required separation distances according to the Water Bureau; the applicant should contact the assigned Water Bureau reviewer or the Water Bureau general email (devrev@portlandoregon.gov) with questions related to required separation distances.
4. *Upsizing Existing Sanitary Lateral:* BES does not have clear records regarding the diameter size of the existing laterals available to the subject site. The portion of the building's lateral that is located in public right-of-way cannot be smaller than the pipe on-property (administrative rule [ENB-4.17](#) Section 12), and therefore may require upsizing, depending on the existing lateral diameter and/or the expected sanitary flow rates from the proposed development. Upsizing an existing sanitary lateral in the public right-of-way requires a sewer connection permit; see <https://www.portland.gov/bes/ur-uc-permit-guide> for guidance about sewer lateral permitting in the ROW, and Section 5.6 of the [Sewer and Drainage Facilities Design Manual](#) for sewer lateral design criteria.
5. *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.

C. STORMWATER MANAGEMENT

1. *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 and a public storm main extension is not required. The combined sewer described above may provide the only offsite discharge location for stormwater from the development.
 - b. Currently, stormwater from the public right-of-way discharges to the public combined sewer.
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 1.3.3), 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 qualifies for the ecoroof exception per Section 3.2.1 or infiltration is determined infeasible based on site conditions described in Chapter 2 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 Sections 1.3.2, 1.3.4, 3.2.4 and 4.2.2 of the SWMM).

3. *Public Right-of-Way Stormwater Management:* Stormwater runoff from the public right-of-way must comply with all applicable standards of the SWMM and Sewer and Drainage Facilities Design Manual and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee. Additional guidance on meeting the 2020 SWMM for projects in the public right-of-way is available at <https://www.portland.gov/bes/stormwater/swmm-and-right-way-projects>.
 - a. Under the 2020 SWMM, sidewalk improvements behind an existing curb that create or replace 500 SF or more of impervious area are no longer exempt from stormwater management requirements unless they fall under a specific exemption described in Section 1.2.1.2 of the SWMM. Based on the scope of PBOT requirements, the length of project frontage and existing conditions, BES does not expect that the required sidewalk improvements will exceed 500 SF of triggered impervious area. However, if the scope of work changes or future analysis shows that the triggered area will exceed 500 SF, then the applicant should note that this area is eligible to pay an Offsite Stormwater Management Fee in lieu of building a stormwater facility through the Staff Review Special Circumstances (SRSC) process. Refer to Section 1.8.1 of the SWMM and contact BES Development Engineering staff to confirm SWMM requirements.
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.
 - a. *Storm Report:* The applicant must submit a Presumptive (SWMM Section 2.5.2) or Performance Approach (SWMM Section 2.5.3) stormwater report and a preliminary utility plan showing stormwater management facilities sized according to SWMM standards. The report must follow the outline included in Section 3.4.3 of the SWMM and be stamped by an Oregon registered engineer or other qualified design professional. Required elements of the report include:
 - 1) Results of infiltration test(s) on the subject site performed by an Oregon-licensed engineer, certified engineering geologist, or registered geologist in accordance with the open pit, encased or double-ring infiltrometer testing methods described in Section 2.3.2 of the SWMM. To best assess the feasibility of onsite infiltration, the design team must test infiltration rates at depths that appear conducive to infiltration using field-based decisions and by referencing available soil information, geotechnical analyses and/or boring logs. To the extent feasible, proposed infiltration facilities must correspond with the location and depth of the completed infiltration testing. Indicate on a plan the approximate location of the test(s).
 - 2) Calculations prepared by an engineer using the [Presumptive Approach Calculator \(PAC\)](#). If using other software under the Performance Approach, the principles of Section 2.5.3 must be followed.
 - 3) If BES approves offsite discharge to the combined sewer, PCC 17.38 and the SWMM require stormwater discharge to be controlled so that the post-development 25-year peak flow rate is limited to the pre-development 10-year peak flow rate. The applicant must show through the Presumptive or Performance Approach stormwater report how flow and volume control standards that apply to the proposed discharge point will be met.
 - b. *Infiltration Facility Setback Requirements:* Required minimum setback distances from infiltration facilities to slopes, property lines, foundations and other features are

described in Section 2.2.4 and Table 2-1 of the SWMM. Most infiltration facilities must be set back 5 feet from parcel property lines and 10 feet from foundations, as measured to the high water level at the edge of vegetated facilities, the middle of drywells, and the edge of soakage trenches. Note that no setbacks are required for property lines with the right-of-way. Additional specific setback requirements are described for rain gardens, filter strips, downspout extensions, and ponds (see Section 2.2.4 of the SWMM). BES will review all proposals to reduce required setbacks. Stormwater facilities with reduced setbacks may need to be designed under the Presumptive or Performance Approach and additional documentation and analysis (such as analysis from a geotechnical engineer, structural engineer, registered geologist or other environmental professional) may be required as described in Section 2.2.4 of the SWMM. Drywells placed under buildings are reviewed as a setback encroachment. They may be allowed provided the drywell is sized to infiltrate the 100-year design storm or an overland escape route is provided.

- c. *Below Grade Development*: The applicant should be aware that proposed below grade development does not provide sufficient justification to rule out onsite infiltration of stormwater and does not exempt the development from meeting the Stormwater Infiltration and Discharge Hierarchy (Section 1.3.3) of the SWMM.
5. *Clean River Rewards Program*: Clean River Rewards, Portland's stormwater discount program, offers discounts up to 100% of the City's onsite stormwater management charge to ratepayers who manage stormwater runoff on their property. Please note that this discount is not automatically applied; ratepayers must register their property and describe how stormwater is being managed to qualify. Be aware that some properties discharging to the Multnomah County Drainage Districts (within the Columbia Slough watershed) are not charged an onsite stormwater management fee by the City and are therefore ineligible to register for this program. See the [Clean River Rewards website](#) or call 503-823-1371 for more information.

D. GENERAL PUBLIC WORKS PERMIT INFORMATION

For questions related to the public improvements described throughout these notes, please contact Rod Krauter at (503) 823-7064 or rodney.krauter@portlandoregon.gov or the BES Development Engineering hotline at (503) 823-7761, option 3.

1. *General Public Works Permit Information*: Information on the City's public works permit (PWP) process, including submittal requirements and review timelines, is available at www.portlandoregon.gov/publicworks. All submitted public works plans must meet the City's Sewer and Drainage Facilities Design Manual (SDFDM), SWMM, and public works permitting plan submittal requirements and drafting standards. Contact Public Works Permitting at (503) 823-1987 or pwp@portlandoregon.gov with questions related to the general public works permit process.
2. *Hazardous Substances Code*: The City's Hazardous Substances Code (PCC 17.24.067) requires the excavation and removal of disturbed contaminated soils from right-of-way access areas and utility corridors. The soils must be replaced with clean fill at a minimum depth of 5 feet. A demarcation/contaminant barrier is also required when it has been determined the soils are contaminated at depth. Erosion control measures for contaminated soils (Section 8.2.1 of the SCM) must be met. Soil stockpiles must be covered and contained with a barrier on all four sides, with an impervious layer underneath the stockpile to inhibit contaminants from leaching back into the soil.

E. SUBMITTAL REQUIREMENTS FOR LAND USE

1. Full land use plan set, including preliminary utility plan showing all existing and proposed sanitary and storm facilities and connections. All BES assets must also be shown and labeled on plans.
2. A Presumptive/Performance approach stormwater report, including the results of infiltration testing, as described in this memo.
3. Documentation of intent to pay the SRSC Offsite Management Fee for qualifying improvements in the public right-of-way. Otherwise, the applicant would be required to initiate a Public Works Permit to construct public stormwater facilities and BES must approve the Concept Development (i.e. 30% design) PWP Plans prior to approval of the land use application.

F. PERMIT INFORMATION

At the time of permit review the applicant should be aware of the following:

1. *Connection Fees*: Sewage system connection fees and system development charges are assessed at the time of building plan review and change every fiscal year on July 1st. For additional information on these fees, navigate [here](#) or call the BES Development Review Team at 503-823-7761.
2. *Connection Requirements*: Connection to public sewers must meet the standards of the City of Portland's [Sewer and Drainage Facilities Design Manual](#).
3. *UIC Registration*: The Oregon Department of Environmental Quality (DEQ) regulates underground injection control (UIC) facilities to protect groundwater. Drywells and soakage trenches are examples of UICs. It is the applicant's responsibility to register all onsite UICs with DEQ, as appropriate. To learn more visit [DEQ's website](#) or contact the DEQ UIC Program at 503-229-5623. The SWMM also includes general UIC information.
4. *Source Control Requirements*: Source control requirements from the [Source Control Manual](#) (SCM), [Portland City Code \(PCC\) Title 17](#), and [BES Administrative Rules](#) that may be applicable to this project are listed below with the corresponding chapter, section, code, or rule. For specific questions on the following, please contact BES Source Control at 503-823-7122.
 - a. *Site Use and Activity-Based Source Control Requirements (SCM Chapter 6)*: BES recommends the applicant review the following SCM sections to understand the structural, treatment, and operational BMP requirements that may impact the project design.
 - 1) *Waste and Recycling Storage (SCM Section 6.1)*
 - 2) *Covered Vehicle Parking (SCM Section 6.3)*
 - b. *Site Dewatering Requirements (SCM Chapter 9, [PCC 17.34](#), [PCC 17.36](#), [PCC 17.38](#), [PCC 17.39](#), [ENB 4.32](#))* BES evaluates requests for temporary and long-term stormwater and groundwater dewatering discharges into the city sewer system for approval or denial. See Appendix 1 of the SCM for the Construction Dewatering Discharge Application Form. If approved, a Discharge Permit for the storm or combined sewer may be required.
 - 1) 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](#).
 - 2) Construction discharges to City UICs are prohibited.

- 3) Construction discharges to private UICs (e.g., drywells or soakage trenches) must be authorized by DEQ's UIC Program.
- c. *Pet Relief Areas* ([PCC 17.32.030\(F\)](#), [PCC 17.34](#), [PCC 17.39](#)): Any liquid wastes generated from an area that will be built specifically for, or used as, a pet relief area and that contain a drain must direct discharges to the sanitary sewer system. As stormwater is not allowed into the sanitary sewer system, pet relief areas must also be covered and protected from stormwater coming in contact with that area.
- d. *Water Features* ([PCC 17.34](#), [PCC 17.39](#)): If a water feature, such as a fountain, uses treated water (e.g., chlorinated or biocides), the feature water and filter backwash must discharge to the sanitary waste line. If the feature water is not treated, under most circumstances the water can discharge to the storm sewer. If the source of the feed water is rainwater and required to discharge to the City sanitary sewer system or groundwater, a meter is required to assess sewer user fees; current rates are located [HERE](#).

Site Development

Early Assistance Conference Response

Date: September 16, 2022
To: Paglia, Tanya, Conference Facilitator
From: Jeff Duquette, Jeff.Duquette@portlandoregon.gov
Case File: EA 22-172325
Location: 6316 N MARYLAND AVE
R#: R250329, R250330, R250335, R250336
Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

The Site Development Section of the Bureau of Development Services (BDS) has reviewed the pre-application conference materials to identify potential issues and requirements.

A. Key Issues and Requirements

Following is a brief summary of issues and requirements that may impact your proposed project or are submittal requirements that will require time to prepare prior to submittal of the application.

1. Floodplain Requirements: The site is not with a special flood hazard zone area.
2. Geotechnical Report: 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.
3. Landslide Hazard Study: The site is not with the City's Charter, Title 33 for Landslide Hazard Area.
4. Erosion & Sediment Control Plan: Erosion prevention and sediment control is a key issue. The building permit application will need to include an erosion & sediment plan that meets the minimum requirements of The Portland City Charter, Title 10.
5. Demolition Permits: At the time of building permit application, demolition permits for each of the Single-Family-Residences currently occupying the lots earmarked for development must have been applied for, reviewed and issued. Please note that several of the houses were serviced by on-site septic systems prior to the houses connection to City or County Sanitary Sewer. These abandoned on-site septic disposal systems – typically either cesspools or septic tanks – must be decommissioned as part of the house demolition permits or as part of standalone Septic Evaluation permits. Please also note that geotechnical special inspections

will be required on the demolition and backfilling of any basement cavities associated with the Single-Family-Residences currently occupying the site.

B. Permit Requirements

1. Demolition permits.
2. Decommissioning permit to decommission the existing cesspool.
3. Commercial building permit.

C. Submittal Requirements for Land Use

1. Preliminary utility plan.

Water Bureau

Early Assistance Appointment Response

Date: September 21, 2022
From: Benjamin Kersens, 503-865-6370, Ben.Kersens@portlandoregon.gov
Case File: EA 22-172325
Location: 6316 N MARYLAND AVE
Property ID: R250329, R250330, R250335, R250336
Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

The Portland Water Bureau (PWB) has reviewed the early assistance materials to identify potential issues and requirements.

A. WATER AVAILABILITY

1. Water is available to this site from the 6" DI water main in N Maryland Street. The static water pressure is estimated as 61 - 77 psi at 185 feet in elevation.
2. The site is currently served through four ¾" services to the existing lots, each with a 5/8" meter. Service line and meter size requirements are determined by the total fixture units being served by that line and meter. Submission of the fixture count is required at permit application. Please refer to the [W3](#) and [W4](#) forms on our website for more information.

If the services are found to be inadequate, they will be resized at the expense of the applicant. If an existing service is not used for the new development, it must be removed. All fees to remove services are the responsibility of the applicant.

B. OTHER CATEGORY

1. Backflow prevention assemblies are required for all dedicated irrigation services, dedicated fire lines, mixed-use/multi-tenant developments, certain occupancies, and meters larger than 1.5". A backflow assembly may be required on smaller services based on the use of the property. Dedicated fire sprinkler water services are to be equipped with a state-approved detector style backflow prevention assembly.

Backflow prevention assemblies can significantly impact property frontage development. Water Bureau required backflow assembly installations are required on private property, at the public right of way line, centered on the city's water service. Some installations are required to be installed above finished grade in an approved insulated outdoor enclosure. Assemblies installed inside of buildings must be approved prior to installation. Water services to high rise buildings (measured 75-feet from lowest finished floor to top of structure) are required to be equipped with Reduced Pressure type backflow assemblies.

Please reference possible backflow assembly requirements for your project at <https://www.portland.gov/water/backflow-prevention/backflow-assembly-installation-requirements> or contact Water Quality Inspection at 503-823-7479 for more information.

2. To obtain fire flow information fill out a “Fire Flow Request Form” found at our website, <https://www.portland.gov/water/water-development-services/request-fire-flow-information> or by calling 503-823-1408.
3. If there is contamination in or near the ROW at the location of proposed water mains or services, PWB requires:
 - a. Verification of clean soils at the location of the installations; or
 - b. Identification of the extent and degree of contamination such that appropriate remediation plans can be generated prior to any PWB construction. The remediation, disposal fees, and charges are the responsibility of the applicant.
4. The developer will be required to confirm through permit review that the existing and proposed PWB infrastructure will meet City standards relative to the proposed improvements. Water Bureau infrastructure may need to be adjusted or fully reconstructed at the expense of the developer if standards cannot be met. Please review the Portland Water Bureau Engineering and Technical Standards Administrative Rule that was instituted June 2022 at <https://www.portland.gov/water/water-development-services/engineering-admin-rule>

C. WATER CODE REQUIREMENTS

Separate Water Service Requirements and Availability for Residential and Commercial Development

The Portland Water Bureau’s guiding code, [Title 21](#) was updated in January 2021.

- **Separate PWB meters are encouraged for as many residential units on your development as feasible.** Multiple units can potentially share a service to the main with meters in a common vault or box in the ROW. Please see provided details at: <https://www.portland.gov/water/water-development-services/separate-meter>.
- **New mixed-use structures** are required to have separate meters for the commercial and residential portions of the development.
- **New commercial development with no residential use, and having permanent irrigated areas of 1,000 square feet or more,** are required to have a separate water meter for irrigation use. The requirement only applies to permanent irrigation services intended to remain longer than 24 months.

Topic	Code and Comments	Code Citation & Link
Title 21	City Water Code	Title 21 Water
Engineering and Technical Standards	Administrative Rule	Administrative Rule

D. PERMIT INFORMATION

At the time of permit review (following the land use review) you should be aware of the following:

1. Meters will be sized during the building permit process. Sizing is based on total count of all fixtures supplied by the identified service. Applicant will provide an SDC Form, W-3, or W-4 for each meter as part of the building permit submittal. There will be no reduction in meter size based on grey water usage or the installation of low-flow fixtures.
2. All new domestic service taps and upsized meters will be assessed a System Development Charge (SDC). Fee is based on meter size except when a header service is installed, in which case the fee is based on the shared meter equivalent. See PWB Code Guide for more information: <https://www.portland.gov/water/water-development-services/separate-meter/>.
3. SDC credit will be given for meters that are permanently removed. SDC credit is applied towards services within the same lot and is not transferrable.
4. Fire lines are excluded from Systems Development Charges.
5. The applicant can consider the use of a combination domestic and fire service for domestic services of 2" or less.
6. Service/Mains work may fall outside of our Rate Ordinance requiring a Site Specific estimate. Ordinance rates for service installations and water main extensions can be found in Exhibit A of the current Water Fee Schedule: <https://www.portland.gov/water/water-development-services/water-development-fees/>.

Urban Forestry

Early Assistance Response

Date: September 13, 2022
From: Dan Gleason
503-823-1691, Daniel.Gleason@portlandoregon.gov
Case File: EA 22-172325
Location: 6316 N MARYLAND AVE
Proposal: New 5-story, 64,043 square foot multi-family inclusionary housing building (70 dwelling units, 13 parking stalls, and 107 bike parking stalls), with commercial and community use on ground floor.

Portland Parks, Urban Forestry staff has reviewed the Early Assistance materials to identify potential issues and requirements in accordance with Title 11, Trees. This response identifies potential issues and/or impacts on existing street and heritage trees, and trees on city-owned or managed sites, if applicable. Trees on private property are subject to development standards from the Bureau of Development Services. See planner requirements for private property trees.

Please note that there may be other applicable tree requirements in Title 33 Planning & Zoning.

A. Response Summary

The development will be subject to Urban Forestry standards and requirements during the permit review process as detailed below.

The Lavelle hawthorn and London plane tree must be preserved at all phases of construction. The applicant must preserve tree per 11.60.030 Tree Protection Specifications.

B. 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, but additional tree information is required. The plan must include the following information for street:

- a. The size and location of street trees adjacent to the subject property.
- b. Trees proposed to be preserved including tree protection specifications in accordance with 11.60.030.
- c. Tree(s) proposed for removal.
- d. Tree planting plan (tree species and location(s)).

C. Street Trees

1. Existing Street Conditions

- a. N Maryland St: The site has approximately 250 feet of street frontage. The right-of-way is improved with pavement, curbs, planting strip, and sidewalks. There are overhead high voltage power lines. There are six street trees.

- i. Stewartia, dead
- ii. Lavalle Hawthorne, 8 inches in good condition
- iii. Mountain ash, six inches in diameter in poor condition
- iv. London plane tree, 12 inches in fair condition
- v. Plum tree, 10 inches in poor condition

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 plum, stewartia, and mountain ash can be removed to facilitate development. No trees are required to be planted to mitigate the loss as a result of this project.

The hawthorn and London plane are well suited for the area and must be preserved at all phases of construction. The applicant must work with Urban Forestry and PBOT to ensure that ROW improvements do not condemn the trees.

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 (Building permit, public works permit, final plat).

D. Heritage Trees

1. *Heritage Trees* (11.20.060):

There are no heritage trees located on/adjacent to the site that is on the City of Portland's Heritage Tree list.

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 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.



For Zoning Code in effect Post August 1, 2021

ZONING

 Site

THIS SITE LIES WITHIN THE:
NORTH INTERSTATE PLAN DISTRICT

File No.	<u>EA 22 - 172325 APPT</u>
1/4 Section	<u>2429</u>
Scale	<u>1 inch = 200 feet</u>
State ID	<u>1N1E15CB 3300</u>
Exhibit	<u>B Aug 19, 2022</u>



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

Carmen Rubio, Commissioner
Rebecca Esau, Director
Phone: (503) 823-7310
TTY: (503) 823-6868
www.portland.gov/bds

Design Advice Request

DISCUSSION MEMO

Date: 3/7/2023
To: Portland Design Commission
From: Tanya Paglia, Design & Historic Review Team
503-865-6518 | Tanya.Paglia@portandoregon.gov
Re: EA 23-006886 DA – Maryland Apartments
Design Advice Request Memo – March 16, 2023

This memo is regarding the upcoming DAR on March 16, 2023 for the Maryland Apartments. The following supporting documents are available as follows:

- Drawings & Guideline matrix – accessed here:
<https://efiles.portlandoregon.gov/Record/15852546/>
Note, Commissioners who requested hard copies will receive the drawing set by courier.

I. PROGRAM OVERVIEW

DAR for the Maryland Apartments, a proposed 5-story multi-family residential development located on N Maryland Street between N Rosa Parks Way to the North and N Holman St to the south in the North Interstate Plan District. The proposed approximately 64,043 SF building will have 70 units, the majority having private balconies. The building will include a sizable outdoor amenity space at level 4 and an extensive indoor/outdoor sheltered community congregation space for tenants at the ground level featuring a shared family room, living room, and lounge. On-site parking is proposed with a mid-block garage entrance from N Maryland Ave located in the northwest corner of the building.

Notes:

Review Type. Per the thresholds in Table 825-1 of Section 33.825.025, this project will go through a Type II Design Review procedure rather than a Type III procedure, so the land use review will be processed at the staff level and this project will not come before the Design Commission unless appealed.

Electrical Vault. PBOT has adopted a new policy that electrical transformers be located on private property except in rare circumstances when Title 33 standards and/or Design Guidelines are not met. With the transformer now required to be located inside the building as the first option, the applicants are working with PGE to discuss a potential location for the electrical transformer in a room. The applicants are currently proposing an on-site above grade vault inside the building in the Southwest corner with anticipated access to this vault likely to be from the South elevation. At the time this memo was written, PGE has not yet met with the

applicants and thus their support for this placement is unknown. The applicants are seeking expedited feedback from PGE and there might be more information available by 3/16/2023 when they present their DAR materials.

The following summarizes key policy context as it applies to the subject site.

Plans

- [2035 Comprehensive Plan](#)
- [Arbor Lodge Neighborhood Plan](#)

Development Standards

- RM3d, [Residential Multi-Dwelling 3 base zone](#) with [Design Overlay](#)
- [North Interstate Plan District](#)

Streets – Adjacent streets are classified as follows:

- [N Maryland Ave](#) is classified as a Local Service Walkway, Local Service Bikeway, Local Service Transit Street, Local Service Traffic Street, Local Service Freight Street, Minor Emergency Response, and Local Street for Design.

II. DEVELOPMENT TEAM BIO

Architect	Josef West West Architects, Inc.
Owner's Representative	Bryant Jaksic Jovice Holdings LLC
Project Valuation	\$12,000,000

III. FUTURE DESIGN REVIEW APPROVAL CRITERIA:

- Portland Citywide Design Guidelines (see attached matrix)

IV. POTENTIAL MODIFICATIONS

Subject to the following approval criteria:

- 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; and
- C. Mitigation of impacts. Any impacts resulting from the modifications are mitigated to the extent practical.

Following Modification may be requested:

1. Setback (Portland Zoning Code 33.120.220 and Table 120-3). In the RM3 zone, the minimum front building setback is 10' whereas this building is set back 5'.
2. Maximum Sign Face Area (Portland Sign Code 32.32.010). In the RM3 zone, the Maximum Sign Face Area allowed is 10 SF.

V. STAFF ANALYSIS & RECOMMENDED DAR DISCUSSION TOPICS

Staff advise you consider the following among your discussion items on March 6, 2023:

CONTEXT

- **Massing and Materials in the Emerging Context.** Until recently, the subject block was made up entirely of 1-story and 1-and-a-half-story single family houses built in the 1920s through 1940s. The proposed building is replacing four single family houses built in the 1920s and 1930s with a 5-story, 70-unit building. The immediate neighborhood has other recently built, larger buildings that are, together with historic development, forming a new area context. These newer buildings include the adjacent M63 apartments built in 2020 (6306 N Maryland Ave) which is 3 stories and has 18 units located just south of the proposed building, the New Seasons building across the street to the west of the proposed building facing onto N Interstate Ave built in 2005 (6400 N Interstate Ave), and a group of five 2-story townhouses at the north end of the block built in 2014 (6436-6420 N Maryland Ave). The Rosa Parks MAX Station is a block west of the proposed project on N Interstate Ave and is surrounded with commercial development.

The proposed 5-story building fits the zoning which allows up to 75' of height on this site. As a 65' tall, 5-story building, it will be the tallest building in the area when built. However, with the zoning allowance, other tall buildings could follow at any time. In addition, the historic single family housing development in the area features primarily wood clapboard siding. The proposed building's cladding is brick at the base with metal panel above. Staff would like the Commission to comment on how the massing and materials are fitting with the traditional- as well as the emerging- context of the area. And would also like feedback on the direction this building is setting for a new area context.

- **Residential character.** While close to transit and commercial uses along N Interstate, Maryland Ave's existing character is strongly residential. The balconies shown contribute to the residential character of the building a great deal in addition to the indoor/outdoor community patio spaces along the building's ground floor frontage. Staff is interested in hearing the Commission's comments on the building's ground floor articulation and whether it does enough to meet the residential character of the street and provide a sense of place. Likewise, feedback on the scale and form of the roof and how well it conveys a residential character would be helpful.
- **Non-Street Facing Facades.** The north, south, and east façades will be visible elevations given the smaller scale of the existing surrounding development. Vantage points from the pedestrian realm will allow views of the non-street facing facades. The east façade is extremely activated with windows and balconies. Staff would like the commission to note whether they support the current design of the north and south elevations or whether including more sidewall windows, or other enhancements would help the project meet guidelines.

PUBLIC REALM

- **Utility Transformers.** As noted earlier in the memo, PGE and the applicant have not come to an agreement on the transformer placement. However, the applicant is currently proposing a location in the southwest corner of the site with an opaque wall facing onto Maryland Ave with a planter and bench in front of it at the street. Staff would like the commission to comment on the location proposed.
- **Garage Entrance.** The garage entrance creates a prominent void in the building's frontage. Does the commission have suggestions for ways to help it better integrate with the building and create a more positive pedestrian experience.

- **Tall Ground Floor.** While the ground floor is appropriately tall for the large scale of the building, staff finds that the ground floor canopy positioning strikes a lower datum that foreshortens the ground floor. The applicant contends that this is more contextual with the residential scale of the neighborhood. Staff would like the commission to share feedback on this feature.
- **Window-wall Ratio and Windows at Notches.** Staff finds the window to wall ratio on the 2nd and 3rd floors of the front façade above the lobby to be too opaque. In addition, the windows on this part of the building are unnecessarily different from windows across the rest of the façade. These have a horizontal orientation whereas the rest are vertically expressed. Staff also would like to see windows inside the sidewalls of projecting masses where there are notches in the street facing façade that create large volumes offset from other planes. Staff would like the commission to weigh in on these features.
- **Signs.** If on the exterior of the building, the large address numbering on the top floor of the building would be considered a large sign that would require a Modification to the sign code standards. If it is behind the glass, it would not require a Modification as it would not be regulated by the sign code. Staff is interested in any comments from the commission on the scale and placement of the numbers.

QUALITY & PERMANENCE

- **Materials.** The proposed building's primary materials are brick at the base with metal panels above. Staff would like feedback from the commission on the quality and permanence of the metal panel as the building's primary cladding.
- **Planters.** Planters along the street frontage soften the building's edge and add visual interest and biophilia to the streetscape. Staff is interested in whether the commission has any concerns about the viability of this amount of greenery along the street frontage.



City of Portland
Design Commission

Design Advice Request

EA 23-006886 DA

The Maryland Apartments

March 16, 2023

Staff Presentation

Staff Introduction

Applicant Presentation

Staff Discussion Topics

Public Comments

Commission Discussion

Location

North Interstate Plan District

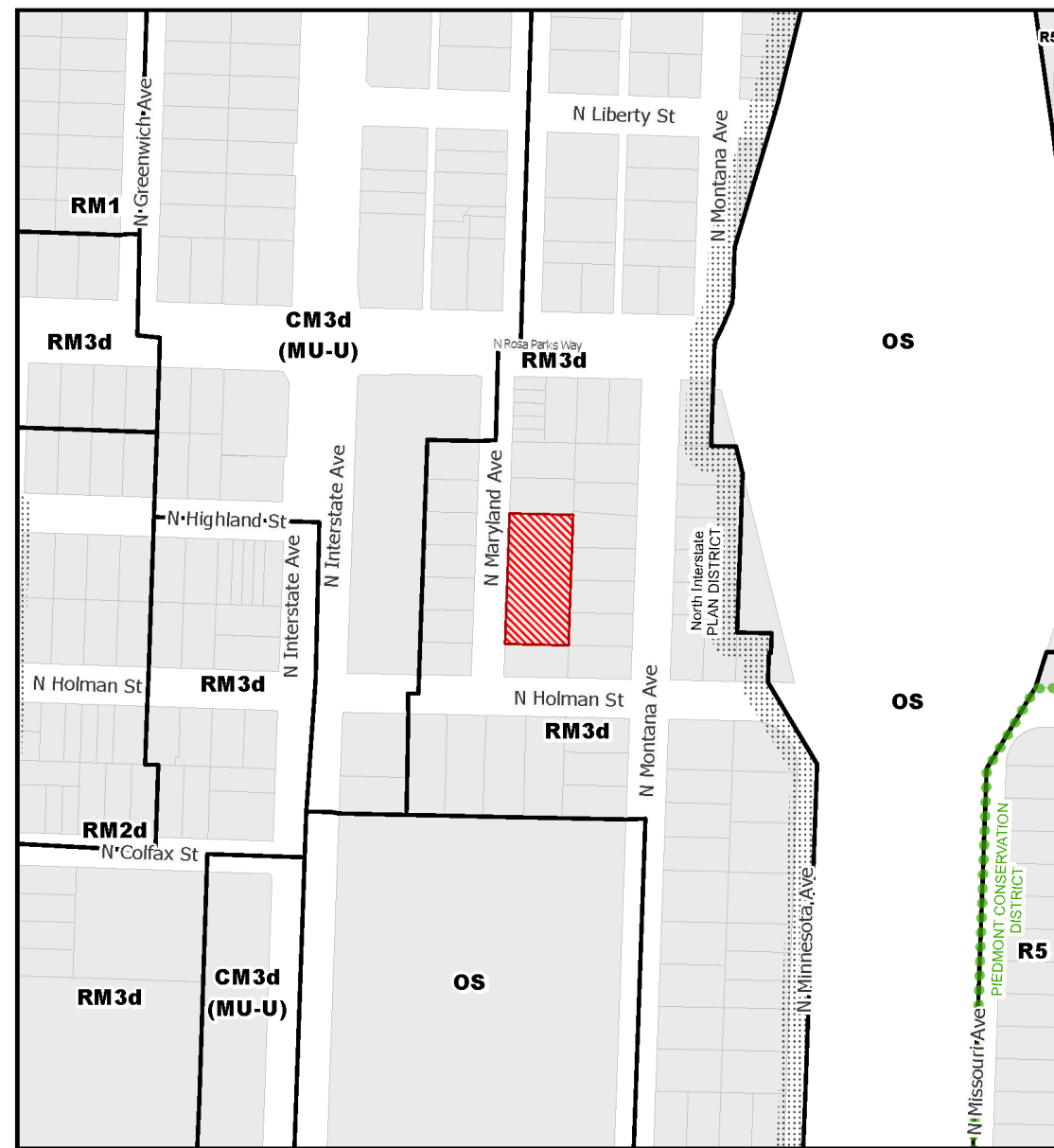
Approval Criteria for Future Design Review

Portland Citywide Design Guidelines

PZC 33.825.040 – Modifications That Will Better Meet Design Review Requirements

Site Area:

19,500 SF



For Zoning Code in Effect Post October 1, 2022



THIS SITE LIES WITHIN THE NORTH INTERSTATE PLAN DISTRICT

- Site
- Plan District
- Conservation District

File No.	<u>EA 23 - 006886 DA</u>
1/4 Section	<u>2429</u>
Scale	<u>1 inch =200 feet</u>
State ID	<u>1N1E15CB 3300</u>
Exhibit	<u>B Jan 30, 2023</u>

Zoning

Base Zone:

RM3d, Residential Multi-Dwelling 3, Design Overlay

Floor Area Ratio:

Base: 4:1 (Map 561-3)

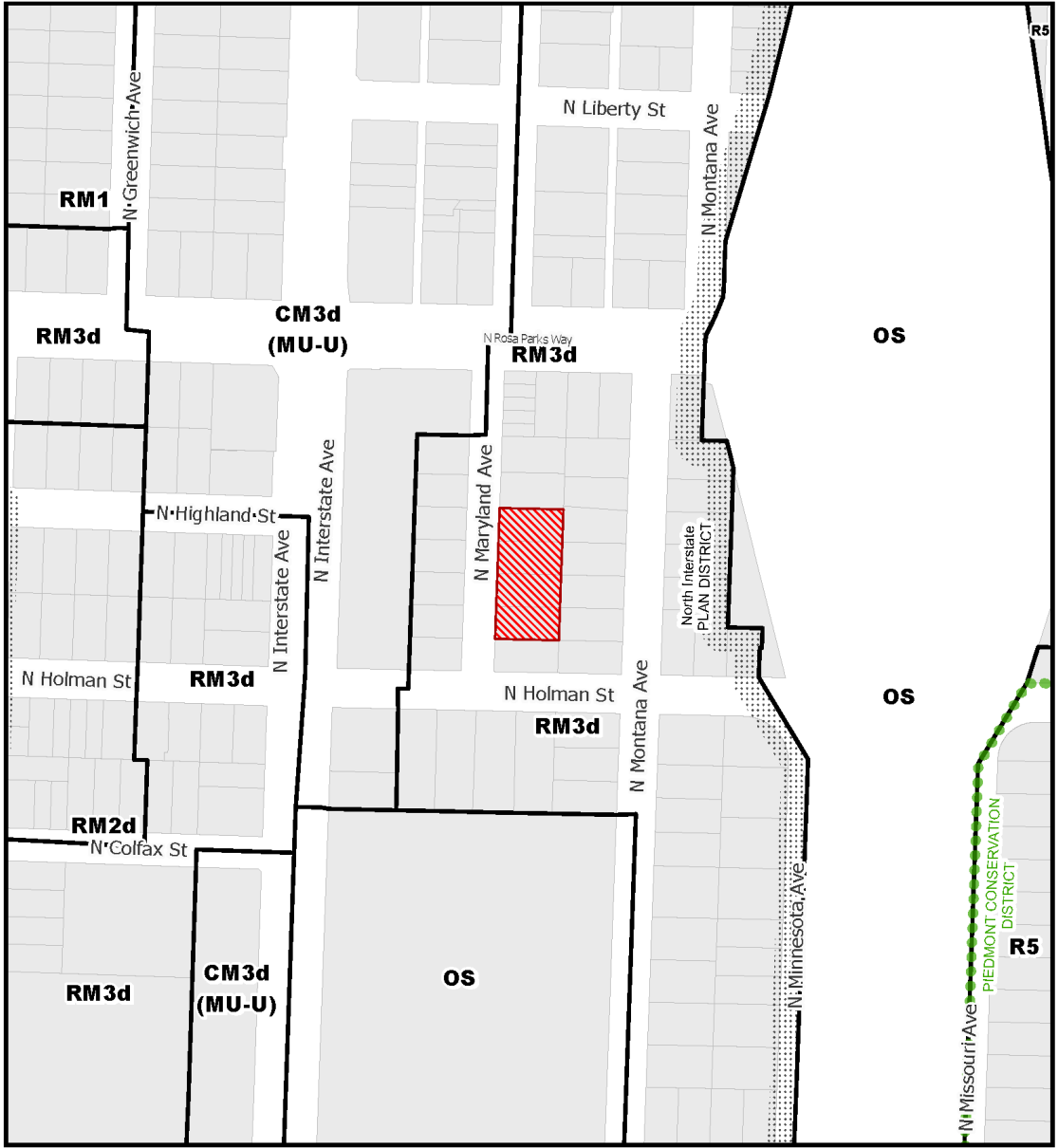
Max with bonus: 5:1

Proposed: ~2.87

Height:

Base: 75' (Map 561-2)




Proposed: ~65'



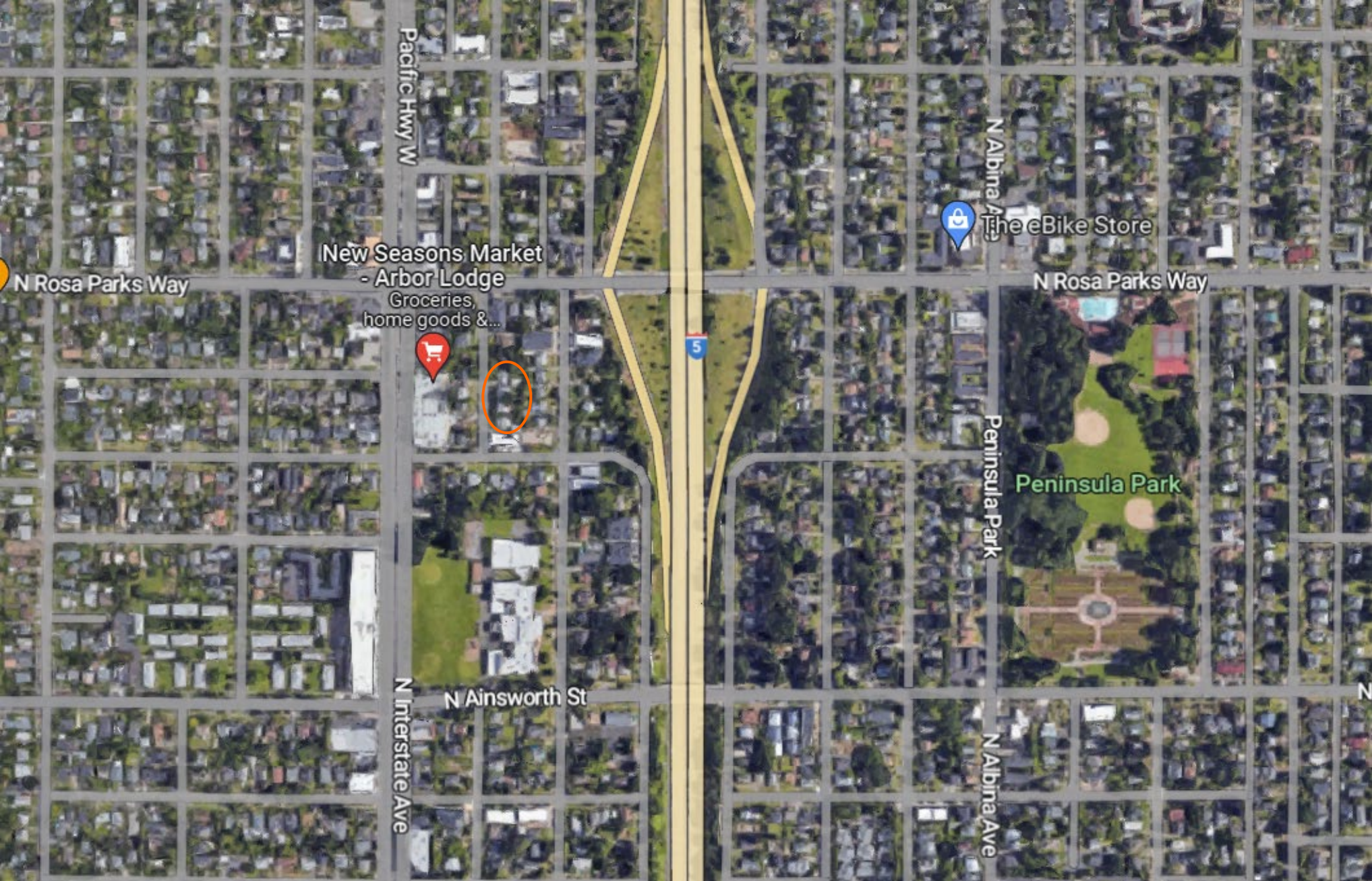
For Zoning Code in Effect Post October 1, 2022

ZONING

THIS SITE LIES WITHIN THE NORTH INTERSTATE PLAN DISTRICT

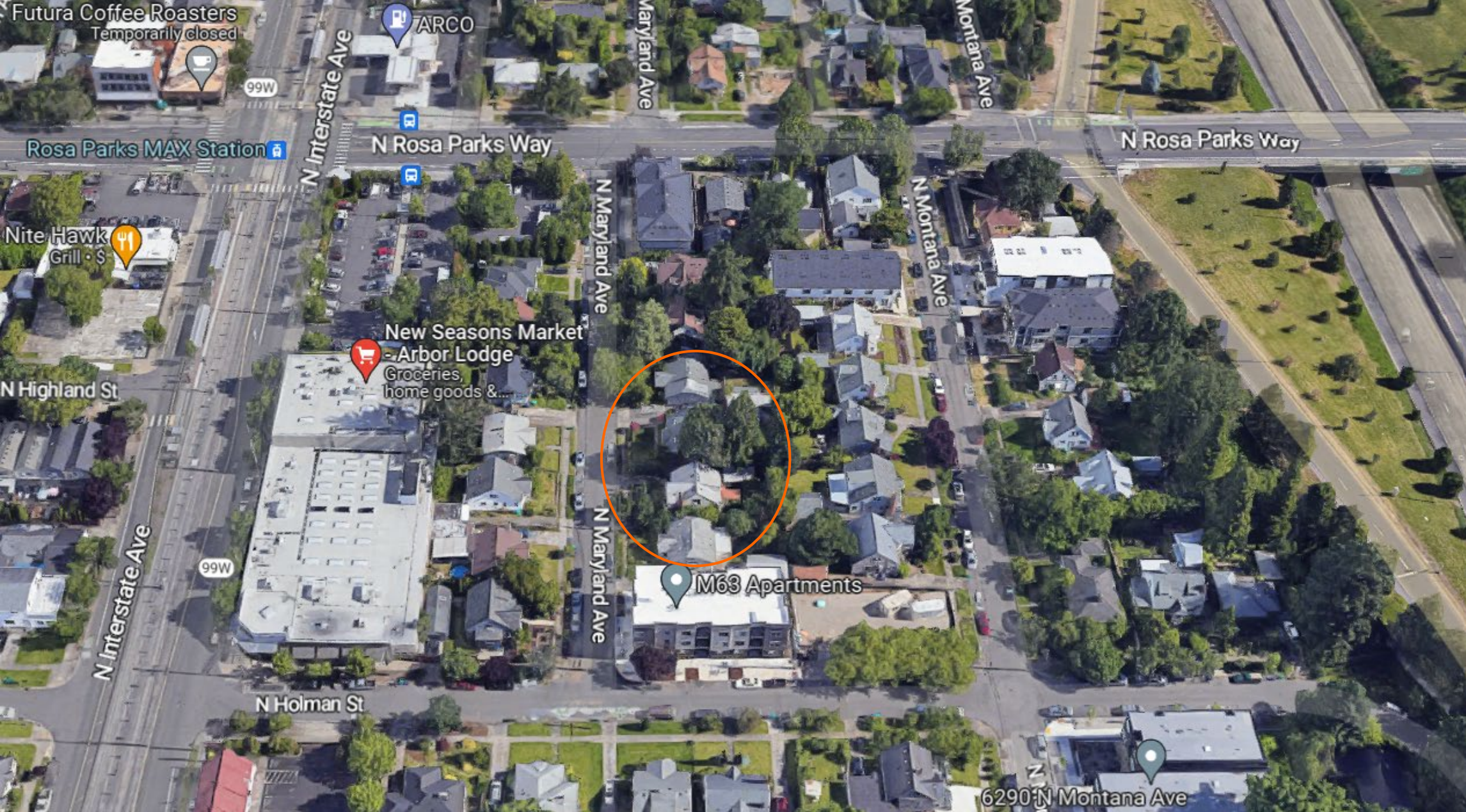
-  Site
-  Plan District
-  Conservation District

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Context

EA 23-006886 DA G-5



Context

EA 23-006886 DA G-5



Context

EA 23-006886 DA G-5



Looking north down N Maryland Ave



Looking south down N Maryland Ave

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Memo Topics:

1. Context: Massing & materials in emerging context, Residential character, Non-street facing facades
2. Public Realm: Utility transformers, Garage entrance, Windows at notch, Signs
3. Quality & Permanence: Materials, Planters

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Context:

- Massing & materials in emerging context
- Residential character
- Non-street-facing Facades



NORTH ELEVATION



Public Realm:

- Utility transformers
- Garage entrance
- Tall ground floor
- Window-wall ratio & windows at notches
- Signs



PGE

Quality and Permanence:

- Materials
- Planters



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