



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

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

**CASE FILE:** LU 12-148087 DZM  
PC # 12-108770  
Slabtown Flats

**REVIEW BY:** Design Commission

**WHEN:** August 2, 2012, 1:30 p.m.

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

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

**BDS Staff:** Dave Skilton, LanUse Services 503-823-0660  
dave.skilton@portlandoregon.gov

### **GENERAL INFORMATION**

**Applicant:** Thomas Dichiara  
C E John Properties 66 LLC  
1701 SE Columbia River Drive  
Vancouver, WA 98661

**Representative:** Alan Jones  
Holst Architecture  
110 SE 8th Avenue  
Portland, OR 97214

**Site Address:** SE Corner of Intersection, NW 20th Avenue and NW Raleigh Street

**Legal Description:** BLOCK 263 LOT 10, COUCHS ADD; BLOCK 263 LOT 11&14, COUCHS ADD; BLOCK 263 LOT 15&16, COUCHS ADD

**Tax Account No.:** R180223680, R180223700, R180223720

**State ID No.:** 1N1E28DC 06100, 1N1E28DC 06200, 1N1E28DC 06300

**Quarter Section:** 2827

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

**Business District:** Nob Hill, contact Patricia Fielder at 503-407-6163.

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

**Plan District:** Northwest

**Zoning:** EXd, Central Employment with Design Overlay

**Case Type:** DZM, Design Review with a Modification

**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The applicant is seeking Design Review approval for two, three-story, multi-dwelling buildings, each of which will contain 20 dwelling units. The buildings will be clad with vertically striated fiber-cement panels and stucco. The site will also include landscaped area and 35 parking spaces, half of which will be partially under the upper floors of the structures.

**Modification:** The applicant is seeking approval of a modification to the requirements of Chapter 33.266, Table 266-5, for a reduction of parking lot setback from 5' to 2' at the south property line.

**Relevant Approval Criteria:**

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

- Community Design Guidelines

## ANALYSIS

**Site and Vicinity:** The site is currently developed as an unfenced 100' x 260' parking lot, with no landscaping or street trees, occupying the southeast corner of the intersection of NW 20<sup>th</sup> Avenue and NW Raleigh Street. It is long in the east-west direction, and it slopes downward very gently toward the east. The intersection

The site is also located within the Northwest Plan District, in an area of very mixed development character, including individual houses and a church from the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries, some apartments, warehousing, light industrial and commercial uses, office use, and extensive areas paved for parking and vehicular maneuvering. The plan district places limitations on height, retail sales and service uses, and non-residential floor area ratios. Immediately to the west the large Con-Way property is in the Master Plan process, which will have a significant effect on the area in the coming years.

NW 20<sup>th</sup> Avenue does not extend north beyond the intersection. NW Raleigh is designated as a City Bikeway.

**Zoning:** The Central Employment (EX) zone implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain

types of infill development will be compatible with the neighborhood and enhance the area.

**Land Use History:** City records indicate there are no prior land use reviews for this site.

**Public Notice:** A Notice of Proposal in Your Neighborhood was mailed on July 10, 2012.

**Agency Review:** None of the notified Bureaus has responded with significant concerns at the date of writing.

**Neighborhood Review:** No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

**ZONING CODE APPROVAL CRITERIA**

**(1) Design Review (33.825)**

**33.825.010 Purpose**

Design Review ensures:

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

**33.825.055 Design Review Approval Criteria**

**Chapter 33.825 Design Review**

**Section 33.825.010 Purpose of Design Review**

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

**Section 33.825.055 Design Review Approval Criteria**

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Community Design Guidelines.

**Community Design Guidelines**

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as

well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

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

**Findings:** The proposal is for two buildings on a site that is currently developed with surface parking. The new buildings will contribute to the area's sense of place by developing on what is currently a parking lot. The two new buildings have been designed to step up in height, transitioning from the existing one-to-three story warehouses, single dwellings and multiple dwelling buildings to the six story structures anticipated as part of the Master Plan on the Con-way properties to the west and north.

The design of both the overall building massing and the specific building elements take direct cues from the diversity and unique characteristics and neighborhood traditions of the Northwest Transition Area. The three story massing of the buildings are similar to many of the mid-century housing building found throughout the neighborhood. Similarly, each of the two buildings are broken down into modules that are approximately 50' long on the street facing facades. Each of the 50' modules are further divided by a building entrance which works to break the buildings down further into 25' wide bays. Individual building elements such as the windows, flat roofs with parapets and modern simple detailing take direct cues from the neighborhood's mid-century industrial buildings and warehouses. *This guideline is met.*

**E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

**Findings:** The proposed new buildings will be held back from the property lines by 5 feet along both NW 20<sup>th</sup> Avenue and NW Raleigh Street. This setback is designed to serve several purposes. First, it will act as a buffer zone between the public right-of-way and the ground floor residences, and second, in combination with street trees and the parking strip, the plantings and the screening devices will greatly improve the pedestrian environment along the sidewalk.

The two buildings are to be separated by a 23' wide landscaped courtyard that opens up to the NW Raleigh sidewalk at the mid point of the site. Each building then will have several lobby entrances, spaced on a 50' module, which serve to break down the mass of the street facades into a traditional pedestrian-friendly pattern. Extending the hierarchy to the unit level, each ground floor residence will also have a street-facing entrance at the sidewalk level.

Parking and circulation have been placed behind and under the proposed buildings, a location specifically chosen in order to visually and physically buffer it from the public pedestrian areas. The driveways and pedestrian pathways to the parking areas will be screened by perforated steel gates. *This guideline is met.*

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

**Findings:** Instead of a single 260' long building, two 110' long buildings are proposed. This allows for a generous, well-planted, pedestrian opening between the structures that also provides a mid-development connection between the public and private pedestrian pathways. Such intersections facilitate connections both among neighbors and with the passing public. *This guideline is met*

**E3. The Sidewalk Level of Buildings.** Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.

**Findings:** The ground level of the buildings is differentiated from the upper levels by the use of double height openings and projecting canopies at the four lobby entrances, and by the rhythm of individual household doors that open into semi-private landscaped areas adjacent to the sidewalk. The floor-to-floor height of the ground story residential units is 13' and ground story residential windows are 9' tall. The ground level is subdivided into bays with canopies and recessed entryways that not only provides variety along the street frontage but also activates the pedestrian path. These elements provide potential meeting and gathering places along the pedestrian network. In addition, the new street trees reinforce a sense of enclosure along the pedestrian path. *This guideline is met.*

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

**Findings:** The building has been pulled away from both NW 20<sup>th</sup> and NW Raleigh by 5', and the setback area is generally used as a landscape buffer along the street frontages. However, at the corner module, pavers and planters are installed in the zone between the building and sidewalk. This paved area is intended to encourage a more active and unified pedestrian environment by providing more space for urban interaction on the corner. To further reinforce/emphasize the corner, the building parapet at the corner is 2' taller than the other parapets and the third story windows are made taller. Generous glazing and tenant entries further reinforce active pedestrian zones near the intersection. In addition, building signage for the residential project is integrated at the sidewalk level street corner. Parking ingress and egress have been located away from the corner to assure pedestrian and traffic safety. *This guideline is met.*

**E5. Light, Wind, and Rain.** Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.

**Findings:** Pedestrian comfort is integral to the design of the project. Street trees buffer pedestrians from the street and vehicular traffic, the planted buffer between the sidewalk and the buildings creates a softened environment around the building, and the courtyard between the buildings is designed as a quiet garden for residents. The courtyard is protected from the elements on two sides and trees help to provide overhead relief from the sun. The outdoor barbeque area located at the mid point of the south property line provides a semi-private gathering space for residents, and the four proposed building entrances each include a canopy that helps control the effects of sun, glare, wind and rain. *This guideline is met.*

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

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

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

**Findings for D1, D3, and D4:** The proposal includes a number of varied outdoor areas and elements, including: individual patio spaces and plantings between the ground floor residential units and the sidewalk; a quiet courtyard garden, a party/barbeque area, a parking plaza located behind and under the buildings, gates and screens, and an art installation area at the intersection of NW 20<sup>th</sup> and NW Raleigh.

The parking plaza is a special outdoor area that incorporates vehicular parking, bicycle parking, a patio and garden, planters, pedestrian circulation, and a large central tree. The intention is to minimize the impacts of parking on the neighborhood and the development itself by integrating service uses and amenities with it, and by introducing a more varied than usual pallet of, pattern, textures, and colors, plus curb-less transitions from vehicular areas to pedestrian ways. This added richness mitigates for the requested reduction of some required parking buffer area. *These guidelines are met.*

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

**Findings:** In addition to the courtyard garden between the buildings, the proposed development has four primary public building entrances all facing NW Raleigh. In addition to breaking the massing down into contextually responsive modules, these entrances provide depth to the facades and become focal points along them. Each of the entrances is located in a 5' deep niche with a protruding steel canopy, and the height of the niches alternates between one and two stories. Where one-story niches occur there is always a corresponding third story niche. Conceptually, the niches represent an exposed core while the wall cladding represents a skin or rind that has been carved away. Because the stucco clad niche surfaces and the steel canopies will be finished in white, this treatment will create a bold contrast with the charcoal fiber-cement cladding, and the entrances will become points of visual interest and prominent to the pedestrian. *This guideline is met*

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

**Findings:** The landscaping for the project has been thoughtfully conceived and developed. The design of each of the outdoor areas responds to its unique circumstances, challenges and opportunities.

The landscaping along the NW 20<sup>th</sup> Avenue & Raleigh street frontages have been designed to both enhance the pedestrian experience along the sidewalks and to

provide a buffer to the semi private patio areas in front of the units. A combination of grasses, vine maples and strawberry trees provide just enough screen to provide a sense of privacy while not completely separating the units from the public way. New street trees along both frontages provide a canopy, shelter and a sense of enclosure along the sidewalks. The central courtyard has been conceived as a meditative garden. Trees and shrubs are located around the perimeter to provide privacy for the ground story units. Chinese dogwoods provide a shade canopy above the benches. A path of alternating colored concrete weaves thru the vegetation connecting the sidewalk to the parking plaza. The parking plaza has been designed to feel like a pedestrian environment instead of a space dedicated to vehicles. Curbs between paving types have been eliminated or played down, canopy trees have been provided to shield the view of vehicles from the upper stories of the building. A large barbeque gathering area and communal table has also been located in the center of parking plaza to further mitigate impact of the vehicular area and to provide a pleasant outdoor area for the residents to share. A continuous row of columnar trees line the east property line to screen the parking area from the adjacent property. *This guideline is met.*

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

**Findings:** The building has been located so that there is 5 feet of landscaping between the building and the sidewalk. The landscaping has been designed so that it does not create blind spots or concealed spaces. The parking plaza, courtyard and other portions of the site located behind the building are enclosed with gates. *This guideline is met.*

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

**Findings:** The site is currently a paved surface parking lot, and other development in the immediate vicinity includes a broad mixture of building sizes, styles, and uses. To the north and west the site is also abutted by multiple, very large parking lots which should soon begin redeveloping as part of the Con-way Master Plan, which is currently under review. The proposed buildings were intentionally designed as a transition between the existing eclectic mix of low scale structures to the anticipated taller new development on the Con-way properties. *This Guideline is met.*

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

**Findings:** The design of the proposed development relies on a limited pallet of building modules and materials to create interest through a subtle interplay of repetition and variation. Although the building and landscape materials are not expensive or showy, their durability, considered placement, careful detailing, and interesting juxtapositions will result in a very coherent overall composition. *This guideline is met.*

## **(2) Modification Requests (33.825)**

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

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

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

The applicant is seeking approval of a modification to the requirements of Chapter 33.266, Table 266-5, for a reduction of parking lot setback from 5' to 2' at the south property line.

**Findings:** As noted in the findings for Guidelines D-1, D-3, and D-4, the resulting parking area will create a better solution than mere compliance would because the parking area is treated as a sort of multi-purpose outdoor room that only has vehicular storage as one of its many uses. Reducing the buffer planting area along the south edge of the property where it mostly abuts zero lot-line building walls also meets the purpose of the standard because there is little to no property-to-property connection due to party walls, and these areas will be in deep, almost continuous shade and consequently not very conducive to plant growth. *The requested modification is justified.*

## DEVELOPMENT STANDARDS

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

## CONCLUSIONS

The proposed design begins the redevelopment conversation in this long underused area with an exemplary and imaginative combination of ordinary but well detailed materials and a humane approach to urban housing.

## TENTATIVE STAFF RECOMMENDATION

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

Staff recommends approval of proposed development of two new, three story apartment buildings and 35 onsite parking spaces in the Northwest Plan District;



Staff further recommends approval of a modification of the requirements of Chapter 33.266, Table 266-5, for a reduction of parking lot setback from 5' to 2' at the south property line;

Staff recommends approval per Exhibits C-1 through C-46, and the following condition.

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-46. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 12-148087 DZM. No field changes allowed."

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**Procedural Information.** The application for this land use review was submitted on June 7, 2012, and was determined to be complete on June 22, 2012.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on June 7, 2012.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period.

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

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at the Development Services Building, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the review body, only evidence previously presented to the review body will be considered by the City Council.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

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

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

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

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

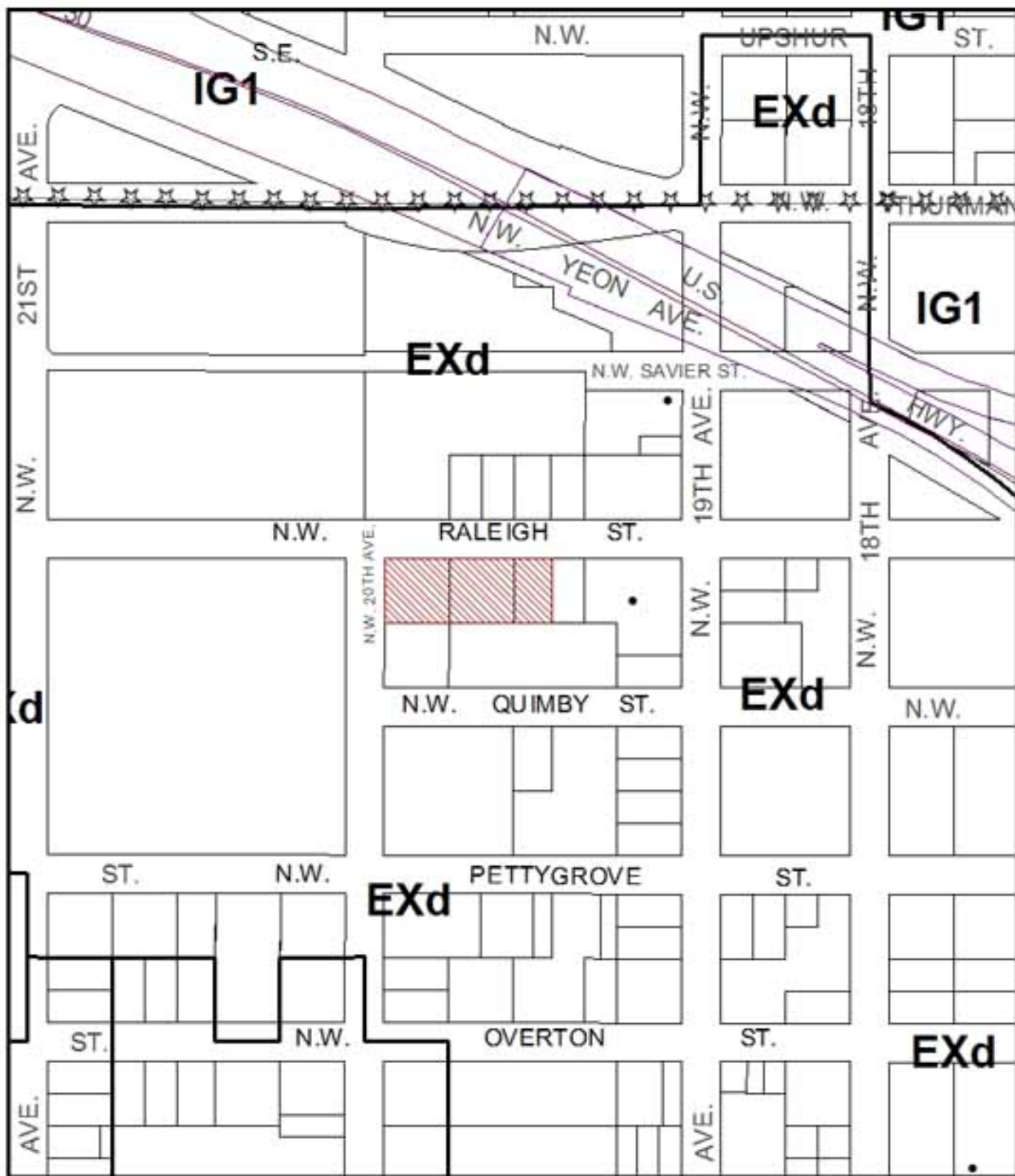
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Dave Skilton  
July 23, 2012

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plan & Drawings
  1. Whole Proposal Rendering
  2. Master Plan Diagram
  3. Vicinity Plan
  4. Context/Site Map
  5. Context Photos
  6. Enlarged NW Corner Rendering
  7. Enlarged NW Raleigh Street Rendering
  8. Enlarged Aerial Rendering of Garden Courtyard
  9. Enlarged Eye-Level Rendering of Garden Courtyard
  10. Site and First Floor Plan (attached)
  11. Second Floor Plan
  12. Third Floor Plan
  13. Roof Plan
  14. North, East, and West Elevations (attached)
  15. South, East, and West Elevations (attached)
  16. North and West Elevation Diagrams
  17. Enlarged North Elevation
  18. North/South Building Section
  19. East/West Building Section
  20. East/West Building Section
  21. Wall Sections at Entries
  22. Construction Details
  23. Construction Details
  24. Construction Details
  25. Construction Details
  26. Construction Details
  27. Construction Details
  28. Construction Details
  29. West Building Rendering

30. Enlarged Elevations at Courtyard Garden
  31. Courtyard Garden Entry Rendering
  32. Ground Floor Patio Aerial Rendering
  33. Courtyard Garden Entry Rendering
  34. Parking Area Enlarged Elevations
  35. NW 20<sup>th</sup> Avenue Facade Rendering
  36. Materials Photos
  37. Building Lobby Entry Rendering
  38. Night Time Site Art Installation Rendering
  39. Art Installation Details
  40. Exterior Lighting Plan
  41. Lighting Fixture Photos
  42. Plant Schedule and Plan
  43. Landscape Materials Photos
  44. Planting Details
  45. Plant Photos
  46. Utility Plan and Stormwater Narrative
- D. Notification information:
1. Request for response
  2. Posting letter sent to applicant
  3. Notice to be posted
  4. Applicant's statement certifying posting
  5. Mailed notice
  6. Mailing list
- E. Agency Responses:
1. Bureau of Environmental Services
  2. Bureau of Transportation Engineering and Development Review
  3. Water Bureau
  4. Bureau of Parks, Forestry Division
- F. Letters – none to date
- G. Other
1. Original LUR Application



# ZONING

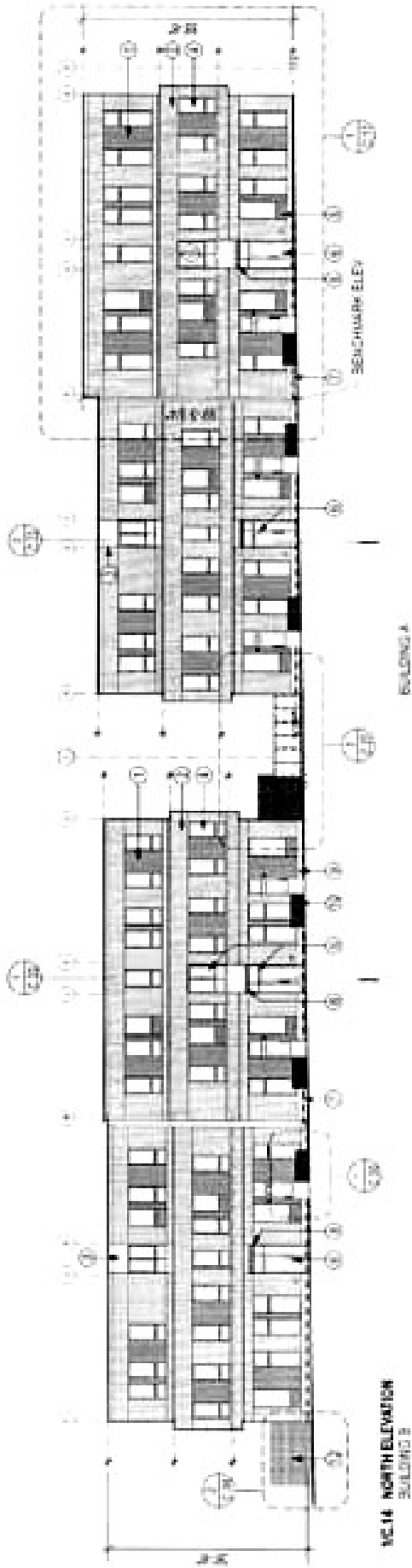
 Site

 Historic Landmark

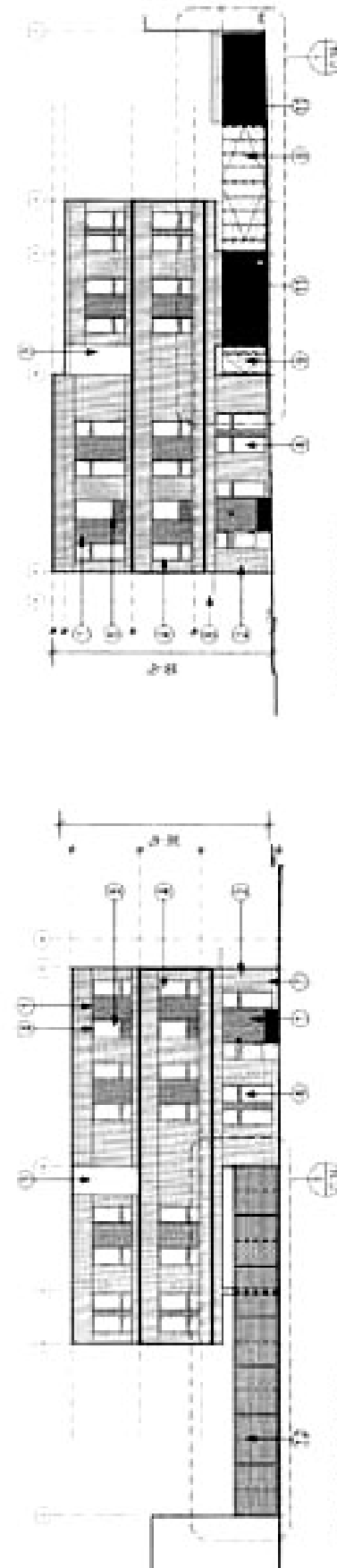


This site lies within the:  
NORTHWEST PLAN DISTRICT

File No.	<u>LU 12-148087 DZM</u>
1/4 Section	<u>2827,2828</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E28DC 6200</u>
Exhibit	<u>B (Jun 13,2012)</u>



VC 14 NORTH ELEVATION  
BUILDING 2



VC 14 EAST ELEVATION  
BUILDING 2

- ① 1 x 4 TONGUE & GROOVE WESTERN RED CEDAR W/BLACKENED OIL
- ② CERAMIC GROOVED CERAMITICUS RAUYS-GREEN PANEL
- ③ STUCCO W/BLACKEN
- ④ FISHER COMPOSITE WINDOWS
- ⑤ CUSTOM STEEL PTAC SOFFIT

- ⑥ ALUMINUM STOREFRONT WINDOW & WOOD DOOR
- ⑦ POURED IN PLACE ARCHITECTURAL CONCRETE
- ⑧ PAINTED STEEL CANOPY
- ⑨ PERFORATED MILD STEEL PANEL
- ⑩ SOLID MILD STEEL PANEL

VC 14 WEST ELEVATION  
BUILDING 2

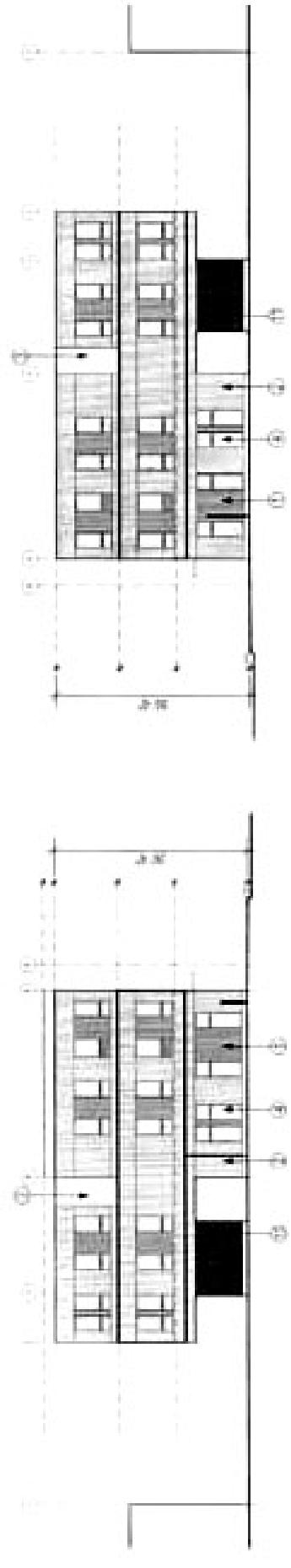
- ⑪ SOLID MILD STEEL CLADDING
- ⑫ WELDED WIRE FABRIC

0 FT 20 30 40 50



COLING METAL DOOR  
 8C-15 SOUTH ELEVATION  
 BUILDING 8

BUILDING 8



8C-15 EAST ELEVATION  
 BUILDING 8

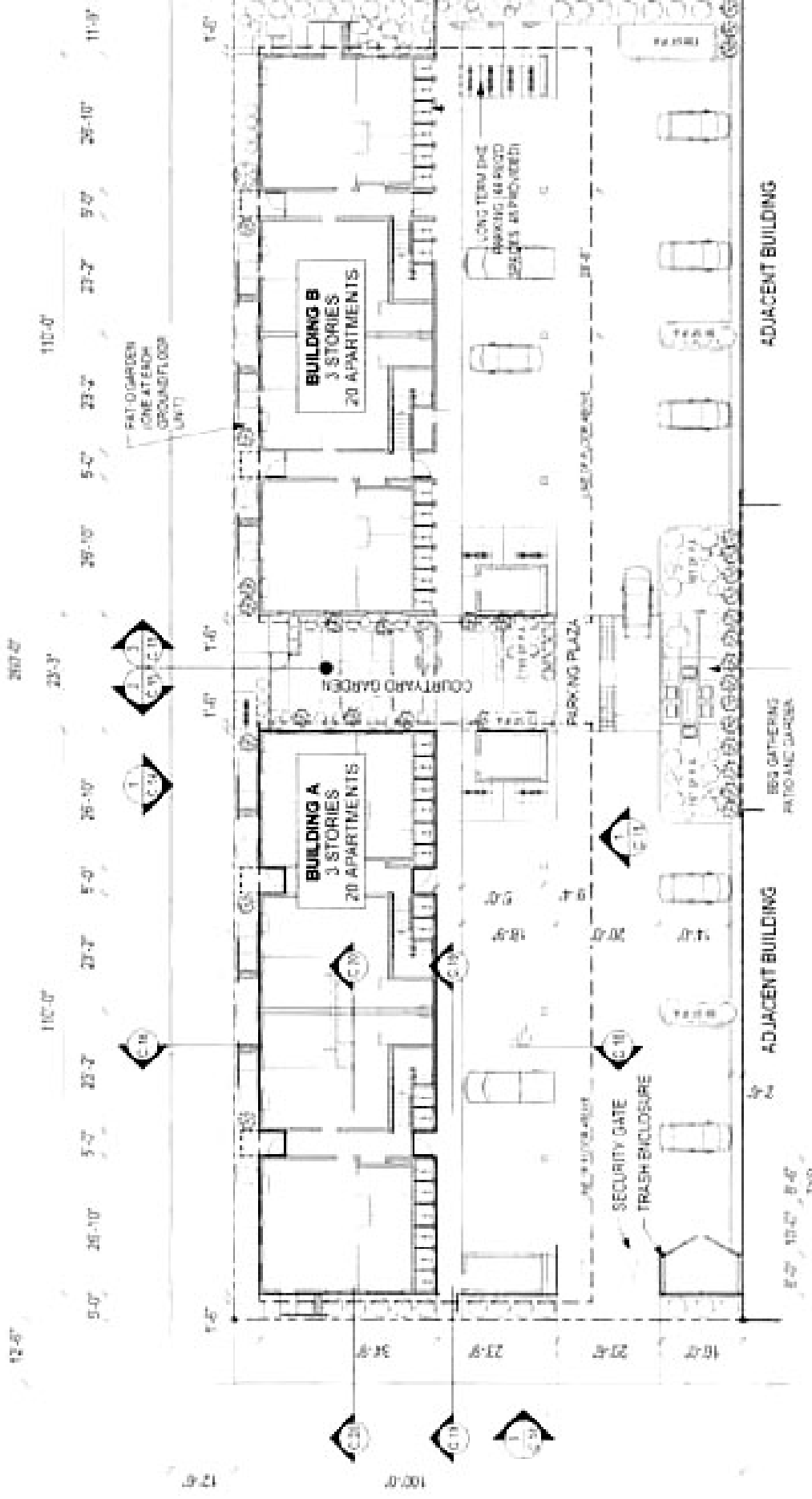
8C-15 WEST ELEVATION  
 BUILDING 8

- ① SOLID BUILT STEEL CLADDING
- ② WELDED WIRE FABRIC

- ③ ALUMINUM STOREFRONT WINDOWS AND DOORS
- ④ POURED IN PLACE ARCHITECTURAL CONCRETE
- ⑤ PAINTED STEEL CANOPY
- ⑥ PERFORATED MILD STEEL PANEL
- ⑦ SOLID BUILT STEEL PANEL

- ⑧ 1 x 1 TONGUE & GROOVE WESTERN RED CEDAR RAISED SCREEN SOING
- ⑨ GEMALOD GROOVED CEMENTITIOUS RAISED SCREEN PANEL
- ⑩ ET BRASS SCREEN
- ⑪ FIBERGLASS COMPOSITE WINDOWS
- ⑫ CUSTOM STEEL PTAC SCREEN

0 FT 20 30 40 50



REDD INTERIOR PARKING LOT LANDSCAPING: 18 STALLS x (45 sq-ft/stall) = 810sf  
 PROVIDED INTERIOR PARKING LOT LANDSCAPING (P.A.) | 810sf

FIRST FLOOR PLAN

