



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

CASE FILE: LU 15-248782 DZM  
PC # 15-232430  
***NW 19<sup>th</sup> & Quimby Apartments***  
REVIEW BY: Design Commission  
WHEN: January 21, 2016 at 1:30 PM  
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.

**Bureau of Development Services Staff:** Staci Monroe 503-823-0624 /  
staci.monroe@portlandoregon.gov

### **GENERAL INFORMATION**

**Applicant:** Kurt Schultz | SERA Architects | 338 NW 5th Avenue | Portland, OR 97209  
Tim O'Brien | Urban Asset Advisors | 1306 NW Hoyt Street, Suite 400 | Portland, OR 97209

**Owner:** S & T Northwest LLC | 1526 NW 19th Ave | Portland, OR 97209

**Site Address:** 1502 NW 19TH AVENUE

**Legal Description:** BLOCK 252 W 25' OF LOT 1&4 LOT 2&3, COUCHS ADD;  
BLOCK 252 LOT 6, COUCHS ADD

**Tax Account No.:** R180222680, R180222720

**State ID No.:** 1N1E28DC 05700, 1N1E28DC 05600

**Quarter Section:** 2928

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

**Business District:** Nob Hill, contact Mike Conklin at 503-226-6126.

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

**Plan District:** Northwest

**Zoning:** EXd – Central Employment zone with Design overlay

**Case Type:** DZM – Design Review with Modifications

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

**Proposal:**

The applicant seeks Design Review approval for a 6-story building in the Northwest Plan District. The 70' tall building would provide 90 residential units, two live/work units on the ground floor along NW Quimby, and one 1,200 SF commercial tenant space at the southwest corner. A total of 50 parking spaces (34 mechanized) would be provided in the ground level and accessed off of NW 19<sup>th</sup>. One 9'x18' loading space and parking for 120 bicycles would also be provided within the building. Outdoor areas are provided in individual balconies, a 2<sup>nd</sup> floor courtyard at the northeast corner and a rooftop amenity deck at the southwest corner. The rooftop would include an elevator overrun and mechanical units. The predominant building materials include brick in two colors, fiber cement composite panel (Viroc), aluminum storefront system and vinyl windows.

The following Modifications are requested:

1. *Bike Parking* – To reduce the 2' width requirement to 18" for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

**Approval Criteria:**

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

- Community Design Guidelines
- Section 33.825.040 - Modifications

**ANALYSIS**

**Site and Vicinity:** The subject property is located at the northeast corner of the intersection of NW Quimby Street and NW 19<sup>th</sup> Avenue. NW 19<sup>th</sup> Avenue is designated as a City Walkway and Bikeway, and Transit Access Street and NW Quimby is designated as a local Service Walkway and Bikeway, and Local Service Street in the City Transportation System Plan. The site is comprised of two tax lots totaling 17,500 SF in area with 150' of frontage along NW 19<sup>th</sup> Street, 125' of frontage along NW Quimby. The site is also located in the Eastern Edge sub-district of the Northwest Neighborhood, the most architecturally varied portion of the Northwest District. The northern lot consists of a one-story modified Queen Anne single-family residence built in 1880, which is on the Historic Resource Inventory. Existing development on the southern lot consists of a modest brick commercial structure built in 1947 with adjacent parking lot.

To the east on the same block is a four-story medical office building constructed in 2004, with a paved parking area to the north. Across NW 19<sup>th</sup> Avenue is the 1929 Lane-Miles Standish Company building, a Late Gothic Revival former printing press, individually listed on the National Register of Historic Places. The building is one-story with a crenellated octagonal 2<sup>nd</sup> story corner bay with pointed arch entrance. To its south, is a 6-story residential building constructed in 2007. Across NW Raleigh Street to the north is a 1951 bank building, separated from the subject property by a large parking lot. Across NW 19<sup>th</sup> Avenue from the bank is the 1891 Beaux Arts St. Patrick's Roman Catholic Church and the 1888 shingled Queen Anne rectory, both listed on the National Register of Historic Places. Approximately one block to the north, northeast and east of the subject property, is the elevated I-405 ramp, fully visible from the block.

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

The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **December 30, 2015**. The following Bureaus have responded with no issue or concerns:

- Plan Review Section of BDS (Exhibit E.1)
- Site Development Section of BDS (Exhibit E.2)
- Bureau of Environmental Services (Exhibit E.3)
- Water Bureau (Exhibit E.4)
- Fire Bureau (Exhibit E.5)
- Bureau of Transportation Engineering (Exhibit E.6)
- Bureau of Parks-Forestry Division (Exhibit E.7)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **December 30, 2015**. 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 - CHAPTER 33.825

#### Section 33.825.010 Purpose of Design Review

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

#### Section 33.825.055 Design Review Approval Criteria

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

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

#### Community Design Guidelines

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

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

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

**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 mixed-use building will abut the street lot lines and provide direct pedestrian access from the building to the sidewalk. The 12' sidewalks will also be rebuilt to provide a 6' pedestrian zone along both street frontages. The garage door, which is the only visible portion of the parking, will be placed within 1' of building façade providing clear sight lines of cars entering or exiting the site for pedestrians on the sidewalk. *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 floor level of the proposed new building is distinguished from the upper floors by the large storefront windows, metal and glass canopies, exterior lighting, distinct reveal joint between the lower and upper floors and a projecting cornice. The new building wall and projecting canopies create a strong sense of enclosure along the sidewalk. The rhythm of exterior light fixtures, storefront window bays and canopies develop a visually interesting ground floor wall both day and night. *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 proposed building has retail space at the corner of NW 19th Avenue and NW Quimby Street. At this corner, tall glass, large bays of glazed storefront, canopies and a glazed retail entrance on NW Quimby Avenue allows direct visibility into the retail space, helping to draw pedestrians to the area and into the building. The retail entrance at the corner will activate the sidewalk as pedestrians enter and exit the space. *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:** The metal and glass canopies at the proposed building's storefronts and entrances will enhance the comfort of pedestrians and protect them from the weather. In the findings below, staff recommends additional canopies and reconsideration of the type and placement. *This guideline is met.*

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

**Findings:** The upper stories are in an “L” shape configuration facing NW 19<sup>th</sup> and Quimby with a small courtyard and light court located in the northeast corner. The courtyard provides private residential terraces on Level 2 as well as stormwater planters. The 5-story volume at the southwest corner provides a rooftop terrace amenity on level 6 for the residents. Landscape planters within both spaces provide a variety of plant species that provide interest within the amenity areas as well as along the building edge at the southwest corner. *This guideline has been 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 proposed design includes several features that reduce the likelihood of crime. These include building entries that are well-lit with clear sight lines in all directions, card-key secured parking and residential entries, and transparent glazing and active uses on the ground floor that provide “eyes on the street”. *This guideline has been met.*

**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.

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

**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.

**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.

**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 for P1, D2, D4, D7 and D8:** The site is located within Urban Character Area C: Eastern Edge, which is an architecturally diverse portion of the Northwest Plan District. This area once served the as the transitional boundary between the residential and industrial portions Northwest Portland. Partial block development is characteristic of this area with apartment buildings typically occupying no more than 100 feet of street frontage. The desired characteristics of the Eastern Edge include continuing the architectural diversity and partial block building massing and screening parking behind buildings. The design is noted as a contemporary interpretation of the Slabtown warehouse and mill district. The lower mass at the southwest corner seeks to break down the mass of larger facades. The at-grade parking is located in the center and north and east edges of the site allowing for the active floor area to occur along the street frontages. The mechanized parking system provides more spaces within a smaller footprint as well. The only evidence of the ground level parking is the garage door at the north end of the site along NW 19<sup>th</sup>. The overhead door is located within 1’ of the building face increasing sight lines for both pedestrians and drivers. The perforated metal of the overhead garage door helps to screen the parking within the garage.

The brick material, finer-grained details, façade rhythm, and proportions are similar to those found in the broader Northwest Plan District. The design includes a visually defined base with distinct reveals in the brick, a metal cornice, and large storefronts. An articulated metal cornice caps the building. Architectural details such as steel and glass canopies, brick soldier course, steel lintels, deep insets in the ground level bays and recessed windows (4") embellish the overall design by providing this additional layer of visual interest and quality. The brick with detailed patterning provides a sense of permanence and a finer-grain texture and visual scale relative to the overall size of the building façades. The brick, aluminum storefront, VPI vinyl windows, and metal and steel accent elements are all durable and long-lasting finishes.

The main building entry to the residential lobby is located on NW Quimby Street near the corner. This entrance is marked by a double glass door and canopy. The glass and metal canopy at the main entrance is distinct from the metal framed canopies along the rest of the facade, helping to distinguish the primary entry. The residential entrance and retail entrances are ADA accessible and abut the street lot lines, providing a direct connection to the public right-of-way.

Staff has identified the following issues related to these design guidelines:

- Massing & composition – While the volume at the southwest corner attempts to break down the building mass, the lower height, combined with the differentiation in color, horizontal datums and fenestrations makes this element feel foreign. A shift in the mass that responds better to the simplicity of more typical fabric brick building would strengthen the overall composition.
- Material – Viroc, a cement wood board, is proposed on the end and courtyard walls. The panelized system has a weathered, chalkboard-like finish. Staff has concern with quality of the finish and large fields of the material, as well as its compatibility with district and the brick. Brick with stucco on the non-primary facades is a more appropriate, higher quality and more traditional and common in the district.
- North end wall – The north end wall will be the most exposed of the two end wall conditions given the 2-story building that exists to the north. More articulation or interest on this large façade is needed. Additionally, NW 19<sup>th</sup> is one-way south, which makes the north end wall much more prominent.
- Transformer – BDS staff does not support the current location of the transformer in the ground floor just south of the garage entry on the NW 19<sup>th</sup> façade. The applicant is working with Transportation through the Design Exception process to relocate the transformer in a vault within with the sidewalk. BDS and PBOT staff are optimistic about the below-grade location and will continue to work with the applicant and utility company to relocate the transformer and extend the active ground floor uses to the north.
- Live-work – Two live/work units are proposed at the ground floor along NW Quimby. Originally proposed as residential units at the property line, they have been modified by shifting the residential component to the back of the 30' deep unit and adding a 5' deep recessed entry with a railing. A 5' deep space, 1-story tall with a ground-mounted railing is a very unwelcoming space and uninspired. If they remain live-work the façade should be more consistent with the commercial storefronts along the rest of the building (e.g. storefront/bay proportions, canopies, etc). If they change to residential, more separation from the sidewalk would be needed (horizontal and vertical).

- Canopies – More coherency among the canopy locations (at all building entries and both retail bays at the corner of Quimby and 19<sup>th</sup>) and proportions (at live/work), and detail of the metal canopy, are needed.
- Garage door – While the perforated garage door does help screen the parking within the garage, the finish and detailing could better complement the building components. If perforated necessary for ventilation detailing inspired from the mesh balcony railing could be considered, for example.
- Easternmost storefront bay on south elevation – The egress stair was folded into the bike room entry bay to eliminate a dark, small recess at the exit stair. Extending the glazed storefront to the entire bay, which may need to spandrel glass, would be more consistent with the rest of the ground level.
- Juliette balconies – Single slider doors are proposed behind the Juliette balconies. French doors or two operable sliders would be more consistent with traditional Juliette balconies found in the district. Alternatively, staff suggests adding balconies for more meaningful outdoor space for residents.
- Accuracy of the drawings – the Viroc finish is not accurately depicted on the elevations or renderings, the vents in the renderings read as solid, clarity is needed regarding the material on the street elevations between the windows (Viroc or metal).

*Given these outstanding items, these guidelines have not been met.*

## **(2) MODIFICATION REQUESTS (33.825)**

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

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

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

The following Modification is requested:

- *Bike Parking* – To reduce the 2' width requirement to 18" for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

**Findings:** The project includes 120 total long-term bicycle parking spaces, which is based on proposed residential and live-work units, and retail floor area. Accommodating 120 bicycle parking spaces in a horizontal rack would consume considerable floor area. Relying upon a vertical/wall hanging bike rack is a more efficient use of space, and is identical to the parking system recently approved in numerous Design Reviews throughout the City. The proposed functional and space efficient system better meets the design guidelines because

it eases floor plan demands and results in additional opportunities for active uses at the street, such as a lobby and retail tenant spaces.

The proposed bike rack system is engineered to stagger bikes vertically to allow the handle bars to overlap. This allows the proposed racks, within an 18” space, to provide the same level of service that would be provided by a standard 24” on center spacing. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room in ground level bike room. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. *These criteria have been met.*

**DEVELOPMENT STANDARDS**

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

**CONCLUSIONS**

As indicated in detail above, Staff has identified several concerns with the proposal and resolution of these issues are necessary to meeting the approval criteria. The outstanding issues are related to:

- 1. **Massing** (southwest corner)
- 2. **Composition & Materials** (Viroc on end & courtyard walls, Juliette balconies, storefront bays)
- 3. **Ground Floor** (transformer, live/work units, canopies, garage door)

Based on these issues, the following Community Design Guidelines have not been met:

- P1 Plan Area Character**
- D2 Main Entrances**
- D7 Blending into the Neighborhood**
- D8 Interest, Quality, and Composition**

**TENTATIVE STAFF RECOMMENDATION**

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

Staff is recommending denial of the Design Review based on the unresolved items stated in the conclusion section above.

Staff recommends approval of the following Modification:

- 1. Bike Parking – To reduce the 2’ width requirement to 18” for the long-term bike parking spaces provided within the building (Section 33.266.220.C3).

=====

**Procedural Information.** The application for this land use review was submitted on October 9, 2015, and was determined to be complete on November 17, 2015.



*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 October 9, 2015.

*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 our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**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:

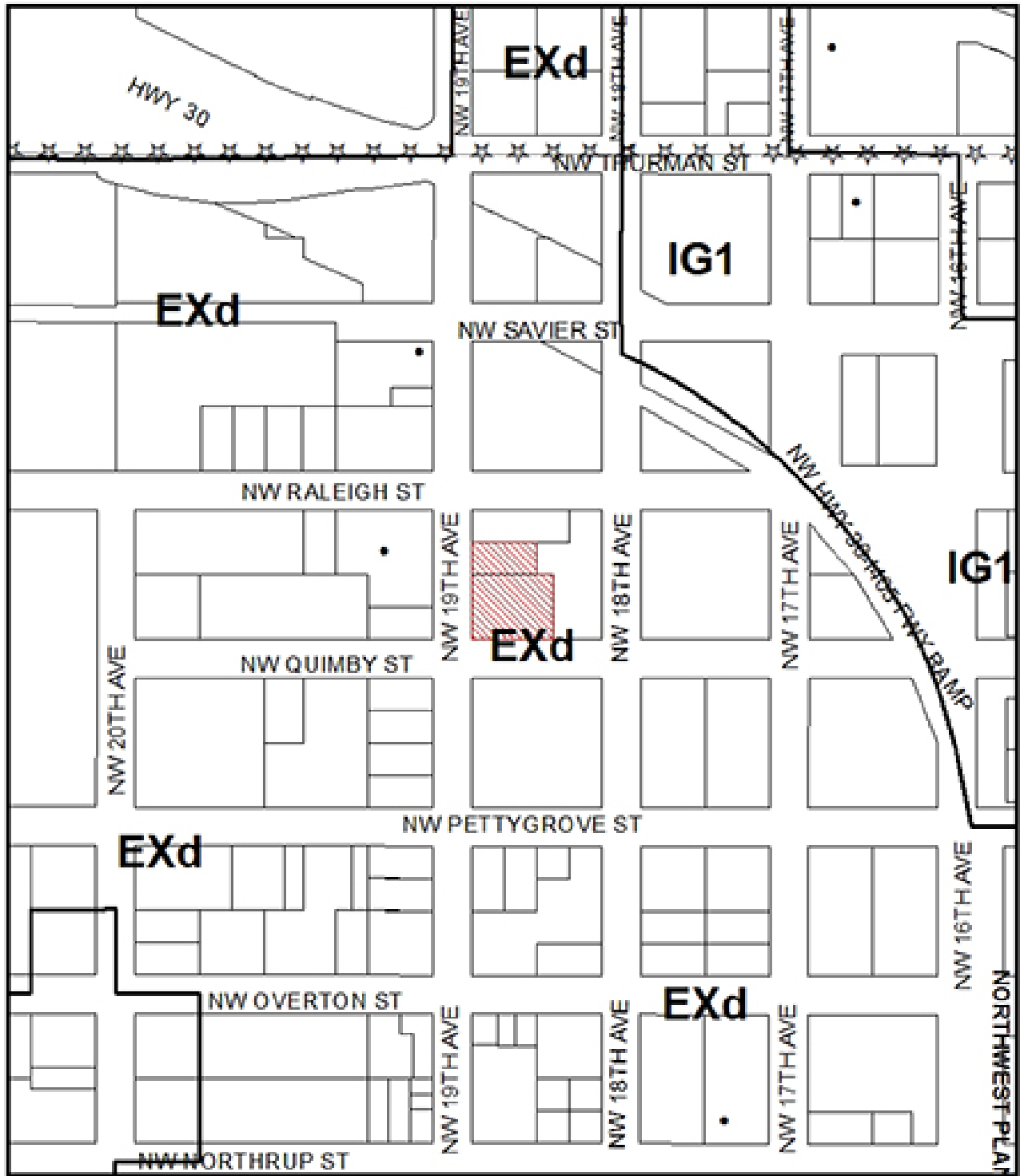
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations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




Staci Monroe  
January 11, 2015

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  - 1. Written Narrative - Project Description, LEED, Approval Criteria responses, Development Standard Summary
  - 2. Geotechnical Report dated 4/27/15
  - 3. Stormwater Report dated 10/8/15
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. through C.46 (C.17, C.20, C.25, C.26, C.28, C.29 attached)
  - 47. Manufacturer Cutsheets
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant's statement certifying posting
  - 5. Mailed notice
  - 6. Mailing list
- E. Agency Responses:
  - 1. Plan Review Section of BDS (Exhibit E.1)
  - 2. Site Development Section of BDS (Exhibit E.2)
  - 3. Bureau of Environmental Services (Exhibit E.3)
  - 4. Water Bureau (Exhibit E.4)
  - 5. Fire Bureau (Exhibit E.5)
  - 6. Bureau of Transportation Engineering (Exhibit E.6)
  - 7. Bureau of Parks-Forestry Division (Exhibit E.7)
- F. Letters - none
- G. Other
  - 1. Original LUR Application
  - 2. Incomplete Letter dated 11/6/15
- H.



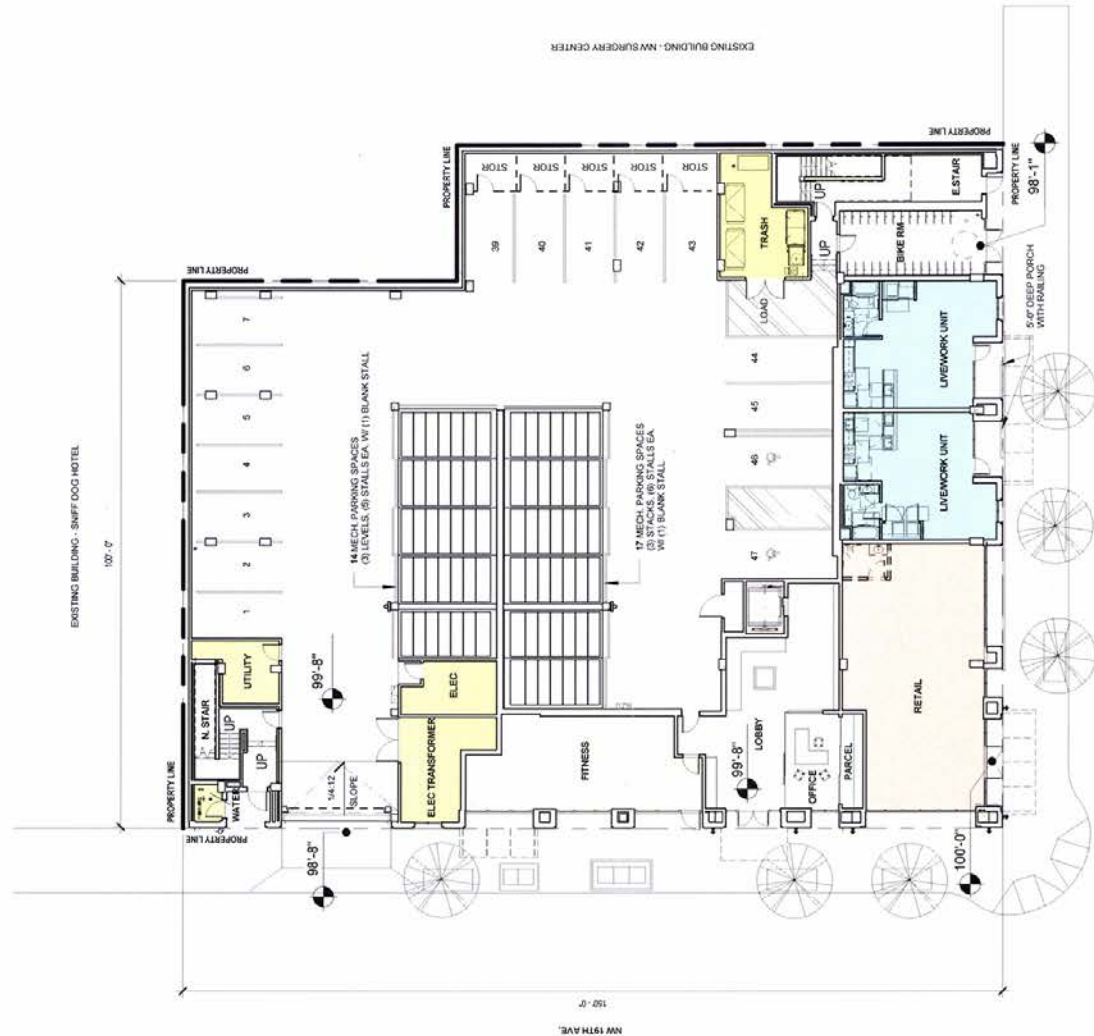
# ZONING

-  Site
-  Recreational Trails
-  Historic Landmark

This site lies within the:  
NORTHWEST PLAN DISTRICT



File No.	LU 15-248782 DZM
1/4 Section	2928 2828
Scale	1 inch = 200 feet
State_Id	1N1E28DC 5700
Exhibit	B (Oct 13, 2015)



SITE AND FLOOR PLAN - LEVEL 1 C17

10TH & OLMSTED APARTMENTS | DESIGN REVIEW APPLICATION - LU 15-248733 D2M | 01.21.2018



EXISTING BUILDING - SMFF DOG HOTEL



EXISTING BUILDING - NW SURGERY CENTER



19TH & QUINCY APARTMENTS | DESIGN REVIEW APPLICATION - LU 15-248732.D2M | 01-21-2016



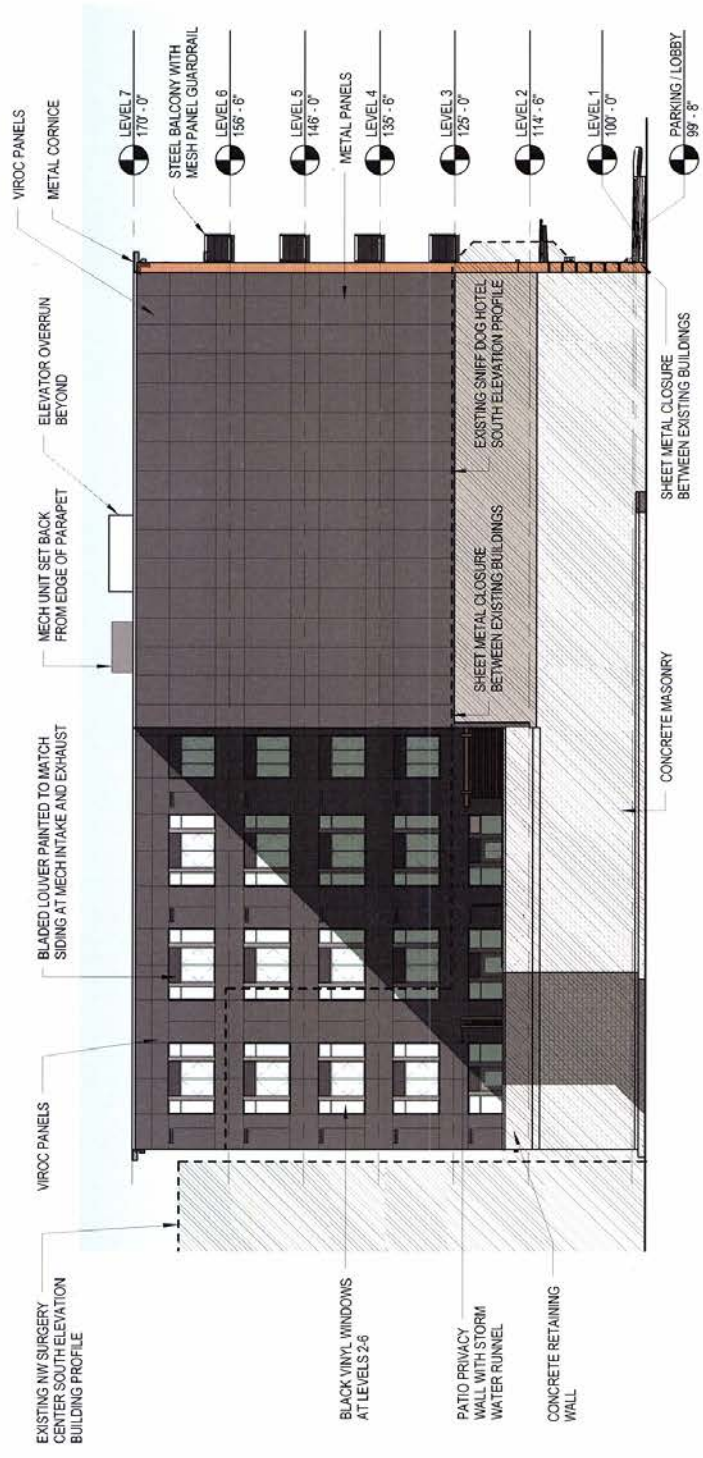






WEST ELEVATION C26







NOTE: SEE SHEET C28 FOR TYPICAL NOTES NOT INDICATED HERE

