



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 12-215106 DZM AD – Market View Apts
PC # 12-193119

REVIEW BY: Design Commission

WHEN: Thursday March 7, 2013 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: CHRIS CARUSO / CHRIS.CARUSO@PORTLANDOREGON.GOV

GENERAL INFORMATION

Applicant: Barry R Smith, PC Architect (503-295-6261)
715 SW Morrison St., Suite 909/Portland, OR 97205

Developer: Steve Master/Master Development, LLC
835 E Park Street/Eugene, OR 97401-2909

Property Owner: Nan B Perrott/US Bank Trust Real Estate Management
PO Box 64142/St. Paul, MN 55164-9366

Site Address: NW Corner of SW Market Street & SW 11th Avenue

Legal Description: BLOCK 266 LOT 3&4, PORTLAND

Tax Account No.: R667729600

State ID No.: 1S1E04AD 05100

Quarter Section: 3128

Neighborhood: Portland Downtown, contact Jennifer Geske at 503-750-9843.

Business District: None

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

Plan District: Central City – Downtown, West End

Zoning: RXd – Central Residential with design overlay

Case Type: DZM AD – Design Review with Modifications and Adjustments

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 new 69,415 GSF, 6-story, 81 unit residential building with 17 vehicle spaces and loading inside the building in the West End subarea of the Downtown subdistrict of the Central City Plan District. Exterior materials are poured-in-place concrete, brick, fiberglass windows, wood entry doors and sidelites, metal canopy, metal mansard roof and light well wall panels, and decorative metal grille covers. An eco-roof is proposed at the

top of the building and a stormwater planter with a bench is located in an alcove on the SW 11th Avenue façade. Planters and bike racks in the sidewalk right-of-way are also proposed and must go through Design Review if they are non-standard elements. The proposal will pay into the Bike Fund in lieu of providing on-site short-term bicycle parking.

The following Adjustment is requested:

1. Map 510-9 Parking Access Restricted Streets: To allow parking garage access from SW 11th Avenue, a parking access restricted street.

The following Exception is requested:

1. IBC/32/#1 - Standards for windows allowed to project into public right-of-way: To increase the width of oriel windows projecting into the public rights-of-way from the 12'-0" allowed to 25'-0" on SW Market Street and 12'-1", 12'-4" & 25'-0" on SW 11th Avenue.

The following Modification is requested:

1. PZC 33.510.225 Ground Floor Active Use: To reduce the percentage of ground floor active use on SW 11th Avenue from 50% to 0% and from SW Market Street from 50% to 0%.

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:

- | | |
|---|---|
| ▪ 33.825 Design Review | ▪ Window Projections Into Public Right-of-Way |
| ▪ 33.825.040 Modifications Thru Design Review | IBC /32/#1 |
| ▪ 33.805 Adjustments | ▪ Central City Fundamental Design Guidelines |

ANALYSIS

Site and Vicinity: The 10,000 SF site is a quarter block lot bounded by SW 11th Avenue and SW Market Street. The Portland Streetcar runs south on SW 11th Avenue, turning east onto SW Market at the site's SE corner. One of the downtown exits from the I-405 Freeway is one block west, carrying traffic eastbound on SW Market Street. The site is currently developed with a surface parking lot and is within the Goose Hollow Pedestrian District. Surrounding development includes old and new apartment buildings to the north and west, office buildings to the east, and Portland State University facilities to the south. SW 11th is a Transit Access Street, a Traffic Access Street, a Central City Transit/Pedestrian Street, a Community main Street, and a Local Service Bikeway. SW Market is a Transit Access Street, a Traffic Access Street, a Community Corridor, a City Walkway, and a Local Service Bikeway.

Zoning: The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

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.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the West End, Downtown Sub-districts of this plan district.

Land Use History: City records indicate the following land use reviews for this site.

- PC 5987 (LU 90-024234 PC) - An Ordinance granting a revocable permit to US National Bank of Oregon for a commercial parking area.
- LUR 96-00714 PR (LU 96-013601 PR) – Approved Central City Parking Review for an existing 44 space surface parking lot.
- LU 02-138090 PR – Approved Central City Parking Review for an existing 44 space surface parking lot.

Agency Review: A “Request for Response” was mailed **January 18, 2013**. The following Bureaus have responded with no issues or concerns:

- Water Bureau (Exhibit E-1)
- Site Development Section of BDS (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Bureau of Environmental Services (Exhibit E-4)
- Bureau of Transportation Engineering (Exhibit E-5)
- Life Safety Review Section of BDS (Exhibit E-6)
- Bureau of Parks-Forestry Division (no Exhibit)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 11, 2013. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Anne O'Neill, February 18, 2013 – concerned about the loss of fee-paid and car share parking in the area. Would like to see car-share spots in dense neighborhoods be required in the Zoning Code. Would also like to see spaces in front of the project on SW Market be converted to 15 minute spaces for quick loading and unloading. There are not enough spaces for basic carting of items from units to cars in the city as a whole.

Staff Response: The project's parking entry is off of SW 11th Ave and the 17 spaces are inside the building, along with a loading space that can be used to load and unload vehicles off the street. The Bureau of Transportation is working with the applicant to mark SW 11th so that vehicles do not interfere with the Portland Streetcar. The applicant can request changes to parking times on SW Market through the Bureau of Transportation. A copy of Ms. O'Neill's email was forwarded to the Bureau of Planning and Sustainability, which is the Bureau responsible for writing the Zoning Code, so they are aware of the desire for groups of car share parking spaces in dense neighborhoods.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed below, 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.

Chapter 33.120 – Central Residential (RX) Zone**Chapter 33.266 – Parking and Loading****Chapter 33.510 – Central City Plan District**

[Note: The proposal does not have to meet all development standards in order to be approved during this process, but will have to meet those standards (or appropriate adjustments/modifications be approved) before a building permit can be issued.]

Central Residential Zone Primary Uses (Table 120-1, Table 120-2 and 33.120.100)*Development Standard*

- Household Living is an allowed use in this zone and Multi-Dwelling Structures are allowed.

Proposal

- The proposed multi-dwelling structure is Household Living. This standard is met.

Floor Area Ratios (33.510.200, Table 120, Map 510-2)*Development Standard*

- Maximum FAR 8:1 allowed, Bonus FAR available up to 4:1 in the West End.

Proposal

- The proposal has a floor area ratio of 6.9:1 based on a net site area of 10,000 SF and a building size of 69,415 SF. This standard is met.

Minimum Density [Table 120-3]*Development Standard*

- A minimum of one residential unit per 500 square feet of site area or 20 units for this 10,000 SF site.

Proposal

- 81 residential units are proposed. This standard is met.

Maximum Height (Table 120-3 and Map 510-3)*Development Standard*

- Maximum height is 250 feet.

Proposal

- Building height is 72'-4". This standard is met.

Minimum and Maximum Setbacks (Table 120-3 and 33.120.220)*Development Standards*

Minimum setbacks are 0 feet for building walls and 5 or 18 feet for garage entries.

Maximum setbacks are 10 feet for 100% of the ground-level street-facing facades along a Transit Street in a Pedestrian District and 10 feet for 50% of the ground-level street-facing façade along an intersecting Transit Street. In this case, the applicant may choose on which of the 2 transit streets they apply the standards.

Proposal

- Standard 2 is met on both SW Market Street and SW 11th Avenue and Standard 1 is met on SW 11th Avenue. This standard is met.

Building Coverage (Table 120-3 and 33.120.225)*Development Standard*

100% building coverage is allowed.

Proposal

- Not more than 100% site coverage is proposed. This standard is met.

Street Facing Facades (33.120.232)*Development Standard*

At least 15% of the area of each façade that faces a street lot line must be windows or main entrance doors.

Proposal

- The SW Market Street façade has 23.1% window area.
 - The SW 11th Avenue façade has 17.2% window area.
- This standard is met.

Required Windows Above the Ground Floor (33.510.221)

Development Standard

Windows must cover at least 15% of the area of street-facing facades above the ground level wall areas up to 9 feet above grade. In the West End, the regulation applies to the portion of a site within 200 feet of a streetcar alignment.

Proposal

- The SW Market Street façade has 20.8% upper story windows.
 - The SW 11th Ave façade has 26.2% upper story windows.
- This standard is met.

Ground Floor Active Uses [33.510.225 and Map 510-7]

Development Standard

Buildings must be designed and constructed to accommodate lobbies, retail, residential, commercial & office uses. The standard applies to a minimum of 50% of the ground floor of walls that front public open spaces, plazas, or rights-of-way, and requires that the floor to ceiling dimension be a minimum of 12'-0", the interior space be at least 25'-0" deep, have ADA access, and include windows and doors, or be constructed to allow for the addition of doors and windows at a later date.

Proposal

- A modification to this standard is requested for both the SW 11th Ave and SW Market Street facades.

Minimum Active Floor Area [33.510.226 and Map 510-7]

Development Standard

On a portion of the site within 200 feet of a streetcar alignment, at least 50% of floor area in each building must be in one or more active uses where allowed by the base zone. These can include Household Living.

Proposal

- 100% of the building is in Household Living. This standard is met.

Screening (33.120.250)

Development Standard

All exterior garbage and recycling areas must be screened from the street and any adjacent properties. Mechanical equipment on the roof must be screened or set back from roof edges 3 feet from every foot of equipment height if within 50 feet of an R zone.

Proposal

- The garbage/recycling area is located entirely within the building.
 - Rooftop equipment proposed is set back from property lines as required.
- This standard is met.

Pedestrian Standards (33.120.255)

Development Standard

These pedestrian standards implement the State Transportation Planning Rule. Under the pedestrian standards, the site must contain a pedestrian circulation system connecting all adjacent streets to the main entrance and provide connections to other areas of the site.

Proposal

- The building contains direct access to all entrances via the public sidewalks. This standard is met.

Parking (33.266, and 33.510.263)

Development Standard

There is no required parking in the RX zone.

Proposal

- 17 parking spaces meeting dimensional requirements are provided in the parking level.

Bicycle Parking (33.266.210 and Table 266-6)

Development Standard

The project consists of 81 dwelling units. Bike Parking requirements are:

Proposal

- | | | |
|---------------------|-----------|--------------|
| ▪ Long-Term Spaces | 121 req'd | 127 provided |
| ▪ Short-Term Spaces | 4 req'd | 0 provided |

The proposal will pay into the Bike Fund for the short-term spaces. This standard is met.

Loading Spaces (33.266.310)

Development Standard

One loading space at least 19 feet long, 9 feet wide, and having a clearance of 10 feet are required for buildings with more than 20 units that is also on a streetcar alignment.

Proposal

- One loading space meeting the dimensional requirements is provided in the parking garage. This standard is met.

Signs (33.120.310 and Title 32] No signs over 32 SF in area are proposed for approval and therefore they do not need design review.

Street Trees (33.120.315) Street Trees will be provided as approved by the City Forester.

ZONING CODE APPROVAL CRITERIA

[1] 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 *Central City Fundamental Design Guidelines*.

Central City Fundamental Design Guidelines

These guidelines provide the constitutional framework for all design review areas in the Central City.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

Findings for A2, A4 & A5: The project incorporates building elements and site design features associated with the Downtown portion of the Central City as well as with the region as a whole. This area of Downtown, called the West End is largely comprised of mid- and high-rise buildings that house ground level retail or residential lobby spaces, with offices, or residential units above. The proposed building materials of brick, metal panel, and concrete are widely used throughout the district in a variety of building styles. The proposal's symmetrical facades, consistent window patterning, projecting vertical bay elements, generous main entry canopy, and carefully selected color palette are all features found on both new and old buildings within the district. The multi-colored woven brick patterning harkens back to the woven objects created by the area's native tribes. All of the elements listed above help unify this project with the surrounding built environment, allowing the new building to blend into and enhance the existing urban fabric. The installation of a bench and planters, as outlined in Condition of Approval B, in the SW 11th Avenue sidewalk right-of-way enhances the area by providing pedestrian amenities that are commonly seen in the

area. *These guidelines are therefore met*

A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings for A3 & A7: The project is a 100' x 100' quarter block development which maintains the traditional block pattern present throughout most of the Central City. The building abuts the property lines on the majority of the site, helping to define the public rights-of-way and creating a sense of urban enclosure where currently none exists as the site is developed with a surface parking lot. The combination of articulated building walls, decorative grille work along the street edge, projecting bays, entry canopy, right-of-way seating, and new street trees successfully develops the two street-facing urban edges. *This guideline is therefore met*

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

Findings for A8 & B4: The building wall is set back on SW Market Street at the main entry. Two benches are located on either side of the entry doors, underneath a deep canopy. This area provides an extension of the public open space of the sidewalk onto the property while also providing a comfortable place for people to stop, view, socialize, and rest. Additional public resting space is provided along SW 11th Avenue in the form of a seating bench attached to the stormwater planter. This bench is removable and must meet Condition of Approval B in order to project from the side of the building. Visual connections into active interior spaces are created through the use of windows and doors of clear glass that will show views into the main lobby and residential units. This is an architectural pattern that can be found in many older multifamily buildings in Portland and improves the pedestrian experience at the street by creating a sense of accessibility to the interiors. While not an active space, views are also provided into the parking area through a perforated overhead door and decorative grilles along the sidewalk. All of these elements help engage the interior uses of the building with the surrounding neighborhood. *These guidelines are therefore met.*

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building's overall design concept.

Findings for B1, B3 & B7: The adjacent two sidewalks will be improved to be consistent with City standards along the redeveloped site frontages and will be connected to existing crossings. Two seating areas have been incorporated into the ground level façade that create

locations for visitors and residents to stop and experience the area without impeding sidewalk traffic. Additional definition of the SW 11th Avenue right-of-way and the Portland Streetcar turning lane is created with the installation of standard movable planters near the curb. The building incorporates human scale design elements that reflect the surrounding pedestrian environment and encourage social interaction. All the building entries will be fully accessible per regulations. *These guidelines are therefore met.*

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Findings for B2 & B6: The proposed development incorporates several design measures that aid pedestrian safety. Vehicle access is limited to one curb cut into the garage area that will be clearly marked as an access point. The garage door is set within 5 feet of the lot line so cars cannot hang out over the sidewalk. Roadway striping and signage on SW 11th Avenue is being reviewed by the Bureau of Transportation to make sure vehicles entering and exiting the building are not in conflict with the Portland Streetcar which turns east at this location. SW 11th Avenue is a less trafficked street than SW Market so the decision to allow access to the garage from SW 11th Avenue alleviates potentially long wait times for residents to exit the garage if the driveway was on SW Market Street. The garage door is perforated metal so pedestrians can see into the vehicle areas and drivers can see out as they enter and exit the sight, making for a safer area.

Illumination of the sidewalks will be provided by a combination of streetlights, interior illumination of the residential spaces on the first floor and exterior building lighting. The latter includes wall sconces and recessed can light fixtures located at building entries and exits. The majority of the mechanical equipment is integrated into the facades with exterior grilles above each window. These will have no impact on the pedestrian environment as they are a minimum of 8 feet above sidewalk levels. Additional mechanical equipment will be placed on the roof, away from all pedestrian interaction. The parking garage grilles along SW 11th Avenue allow for passive ventilation of the garage and will not blow air onto pedestrians. The main recessed entry and canopy facing SW Market Street provides shelter from the weather for residents, guests, and passersby accessing or utilizing the site. The building is stepped back in this area, creating a covered condition. *These guidelines are therefore met.*

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

Findings: All residential units on all floors are provided with large windows for views toward the Portland State University campus to the south, downtown Portland, the river, and mountains to the north and east, and the West Hills to the west. The building's height is modest, in keeping with older residential buildings in the area, and does not negatively impact any designated or significant views. *These guidelines are therefore met.*

C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.

C4. Complement the Context of Existing Buildings. Complement the context of existing

buildings by using and adding to the local design vocabulary.

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for C2, C4 & C5: The proposed building is consistent with the design vocabulary of the West End of the Downtown portion of the Central City. Design characteristics of the area, including massing, scale, material and proportions have been incorporated into this project. The brick, metal, and concrete materials replicate material palettes of both older and newer multi-family development in the area. These are also materials known for their durability and quality appearance. Brick is a common material found throughout the city, especially on older buildings, and provides a sense of permanence. The 5 over 1 construction with interior parking and raised first floor dwelling units is a typical apartment building typology found throughout the city. The tripartite division with vertical projecting bays, a multi-color brick base, decorative grilles, and a rhythmic facade of punched window openings are design elements that correspond with the massing and scale of the architectural elements on existing buildings in the area.

The building incorporates design elements such as massing, fenestration and brick patterning, and exterior finish materials that result in a coherent building composition on all sides, including the interior lightwells. The central lobby entry and projecting canopy also fits into the building's overall symmetry. The design of signage and light fixtures is coordinated and complements the façade. In addition, the vertical projecting bays, articulated base, and tripartite design, result in a visually engaging building. *These guidelines are therefore met.*

C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings for C7, C8 & C9: While the building is completely residential, specific design moves help emphasize the building corners. The mansard roof slopes back at both sides of the upper building corners, highlighting this interesting roof feature. The body brick is woven together to form a distinct texture at all four of the main building corners. Windows are located around each street-facing corner to allow views into active areas, providing visual connections to the sidewalks. A large canopy, recessed entry, stormwater planter seating bench, and decorative grilles along SW 11th Avenue further distinguish this sidewalk zone from the upper portions of the building. Exits and the main entry are located in the middle of the facades and elevators are internal to the building and do not interrupt the exterior design.

The building is designed to follow the tripartite architectural divisions of base, middle and top as is expressed in many Portland apartment buildings. The building incorporates a formed concrete base that is further highlighted by multi-colored patterned brick between the first two levels of windows. Projecting vertical bays of windows start above this base and proceed through all of the upper floors. The roof is distinct from the rest of the building by being offset by one entire floor of multi-colored, patterned brick which terminates into a

mansard form clad in metal.

As the proposal is fully residential, active uses at the sidewalk level are limited to the traditional main entry lobby and windows into the first floor units. The site slopes down to the north along SW 11th Avenue so opportunities to provide active uses along this frontage are limited. A stormwater planter with bench seating that must be approved through Condition of Approval B is proposed to add visual interest and a place for public activity along this façade. *These guidelines are therefore met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: The mansard roof with its flat top and sloped sides is designed as a simple, coherent form that is complementary to the building's architecture. The roof is clear of substantial additive elements, such as overly large mechanical penthouses, and instead has a central area for equipment and overruns and a large expanse of eco-roof. The significant setbacks of the overrun and the mechanical units reduce their visibility, while their organized appearance presents visual coherency to the rooftop and does not negatively affect the Central City skyline or adjacent vantage points. *This guideline is therefore met.*

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings: Illumination of the development consists of wall sconces around entries plus can lights in the main canopy. The lighting fits into the overall building aesthetic by being small in scale and simple in design so they are not visually obtrusive. They also will have no impact on the nighttime skyline as the lighting is directed at the ground level. *This guideline is therefore met.*

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: Signage is a set of non-illuminated metal letters located on top of the entry canopy. The letters fit within the outline of the canopy and match other metal elements on the building such as the decorative metal grilles, decorative light fixtures, and the metal-wrapped canopy itself. This type of lettering on entry canopies is consistent with similar apartment buildings around the city. The size of the letters is proportionate with the ground level location. Since no illumination is proposed, no impacts on the skyline or pedestrian environment are anticipated. *This guideline is therefore met.*

[2] Adjustment Requests

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways

to meet the purposes of the code, while allowing the zoning code to continue providing certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

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

The following Adjustment is requested:

- 1. Map 510-9. Parking Access Restricted Streets:** To allow parking garage access from SW 11th Avenue, a parking access restricted street.

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

Findings: The purpose of the standard is to implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City.

The Applicant's proposal meets the purpose of the Transportation Management Plan in several key areas. First, the proposed loading area parking configuration provides a single point of entry and exit to ensure that any local vehicle traffic flows smoothly in and around the project site. Second, the site is easily accessible by alternative modes of transportation including walking, biking, and public transit which is present on two sides of the site. Third, the development proposal limits the portion of the building's east façade that must be designated for vehicle access and maximizes the amount of floor area devoted to residential and pedestrian activities. Lastly, the loading area parking associated with the project will be contained in the garage, which removes loading from the street to positively influence the urban form of the Central City. *This criterion is therefore met.*

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

Findings: The site is located in Portland's highest density residential zone, RX. By limiting the loading area parking entry/exit to a single access point off of SW 11th Avenue, the remainder of the two street-facing building façades will be able to maintain a pedestrian friendly environment through the use of various design elements including ground level windows, a large main entry canopy, street trees, a bench amenity and planters, and night lighting. These design elements will further enhance the livability of the West End area. Additionally, the single point of entry and exit to the on-site loading area located inside the parking garage removes any site area devoted to vehicles. This leaves the sidewalks free for pedestrians. *This criterion is therefore met.*

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

Findings: Only one Adjustment is being requested so there is no cumulative effect of multiple adjustments. *This criterion does not apply.*

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

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

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

Findings: As indicated above, the amount of traffic entering the site will be minimal due to the small number of available parking spaces in the garage and the intermittent demand for loading and unloading activities on any given day. With low traffic volume projected, and the restriping and signage provided along the west travel lane alerting vehicles to the streetcar's turning area, allowing access to the parking garage from SW 11th Avenue should not have any negative impacts on the local street network or Portland Streetcar operations. *This criterion is therefore met.*

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

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

[3] Exception Requests (IBC/32/#1)

Exception for Window Projection into Public Right-of-Way

IBC/32/#1 - Standards for windows allowed to project into public right-of-way: to increase the width of oriel windows projecting into the public rights-of-way from the 12'-0" allowed to 25'-0" on SW Market Street and 12'-1", 12'-4" & 25'-0" on SW 11th Avenue.

A. Projection. Maximum projection of 4 feet into the right-of-way including trim, eaves and ornament.

Findings: The maximum projection is 2'-6". *This Criterion is met.*

B. Clearance. Clearance above grade as defined in Chapter 32, Section 3202.3.2 of the current Oregon Structural Specialty Code. (The 2004 edition of the Oregon Structural Specialty Code states that no projection is allowed for clearances less than 8 feet above grade. For clearances above grade greater than 8 feet, 1 inch of projection is allowed for each additional inch of clearance, provided that no such projection shall exceed a distance of 4 feet.)

Findings: Minimum clearance above grade is 18' and the maximum projection is 2'-6". *This Criterion is met.*

C. Area. Maximum wall area of all windows which project into public right-of-way on a wall is 40% of the wall's area.

Findings: Projecting wall area is 16.7% on SW Market Street and 30.7% on SW 11th Avenue. *This Criterion is met.*

D. Wall Length. Maximum width of any single window which projects into public right-of-way is 50% of its building wall length.

Findings: The largest maximum window width is 33% on SW 11th Avenue and 16% on SW Market Street. *This Criterion is met.*

E. Window Area. Minimum of 30% window area at the face of the projecting window element. Projections greater than 2 feet 6 inches must have windows at all sides. Required side windows must be a minimum of 10% of side walls.

Findings: Front-facing window area of the projecting elements is 30% on SW Market Street and 30.5% on SW 11th Avenue. The bays all project up to 2'-6" beyond the property line and are not required to have side windows. *This criterion is met.*

F. Width. Maximum width of 12 feet for each projecting window element. When approved through Design Review, the width may vary provided the area of all windows on a wall which project into public right of way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length.

Findings: Proposed projections are 25'-0" on SW Market Street and 12'-1", 12'-4" & 25'-0" wide on SW 11th Avenue. The proportions of the projecting bays add variety to the east and south building facades, and help unify the overall symmetrical design. These types of bays are seen on numerous older apartment buildings in the city, allowing this building blend into the urban fabric. The bottom of each bay is quite high above the sidewalks so they will not feel heavy or encroach into the pedestrian realm and create opportunities for additional decorative detailing. *This criterion is not met for the width of the four projecting bays but is approvable through Design Review.*

G. Separation. Minimum separation of 12 feet measured from other projecting window elements on the same elevation or plane of wall. When approved through Design Review, required separation may vary provided the area of all projecting window elements on a wall does not exceed 40% of the wall's area and the width of any single projecting window element over the right-of-way does not exceed 50% of its building wall's length.

Findings: The three projecting bays on SW 11th Avenue are separated by a minimum of 12'-0" from each other. *This criterion is met.*

[4] Modification: Ground Floor Active Use, PZC 33.510.225: To reduce the percentage of ground floor active use along SW 11th Avenue from 50% to 0% and from SW Market Street from 50% to 0%.

Purpose Statement: The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards are also to help maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Active uses include but are not limited to: lobbies, retail, residential, commercial, and office.

Standard: 33.510.225.C, Ground floor active use standard. Buildings must be designed and constructed to accommodate uses such as those listed in Subsection A., above. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to active uses. This standard must be met along at least 50 percent of the ground floor of walls that front onto a sidewalk, plaza, or other public open space.

Areas designed to accommodate active uses must meet the following standards:

1. The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
2. The area must be at least 25 feet deep, measured from the street-facing façade;
3. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standards of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and
4. The street-facing façade must include windows and doors or be structurally designed so doors and windows can be added when the space is converted to active building uses.

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

Findings: This project will significantly add to the vibrant streetscape in the Central City Plan District by developing new housing on a lot currently used for surface parking that is located at a very busy urban intersection. The ground floor walls along SW Market Street will be activated by residential uses such as the main entry lobby, benches at the front door, and the canopy. Windows along the sidewalk and full-height interior spaces will allow views from the sidewalks into residential units along SW Market Street as well as a portion of SW 11th Avenue. These views into active spaces will enhance the pedestrian experience along this quarter block. The Portland Bureau of Transportation supports the parking garage entry location on SW 11th Avenue. This location removes potential traffic conflicts that could occur if the garage entry were located on SW Market which functions as a major off-ramp access road from I-405, with heavy traffic.

Design guidelines for ground floor active use areas are in place to create reasonably sized, viable active spaces on all street-frontages and to avoid large expanses of blank wall along pedestrian ways. The building design includes several elements that help break up the at-grade SW 11th Avenue façade and visually activate this stretch of sidewalk. A series of integrated, decorative grilles that mimic brickwork around the building are located along SW 11th Avenue, instead of the utilitarian grilles normally provided at parking garage ventilation openings. A stormwater planter with integral bench is provided near the center of the SW 11th Ave façade, as allowed through Condition of Approval B. This amenity provides a place for people to stop and rest. It also provides a section of plants that help soften the building wall while adding visual interest along the sidewalk. The garage door fits into the overall façade design by sitting inside a structural bay opening that is visually connected to the building wall with linear decorative elements. The garage door is set back from the wall plane so that it is not up against the pedestrian realm. The door is also a pierced series of panels with rows of openings that work with the decorative grilles on this façade. Additional planters are provided in the furnishing zone, near the streetcar turn which creates the feel of a more buffered plaza at this busy intersection.

The proposed building design with the parking garage wall along SW 11th Avenue, the decorative grilles, the stormwater planter and bench, and the right-of-way planters better meets the following design guidelines: A5. Enhance, Embellish, and Identify Areas, A8. Contribute to a Vibrant Streetscape, B4. Provide Stopping and Viewing Places, B2. Protect the Pedestrian, and C5. Design for Coherency.

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

Findings: The ground floor active use standards are intended to reinforce the continuity of pedestrian-active ground-level building uses. The standards maintain a healthy urban district through the interrelationship of ground-floor building occupancy and street level accessible public uses and activities. Because of site constraints, vehicle and service access is best located along the SW 11th Avenue frontage, leaving the parking garage wall exposed above grade as the site slopes down from the street intersection. The reduced amount of ground floor active use area along SW Market Street and SW 11th Avenue is consistent with the standards as this portion of the building is balanced with outdoor sidewalk amenities and views into active areas from both sidewalks. The introduction of cohesive decorative elements and seating areas along SW 11th Avenue helps to maintain an active and interesting pedestrian environment along the sidewalk.

The overall solution is consistent with the purpose of the ground floor active use standards. *This Modification therefore merits approval.*

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The overall design results in a coherent composition that is interesting to view and is both reflective and supportive of its urban environment. Building elements and site design features such as the entry canopy, decorative grilles and brick patterning, the planters, and benches enhance the pedestrian experience and reduce potential conflicts with the various modes of transportation in the area. The modification to the ground floor active use area and the exception to the projecting bays contribute to improving the overall building design and creating a building that better serves the District. The proposal meets the applicable design guidelines, adjustment, exception, and modification criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

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

Approval of design review for a new 69,415 GSF, 6-story, 81 unit residential building with 17 vehicle spaces and loading inside the building in the West End subarea of the Downtown subdistrict of the Central City Plan District to include the following:

- Exterior materials of poured-in-place concrete, brick, fiberglass windows, wood entry doors and sidelites, metal canopy, metal mansard roof and light well wall panels, and decorative metal grille covers;
- An eco-roof; and
- A stormwater planter with bench located in an alcove on the SW 11th Avenue façade;

Approval of the following Adjustment:

1. Map 510-9 Parking Access Restricted Streets: To allow parking garage access from SW 11th Avenue, a parking access restricted street;

Approval of the following Exception:

1. IBC/32/#1 - Standards for windows allowed to project into public right-of-way: To increase the width of oriel windows projecting into the public rights-of-way from the 12'-0" allowed to 25'-0" on SW Market Street and 12'-1", 12'-4" & 25'-0" on SW 11th Avenue.

Approval of the following Modification:

1. PZC 33.510.225 Ground Floor Active Use: To reduce the required ground floor active use on SW 11th Avenue from 50% to 0% and from SW Market Street from 50% to 0%.

Subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 12-215106 DZM AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The removable bench at the stormwater planter must receive encroachment approval from the Portland Bureau of Transportation prior to issuance of a building permit or the stormwater

planter and bench must be set into the building wall so that no portion of this feature encroaches into the right-of-way.

- C. 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-C.25. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 12-215106 DZM AD. No field changes allowed.

Procedural Information. The application for this land use review was submitted on December 13, 2012, and was determined to be complete on January 16, 2013.

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 December 13, 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. Unless further extended by the applicant, **the 120 days will expire on: May 17, 2013.**

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.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

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. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, only evidence previously presented to the Design Commission 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. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

Appeal Fee Waivers: 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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

Planner's Name: Chris Caruso

Date: February 22, 2013

EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement:
 - 1. Land Use Review Narrative
 - 2. Responses to Incomplete Letter
 - 3. Email Responses
- B. Zoning Map (attached):
 - 1. Existing Zoning
- C. Plans & Drawings:
 - 1. Site Plan (attached)
 - 2. Title Page
 - 3. Site Zoning Plan
 - 4. Ground Floor and Basement Floor Plans (attached)
 - 5. Second Floor Plan and Mezzanine Floor Plan
 - 6. Fourth Floor Plan and Third Floor Plan
 - 7. Sixth Floor Plan and Fifth Floor Plan (attached)
 - 8. Enlarged Plans
 - 9. Roof Plan
 - 10. South, East and Enlarged Elevations (attached)
 - 11. North, West and Lightwell Elevations (attached)
 - 12. Enlarged Penthouse and Entry Elevations
 - 13. Enlarged Elevations & Details
 - 14. Building Sections
 - 15. Building Sections
 - 16. Enlarged Sections
 - 17. Enlarged Sections
 - 18. Details
 - 19. Details
 - 20. Details
 - 21. Details
 - 22. Lighting Plans
 - 23. Overhead Door Specification

- 24. Concrete Specification
- 25. Central City Fundamental Design Guidelines & Images Set (15 sheets)
- 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. Mailing list
 - 6. Mailed notice
- E. Agency Responses:
 - 1. Water Bureau
 - 2. Site Development Section of Bureau of Development Services
 - 3. Fire Bureau
 - 4. Bureau of Environmental Services
 - 5. Bureau of Transportation Engineering and Development Review
 - 6. Life Safety Review Section of Bureau of Development Services
- F. Letters:
 - 1. Anne O'Neill, February 18, 2013
- G. Other:
 - 1. Original LUR Application
 - 2. Incomplete Letter
 - 3. Request for Completeness Review
 - 4. Memorandum 17 January 2013
 - 5. BES RFC Response
 - 6. Site Development RFC Response
 - 7. PBOT RFC Response
 - 8. Staff Memo to Commission February 25, 2013

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).



ZONING



Site



Historic Landmark

This site lies within the:
CENTRAL CITY PLAN DISTRICT
DOWNTOWN



NORTH

File No. LU 12-215106 DZM,AD

1/4 Section 3128

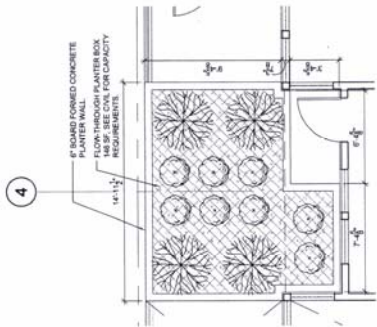
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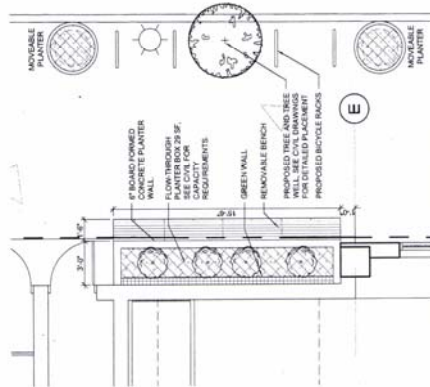
Exhibit B (Dec 14, 2012)

PLANT LIST

PLANTER TREES	
	Philadelphus lewisii (Mock Orange) (4)
STREET TREES	
	Pyramidalis horizontalis (2' x 10' min.) (1)
SHRUBS, GRASSES, PERENNIALS/ GROUNDCOVER	
	Gaultheria phillyifolia (Slate) (12)
	Syrinchium albidum (Blue-eyed grass)
1 per 12 inches on center, "bushy" spacing, for the ground cover planting	



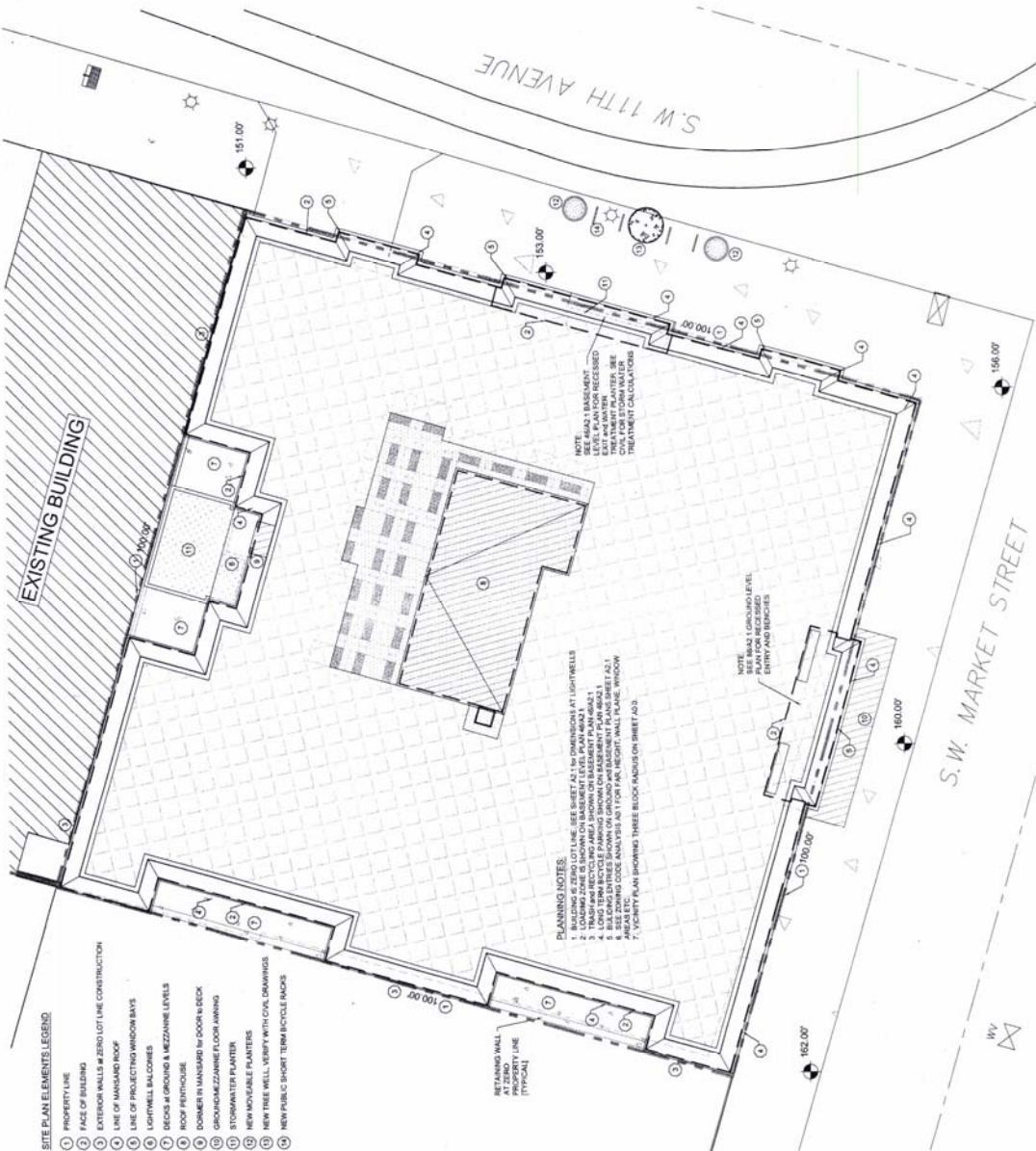
MAIN STORMWATER PLANTER - NORTH LIGHTWELL



SECONDARY STORMWATER PLANTER - SW 11TH AVE

SITE PLAN ELEMENT LEGEND

- PROPERTY LINE
- FACE OF BUILDING
- EXTERIOR WALLS & ZERO LOT LINE CONSTRUCTION
- LINE OF PROJECTING WINDOW BAYS
- LINE OF MANSARD ROOF
- LIGHTWELL BALCONIES
- DECKS & GROUND & MEZZANINE LEVELS
- ROOF FINISHES
- DOORWAY IN MANSARD FOR DOOR & DECK
- GROUND/MEZZANINE FLOOR FINISH
- STORMWATER PLANTER
- NEW MOVABLE PLANTERS
- NEW TREE WELL, VERIFY WITH CIVIL DRAWINGS
- NEW PUBLIC SHORT TERM BICYCLE RACKS

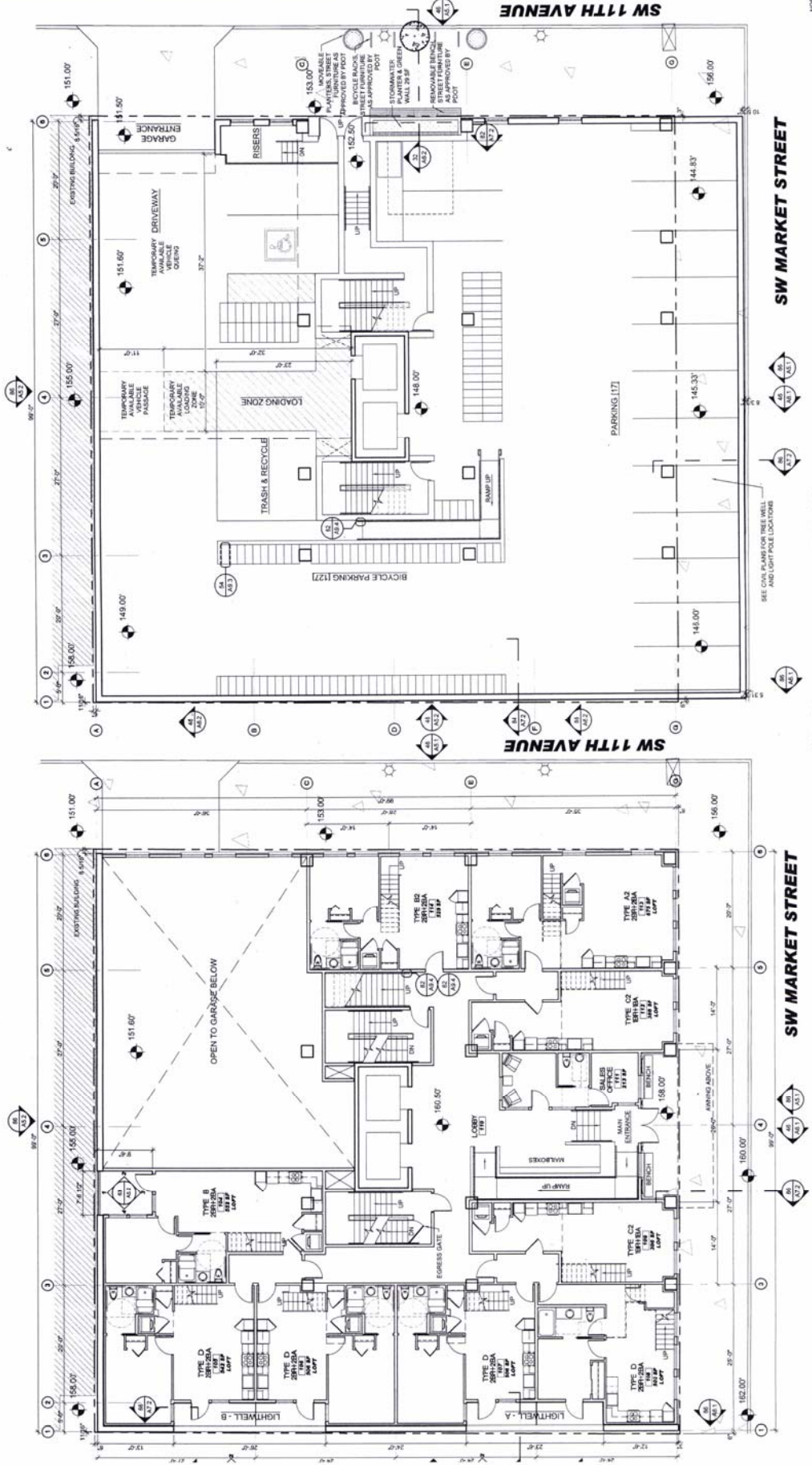




BARRY R SMITH, PC Architect
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PORTLAND, OR 97205 503.295.6281 www.barryrsmith.com

MARKET VIEW LLC - MASTER DEVELOPMENT
PORTLAND, OR
COMPOSITE FLOOR PLANS

MARKET VIEW LLC
A2.1
02.13.2016



GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"

BASEMENT FLOOR PLAN
SCALE: 1/8" = 1'-0"

UM 12-215104 AD EXH-C-1
D2M



BARRY R SMITH, PC Architect
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PORTLAND OR

MARKET VIEW APARTMENTS
MARKET VIEW LLC - MASTER DEVELOPMENT
COMPOSITE FLOOR PLANS

MVA CD 02

A2.4

02.13.2019

EXH. C-7

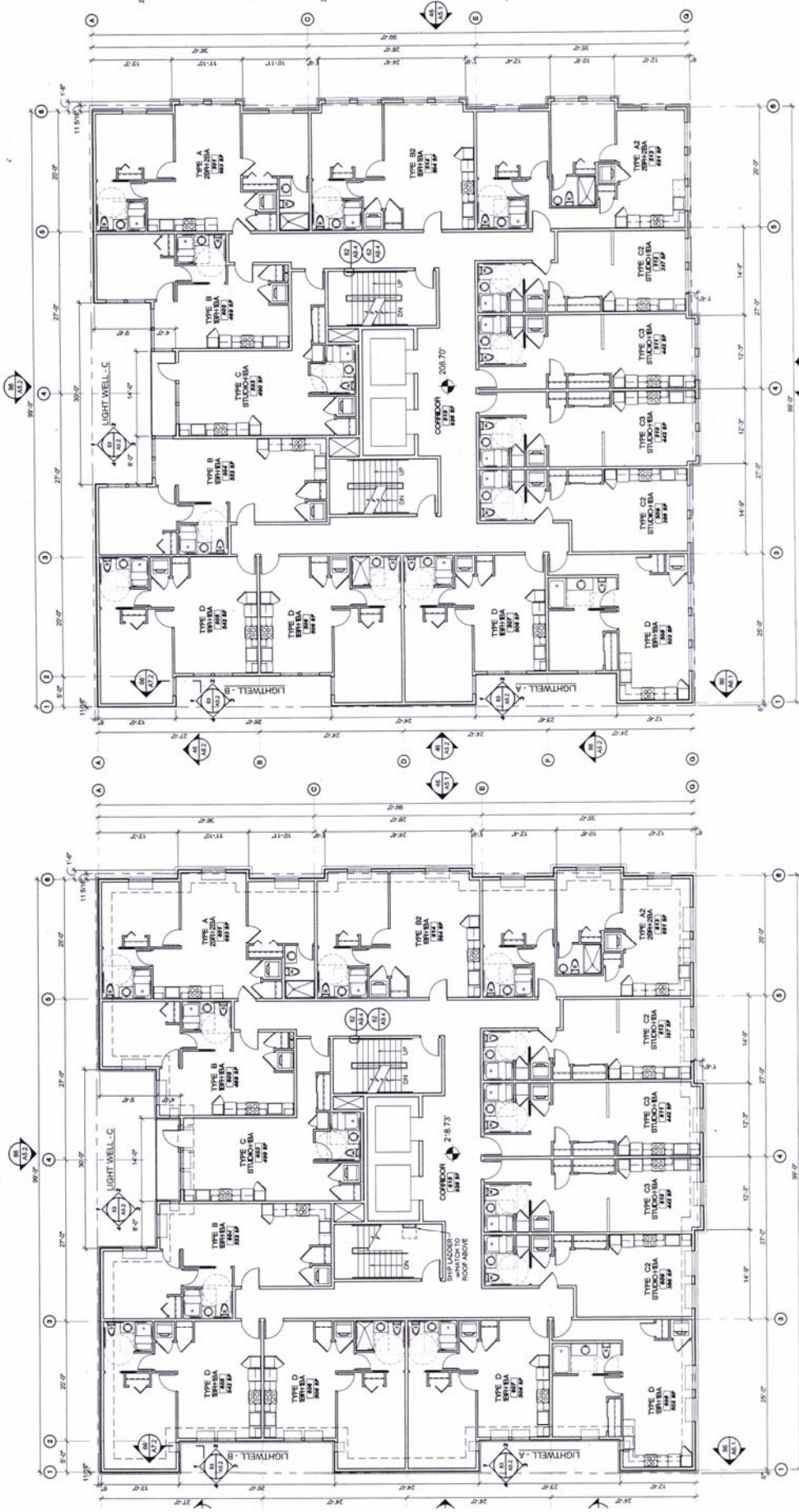
20 1012-215106 D2MAD

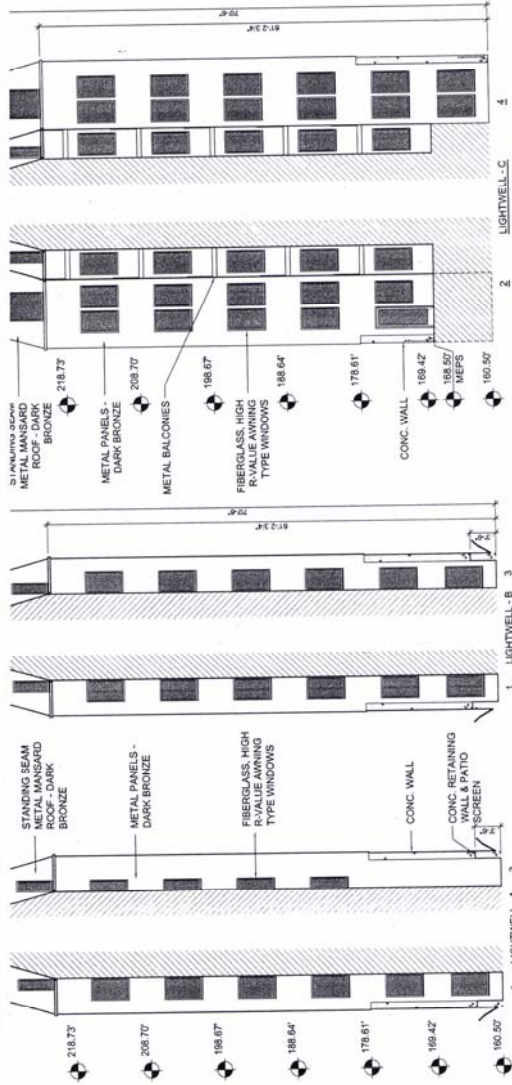
FIFTH FLOOR PLAN

SCALE 1/8" = 1'-0"

SIXTH FLOOR PLAN

SCALE 1/8" = 1'-0"

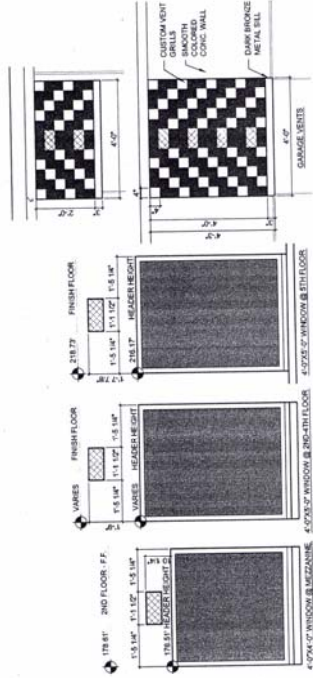




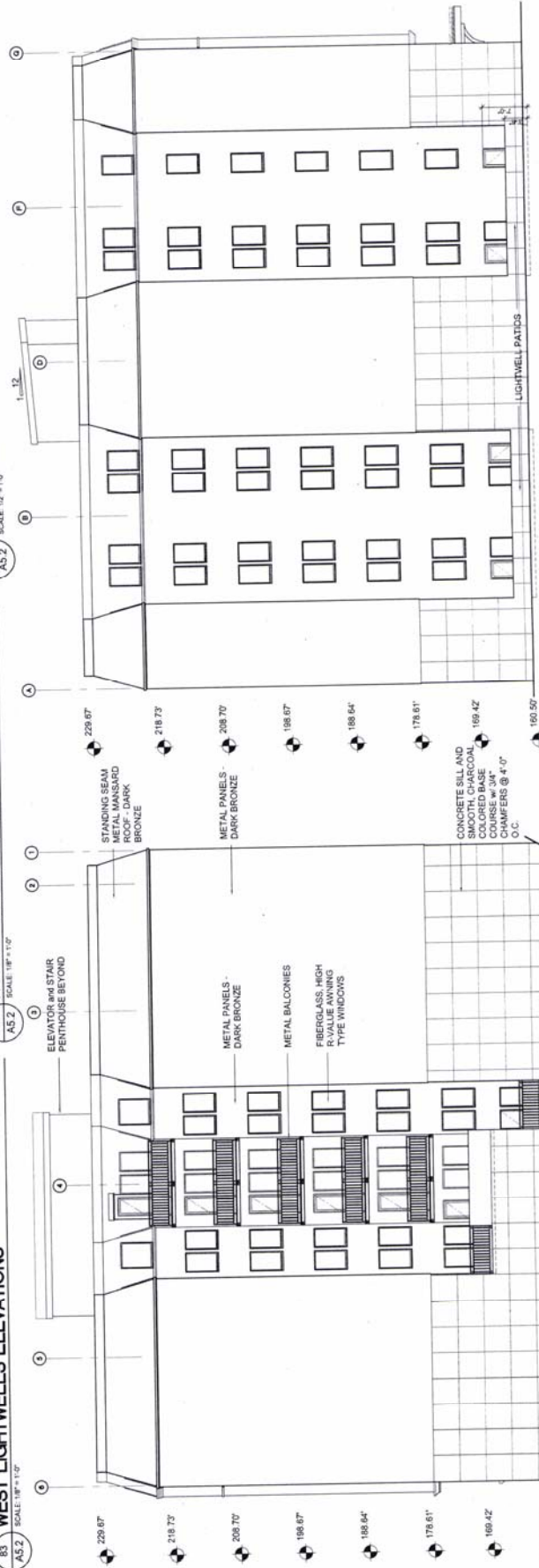
83 WEST LIGHTWELLS ELEVATIONS



53 NORTH LIGHTWELL ELEVATIONS



33 ENLARGED VENT ELEVATIONS - TYPICAL



151.50' NORTH ELEVATION 86

46 WEST ELEVATION
A5.2 SCALE: 1/8" = 1'-0" 30

UK 17-215106 D2M. AD

EXH. C-11