



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

Ted Wheeler, Mayor
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Date: February 15, 2019
To: Interested Person
From: Emily Hays, Land Use Services
503-823-5676 / Emily.Hays@portlandoregon.gov

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The mailed copy of this document is only a summary of the decision. The reasons for the decision are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 18-253149 DZM – LOW INCOME SINGLE ADULT HOUSING (LISAH)

GENERAL INFORMATION

Applicant: Dave Otte and Ben Ott | Holst Architecture
110 SE 8th Avenue | Portland OR 97214
dotte@hostarc.com

Owner: City of Portland (PDC)
222 NW 5th Avenue | Portland, OR 97209-3812

Owner's Representative: Jennifer Sharp | Housing Development Center
847 NE 19th Avenue #150 | Portland, OR 97232

Contract Purchaser: George Devendorf | Transition Projects, Inc
665 NW Hoyt Street | Portland, OR 97209

Site Address: **2310 N Hunt Street**
Legal Description: BLOCK 1&2 TL 901, NATIONAL ADD
Tax Account No.: R598300450
State ID No.: 1N1E09AC 00901
Quarter Section: 2128
Neighborhood: Kenton, contact knalanduse@gmail.com.
Business District: Kenton Business Association, contact info@kentonbusiness.com.
District Coalition: North Portland Neighborhood Services, contact Mary Jaron Kelley at 503-823-4099.

Plan District: Kenton
Other Designations: None
Zoning: **R1d** – Residential 1,000 with Design Overlay
Case Type: **DZM** – Design Review with Modifications
Procedure: **Type II**, an administrative decision with appeal to the Design Commission.

PROPOSAL:

The applicant is seeking Design Review approval for a deeply affordable housing development in the Kenton Plan District. The development consists of four (4) buildings arranged around shared outdoor space. The apartment building contains 35 studios and 1 one-bedroom units, a community space, and supporting spaces. The other (3) three buildings on site are designated as duplexes. Thirteen (13) parking spaces are provided in a lot at the rear of the site. All structures are designed to be modular.

Modification:

1. 33.266.130 Development Standards for All Other Uses. Per Table 266-5 the parking area must include a 5'-0" L2 landscape buffer, protected by curbs. The perimeter planting width along the western edge is proposed to be reduced from 5'-0" to 2'-6", to allow a more generous landscape buffer along the building face. The proposal provides an additional 12' wide buffer between the building and the driveway.

Design Review is required for new development within the design overlay zone.

RELEVANT APPROVAL CRITERIA:

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

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

ANALYSIS

Site and Vicinity: The 1.16-acre site is located within the Kenton Plan District, across the street from Kenton Park, just north of the Kenton Neighborhood Conservation District and the Kenton Commercial Historic District. The surrounding development is comprised of predominately industrial and commercial uses located in Commercial Mixed Use and Residential zoning.

The Kenton Commercial Historic District spans a four-block stretch of N. Denver Ave. Development includes commercial and multi-dwelling buildings. The period of significance begins in 1909 and ends in 1949 which corresponds to the District's origins as a company town for the Chicago meat packing firm of Swift and Company and as a center of commerce and entertainment for workers and managers for other industries located between the district and the Columbia Slough. By 1911 there were at least twelve major manufacturing firms located along the Columbia Slough, north of Kenton. The Kenton streetcar line connected Lower Albina to the Kenton stockyards. The surviving commercial architecture of Kenton is typical of streetcar era buildings: well-defined building bases with storefront windows and entry niches, residential or office overstories, and deep cornice lines and pronounced parapets.

The Kenton Neighborhood Conservation District includes the residential blocks surrounding the commercial center. Worker housing was located on 50 x 100 feet lots in a range of architectural styles including Bungalow and American Basic. Some of these houses are made entirely of cast stone while others have cement foundations, retaining walls, porch columns, and window details.

The site is located just west of the Kenton Pedestrian District. Pedestrian Districts are intended to give priority to pedestrian access in areas where high levels of pedestrian activity exist or are planned, including the Central City, Gateway regional center, town centers, and station communities.

Zoning: The Residential 1,000 (R1) is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing

development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouse, and rowhouses. Generally, R1 zoning will be applied near Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets. Newly created lots in the R1 zone must be at least 10,000 square feet in area for multi-dwelling development. There is no minimum lot area for development with detached or attached houses or for development with duplexes. Minimum lot width and depth standards may apply.

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 Kenton Plan District use regulations foster a vital retail corridor along Denver Avenue. The Kenton plan district development standards ensure that the design of new buildings, and modifications to existing buildings, are compatible with the historic character of the area. These regulations also ensure a pleasant, safe and efficient environment for pedestrians along Denver Avenue commercial corridor and near the light rail station. Together, these regulations: enhance the commercial character along Denver Avenue by restricting industrial uses; discourage auto-oriented uses and development; and encourage retail uses in the historic storefront buildings along Denver Avenue.

Land Use History: City records indicate that prior land use reviews include the following:

- LU 05-133171 ZE- Correct a zoning map error.
- EA 16-270504 - Questions about proposal for new construction for number of units to achieve max density for household living.
- EA 17-139776 - Street Vacation request for N Hunt Street east of N Argyle Way.
- EA 18-191177 DA - Design Advice Request for 42 dwelling units in four building with surface parking and associated site landscape elements. Stormwater will be managed on site.
- LU 18-223538 LC - Proposal is for a lot consolidation of three lots to remove historic lot lines. The second part of review is for an adjustment to front lot line width for Parcel 2 to allow for a multi-dwelling development after vacation of North Hunt.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **October 29, 2018**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services, *See Exhibit E-1*
- Water Bureau, *See Exhibit E-2*
- Fire Bureau, *See Exhibit E-3*
- Site Development Section of BDS, *See Exhibit E-4*
- Bureau of Transportation Engineering, *See Exhibit E-5*
- Life Safety Review Section of BDS, *See Exhibit E-6*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on October 29, 2018. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be

compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

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

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

Community Design Guidelines

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

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

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

Findings for P 1 & P2: The Albina Community Plan sets the larger framework for all of North and Northeast Portland. The Kenton Neighborhood Plan, drafted in 1993 and updated in 2000, outlines the goals for future developments in the Kenton neighborhood. Some of the main goals of the Kenton plan that relate to this project are:

- *Transportation; provide a variety of modes*
- *Public Safety and Neighborhood Livability; create a sense of community*
- *Housing; affordable, family-oriented neighborhood*

The proposal addresses these goals in the following ways:

- Providing a housing development offering a significant number units and outdoor amenity space at deeply affordable rents.
- The project will promote the use of all modes of transportation by providing ample bike parking, limited vehicle parking, and through its location of additional housing units near the MAX station at the corner of Argyle and Denver.
- Revitalizing an under-developed site with needed affordable housing.

The building materials were inspired by the vernacular housing in Kenton. The simple siding and roof pitches of the homes in Kenton inspired the massing and facades proposed for LISAH. Additionally, Paul Bunyan's checkerboard shirt influenced the pattern of panels and windows reflected on the façade. The siding pattern of horizontal Hardie siding alternating with Hardie Reveal panel siding relates to the repetitive patterns seen in the historic photos of Kenton stockyards. These materials and applications help to reinforce the historic development found in Kenton and will complement the nearby Conservation District. *These guidelines have been met.*

- E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.
- E2. Stopping Places.** New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.
- D2. Main Entrances.** Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit-oriented.

Findings for E1 & E2: The proposal enhances the vicinity pedestrian network as follows:

- Standard street frontage improvements – curb, sidewalk and planting strip with stormwater planters.
- An on-site pedestrian network connecting the buildings and courtyards will create a safe and inviting environment for pedestrians. The on-site pathways connect to N Argyle through a central spine, with building entrances oriented toward the street.
- The main entry on N Argyle St is denoted by a large, transparent entry canopy and ample lighting to create a welcoming pedestrian pathway.
- All entrances will be distinguished by a notch in mass of the building, featuring a fiber cement panel to contrast with the adjacent facades.
- The center gathering space features a deck to facilitate spill out from the interior community space and a crushed stone area that accommodates a variety of uses.
- The residential gathering spaces behind each duplex provide a semi-private outdoor area for residents.
- Fixed and flexible seating will be provided to allow people to sit and gather throughout the site.

These guidelines have been met.

- E3. The Sidewalk Level of Buildings.** Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.
- E4. Corners that Build Active Intersections.** Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas, and entrances.

Findings for E3 & E4: The site and internal entries address the sidewalk level in a refined and diligent manner. Polycarbonate panels and accent colors create a strong ground level for each building, enhanced by in-ground landscaping and a variety of site furnishings. The site is not on a corner or intersection, and buildings are set back from the street due to a drop in grade from the sidewalk to the site. However, the material palette, expression of stairs and entries, and the landscape plan of exterior spaces work in concert to provide a public realm that is active and unified with a clear identity. *These guidelines have been 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 courtyards have been designed with the protection of the pedestrian in mind. The building entry canopies will help control the effects of sun and rain. The orientation of surrounding buildings will ensure that the central pathway is well-lit and protected from east winds. The protected edges along pedestrian ways and defined gathering spaces will be comfortable places for residents and visitors. *This guideline has been met.*

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

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

Findings for D1 & D3: Four buildings have been placed on site to create large, usable outdoor areas with the flexibility to serve a number of functions. The landscaping will create a variety of places and experiences and provide a buffer between the busy streets and the residential units. Within the courtyard spaces plantings provide users with the opportunity to rest in shade or sun, enjoy solitude, or interact in a group. Selected plantings help to soften the hard edges of each building and create a pleasant pedestrian experience along all accessways. *These guidelines have been met.*

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

Findings: Parking is well-integrated and concealed from surrounding development. The surface parking is located in the northwest corner of the site, behind the building and as far away from the transit-facing corner of the site as possible. The parking lot has been integrated into the site by providing landscaping and hardscaping that is similar to the rest of the site. The parking lot will be connected to the buildings by the interior system of pathways, providing a transition space between the vehicle area and main entrances. The 12' buffer along the building side of the driveway used to access the parking area further softens the transition between vehicle areas and the building. *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 site layout and building orientation work to reduce the likelihood of crime by assuring that all public areas are well-lit at night and create opportunities for passive surveillance during the day. All building entrances are oriented toward the pedestrian accessway to maximize “eyes on the street”. Community amenities, including a large gathering area, are located centrally to induce activity and activity throughout the day. *This guideline has been met.*

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

Findings: The proposal features numerous design features that will minimize impacts and blend well with context. The massing of the building has been designed to reflect the smaller block lengths and buildings typical in Kenton, reflecting the scale of similar development patterns in Kenton. The gabled roof forms reference the repetitive gables and sheds of the industrial architecture north of site along Columbia Boulevard. The plazas will provide a series of gathering spaces that further reinforce the open space character of the neighborhood. Combined, these design elements will serve to reduce the impact of the development on the surrounding neighborhood and blend in with the character and existing architecture of Kenton. *This guideline has been met.*

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

Findings: The proposal is composed of quality materials and interesting features. Generally, the exterior materials palette is well-considered balancing cost economy with durability while conveying visual interest. The colors and textures of each material are coherently expressed to assure that all parts of the building coordinate, while still providing some accentuation at the most important parts of the building (main entrance

and public courtyard and primary frontages.) The design features fiber cement panels and lap siding as the primary cladding materials. VPI Commercial Grade vinyl windows are proposed for the upper stories. The exterior materials have been selected for their visual interest and durability. The colors and textures of each material assure all parts of the building will be coherent and interesting to view. *This guideline has been met.*

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.

Modification of 33.266.130 Development Standards for All Other Uses. Per Table 266-5 the parking area must include a 5'-0" L2 landscape buffer, protected by curbs. The perimeter planting width along the western edge is proposed to be reduced from 5'-0" to 2'-6", to allow a more generous landscape buffer along the building face. The proposal provides an additional 12' wide buffer between the building and the driveway.

Standard: 33.266.130.G.2.c. Setbacks. The minimum required setbacks for surface parking areas are stated in Table 266-5.

Purpose: The development standards promote vehicle areas that are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area location regulations for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users.
- Create a strong relationship between buildings and the sidewalk; and
- Create a sense of enclosure on transit and pedestrian street frontages.

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

Findings: The modification to reduce the width of required landscape buffer along the north side of the driveway better meets *Guidelines D4. Parking Areas and Garages* and *D7. Blending into the Neighborhood*. The reallocation of landscaping along the south side of the

driveway, location of the parking area at the rear corner of the site, and separate, fully protected pedestrian access internal to the site, work to meet the purpose of the standard on balance.

- A. ***Better meets design guidelines.*** *The resulting development will better meet the applicable design guidelines.* The increased buffer on the north side of the studio building will serve to reduce the impact of the development on the surrounding neighborhood and blend in with the character and existing architecture of Kenton. The 12' buffer along the building side of the driveway used to access the parking area further softens the transition between vehicle areas and the building, resulting in a minimized impact of parking areas. *Therefore, this criterion is met.*
- 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 parking area layout standards include requirements for setbacks and landscaping along driveways. These standards are intended to improve and soften the appearance of vehicle areas and reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones. The modified landscaping provides a generous buffer along the building face to soften the northern edge of the building, while maintaining a 2'-6" strip of planting at the property line. The adjacent site is zoned EG2 (General Employment), which does not allow household living. *Therefore, this criterion is met.*

Therefore, this Modification merits approval.

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 requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of Design Review with modifications for development consists of four (4) buildings arranged around shared outdoor space.

Approval per the approved site plans, Exhibits C-1 through C-24, signed and dated February 13, 2019 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 18-253149 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the

permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

Staff Planner: Emily Hays

Decision rendered by:  **on February 13, 2019**
By authority of the Director of the Bureau of Development Services

Decision mailed: February 15, 2019

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

Procedural Information. The application for this land use review was submitted on October 15, 2018, and was determined to be complete on October 24, 2018.

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 15, 2018.

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 requested that the 120-day review period be extended for 120 days, as stated with Exhibit G-2. Unless further extended by the applicant, **the 120 days will expire on: June 2, 2019.**

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 decision 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.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on March 1, 2019** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized

organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded on or after **March 4, 2019** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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

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

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

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

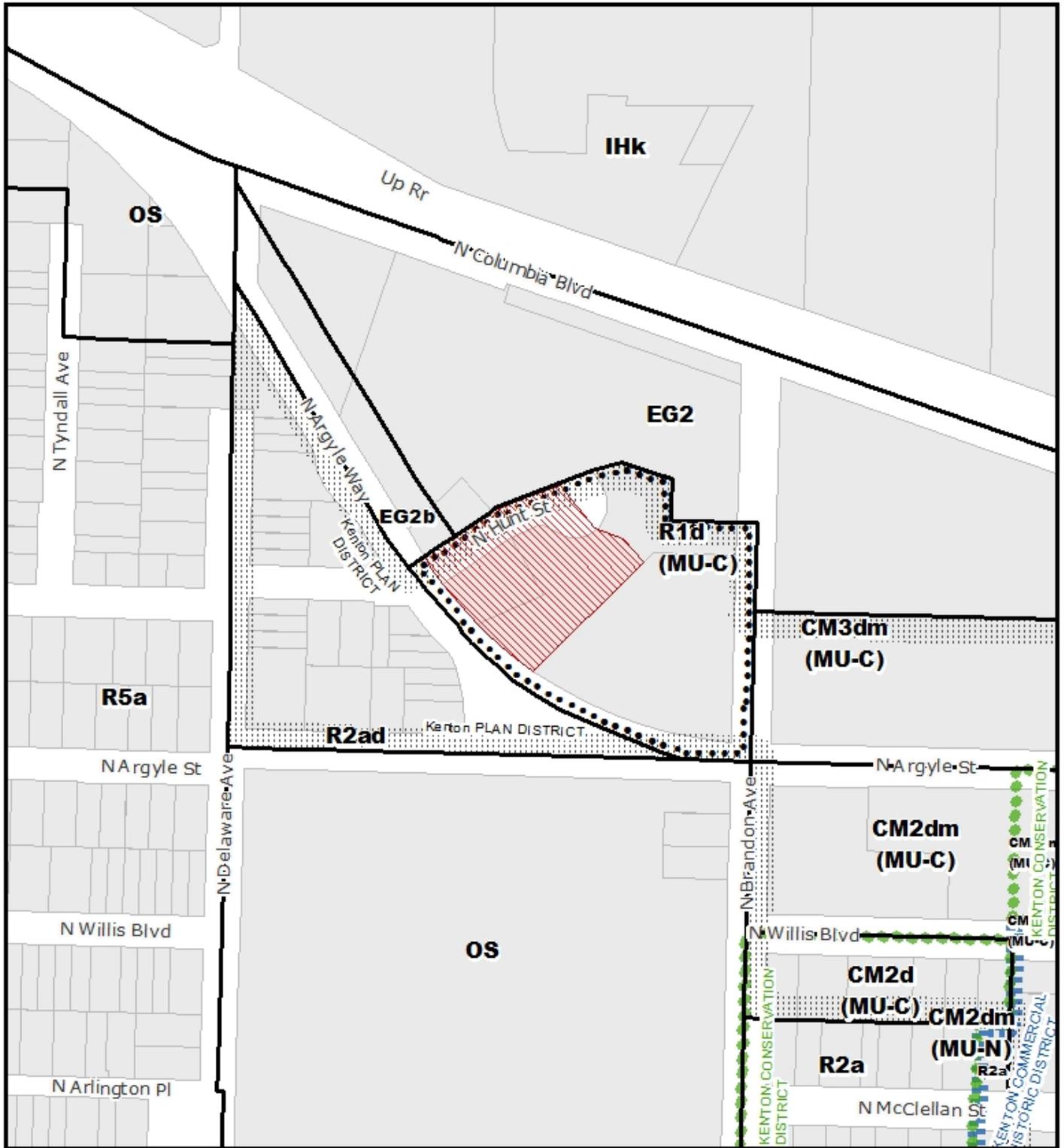
Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- 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.

EXHIBITS
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittal
 - 1. Project Narrative
 - 2. Original Drawing Set
 - 3. Site Survey
 - 4. Stormwater Report
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Public Amenities
 - 3. Floor Plans
 - 4. Floor Plans
 - 5. Floor Plans
 - 6. Landscape Site Plan
 - 7. Site Lighting Plan
 - 8. Site Materials Plan
 - 9. Site Materials Palette
 - 10. Site Planting Plan
 - 11. Site Planting Palette
 - 12. Site Planting Palette
 - 13. Site Furnishings
 - 14. Elevations
 - 15. Elevations
 - 16. Elevations
 - 17. Sections
 - 18. Details
 - 19. Details
 - 20. Materials
 - 21. Modification Diagram
 - 22. Material Specifications
 - 23. Material Specifications
 - 24. Material Specifications
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
- F. Correspondence: None.
- G. Other:
 - 1. Original LU Application
 - 2. Extension Request

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



THIS SITE LIES WITHIN THE:
KENTON PLAN DISTRICT



Site



Historic Landmark

File No.	LU 18-253149 DZM
1/4 Section	2128
Scale	1 inch = 200 feet
State ID	1N1E09AC 901
Exhibit	B Feb 14, 2019



Approved
 City of Portland
 Bureau of Development Services
 Planner Edna Han
 Date 2/13/19
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

EXHIBIT-C1
 sheet: 05

title: SITE PLAN

DESIGN REVIEW
 02.13.2019

LU 18-253149 DZM

Project #
 LISAH
 2310 N HUNT STREET
 PORTLAND, OR 97217
 15090

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