



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

Ted Wheeler, Mayor  
Rebecca Esau, Director  
Phone: (503) 823-7300  
Fax: (503) 823-5630  
TTY: (503) 823-6868  
[www.portlandoregon.gov/bds](http://www.portlandoregon.gov/bds)

---

**FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON August 20, 2020**

**FINAL DECISION BY THE DESIGN COMMISSION**

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, 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 20-111860 DZM**  
**PC # 19-169259**

**NORTHBOUND 30 COLLABORATIVE**

**BUREAU OF DEVELOPMENT SERVICES STAFF:**

Grace Jeffreys 503-823-7840 / [Grace.Jeffreys@portlandoregon.gov](mailto:Grace.Jeffreys@portlandoregon.gov)

**GENERAL INFORMATION**

**Applicant:** Meaghan Bullard, Jones Architecture  
120 NW 9th Ave #210, Portland, OR 97209  
[mbullard@jonesarc.com](mailto:mbullard@jonesarc.com), 503.477.9165  
Judson Moore, Waechter Architecture  
3928 N Williams Ave, Portland, OR 97227  
[judson@waechterarchitecture.com](mailto:judson@waechterarchitecture.com), 503.894.9480  
Jeff Shoemaker and Korey Derrick, Dowl  
720 SW Washington, Suite 750, Portland, OR 97205

**Representative:** Noel Johnson, NB30 Sponsor LLC  
2455 NW Raleigh St., Portland, OR 97210

**Owners:** Ent Ventures XIII LLC  
225 SW 1st Ave, Portland, OR 97204  
Cairn Pacific Properties 7, 9 and 10 LLC  
2121 NW Savier St #701, Portland, OR 97209  
Cairn Pacific Properties 7, 9 and 10 LLC  
1015 NW 11th Ave #242, Portland, OR 97209-3496

**Site Address:** NW 29TH AVE

**Legal Description:** BLOCK 10 INC PT VAC ST LOT 11 EXC S 25', WILLAMETTE HTS ADD; BLOCK 10 S 25' OF LOT 11, WILLAMETTE HTS ADD; BLOCK 11 LOT 3&4&7&8&11 TL 4300, WILLAMETTE HTS ADD; BLOCK 12 LOT 2 EXC PT IN STS LOT 3 EXC PT IN ST, LOT 4 EXC WLY 10 1/3' & EXC PT IN ST, WILLAMETTE HTS ADD; BLOCK 13 LOT 1, WILLAMETTE HTS ADD; BLOCK 13 LOT 2, WILLAMETTE HTS ADD

**Tax Account No.:** R913401450, R913401460, R913401480, R913401530, R913401610, R913401620, R649691570

**State ID No.:** 1N1E29DB 04200, 1N1E29DB 04100, 1N1E29DB 04300, 1N1E29DB 03300, 1N1E29DB 03400, 1N1E29DB 03500, 1N1E29DB 04001

**Quarter Section:** 2825 & 2826

**Neighborhood:** Northwest District, contact Greg Theisen at [planning@northwestdistrictassociation.org](mailto:planning@northwestdistrictassociation.org).

**Business District:** None

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

**Plan District:** Lots #5 and #6 (only) are in Northwest Hills - Forest Park

**Zoning:** **EXd**, Central Employment with a Design overlay

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

**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 development of eight (8), 5-story multi-dwelling buildings, approximately 15,000 sf each, located on a large site in NW Portland. Buildings #5 and #6 are also located in the Forest Park Subdistrict of the Northwest Hills Plan District. The proposal includes:

- Ground level bike rooms, storage, commons areas, and parking.
- Dwelling units on Levels 1-5.
- Shared outdoor courtyards at ground level.
- Parking and loading access aisles on NW 29<sup>th</sup> Ave, NW 30<sup>th</sup> Ave and NW Roosevelt St.
- No-build easements are proposed on the subject's adjacent properties to create implied property lines for window opening percentages, exterior rating and egress code standards.

The following five (5) Modifications are requested:

1. Ground Floor Windows (PZC 33.140.230) Building 2 west façade facing NW 30th Avenue, the proposal is for 36% rather than the required 50% glazed length.
2. Ground Floor Windows (PZC 33.140.230) Building 5 north façade facing NW Roosevelt Street, the proposal is for 35% rather than the required 50% glazed length.
3. Building Height (PZC 33.140.210) For Building 1, the proposal is for 68.09 feet in height, which is 3.09 feet over the 65 feet height allowance.
4. Parking Area Setbacks and Landscaping (33.266.130.G) Building 1, east lot line, the proposal is to not provide the required 5' of L1 landscape buffer at the driveway plaza.
5. Parking Area Setbacks and Landscaping (33.266.130.G) Access drive aisle to Building 7, the proposal is to not provide all of the required 5' of L2 landscape buffer to the north side.

A Design Review is required for new development in a design overlay zone (PZC 33.420.041). A Type III procedure is required because this development is in a design overlay zone and exceeds the value of \$2,366,000 (PZC 33.825.025). Modifications are required because the applicant is requesting to not meet the standards indicated above.

**Relevant Approval Criteria:**

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

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

## ANALYSIS

**Site and Vicinity:** The project area is bound by NW 29th to the east, NW Nicolai to the north, a new private alley to the south and NW 30th runs through the site. Surrounding the site, the areas differ:

- To the south and south-west: The area is generally residential in use, with varied forms, density and vintage.
- To the east: The area is generally commercial in nature, with industrial and commercial office buildings, and notably, one block away across NW Vaughn is Montgomery Park.
- To the west along Nicolai: The area is generally commercial and industrial in nature.
- To the north across Nicolai: The Guilds Lake Industrial Sanctuary is located here, which is industrial in nature and zoning.

The City's Transportation System Plan for this area is as follows:

- None of the site (which includes all contiguous also owned property), is in a Pedestrian District.
- NW Nicolai is classified as a Civic Corridor, Transit Access Street, Neighborhood Collector Traffic Street, City Walkway and a City Bikeway. It also has a Green Street Overlay.
- NW Roosevelt, NW 29<sup>th</sup> and NW 30th are classified as a Local Service Streets for all modes.

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

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.

Lots # 5 and #6 only: The Northwest Hills Plan District protects sites with sensitive and highly valued resources and functional values. The portions of the plan district that include the Balch Creek Watershed and the Forest Park subdistrict contain unique, high quality resources and functional values that require additional protection beyond that of the Environmental overlay zone. The Linnton Hillside subarea within the Forest Park subdistrict contains a residential area that is constrained by natural conditions and limited existing infrastructure. The development standards for this subarea are intended to protect the public health and safety by limiting the potential number of new housing units consistent with these constraints. The plan district also promotes the orderly development of the Skyline subdistrict while assuring that adequate services are available to support development. The transfer of development rights option reduces development pressure on protected sites while containing safeguards to protect receiving sites. The site is within the Forest Park Subarea of this plan district.

**Land Use History:** There are no relevant prior land use decisions on record for these properties. However, there are currently under review several Lot Confirmation/ Property Line

Adjustment applications to reconfigure existing lot lines, and there are the following two folders of interest:

- IQ 17-136528. Street Vacation, Complete. Ord. No. 188778 recorded 8/30/2018 as Doc. No. 2018-091544. To vacate a portion of NW Roosevelt St between NW 29<sup>th</sup> and NW 30<sup>th</sup> subject to listed conditions and reservations.
- ZC 7231. Zone change.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **May 29, 2020**. The following Bureaus provided written responses:

- The **Bureau of Environmental Services** responded on May 27, 2020, which include the following direction (Exhibit E1):

*BES has no specific approval criteria for design review applications. However, stormwater management systems can impact the design and layout of the site and should, therefore, be accounted for through this review. The information in this memo has been provided to assist BDS Land Use Services with review of the relevant approval criteria. The proposed development will be subject to BES standards and requirements during the permit review process.*

Additionally, they noted the following specifically for Lot #1:

*For Lot 1, plaza runoff will be managed in a planter located along the northern property line, with discharge to the combined sewer in NW 30<sup>th</sup> Avenue. This connection across Lot 2 will require a private easement to be granted across Lot 1 (see additional information provided above). Roof runoff from Lot 1 will discharge to a planter proposed to be located on the adjacent property to the east. This runoff will then discharge across that adjacent lot into the combined sewer in NW 29<sup>th</sup> Avenue. This system will require a private easement, a maintenance agreement and a plumbing code appeal, none of which have been provided or completed to date. BES strongly recommends that the applicant complete the required plumbing code appeal prior to land use approval in order to confirm feasibility of the system as shown. Since this has not been completed to date, BES cannot confirm that the proposed stormwater management system is approvable. If this system is determined to be infeasible at the time of permit review, the applicant should be aware that changes to the stormwater system design may impact the design and layout of the site.*

- The **Bureau of Transportation Engineering** responded on June 5, 2020, which include the following direction: (Exhibit E2)

*PBOT has no objections to approval. The applicant did not submit the required detailed site utility plan as identified in PBOT’s pre-app and request for completeness responses. It appears that private electrical vaults can be accommodated on private property given the building setbacks and open space areas. If the applicant wants to propose them in the right-of-way, it may result in changes to the site plan that could trigger another design review. In addition, given the setbacks and open space, it is unlikely PBOT would approve private vaults in the right-of-way. There is a public works permit currently under review.*

- Fire Bureau (Exhibit E3)
- Site Development Section of BDS (Exhibit E4)
- Life Safety Section of BDS (Exhibit E5)
- Bureau of Parks-Forestry Division (Exhibit E6)

The following Bureaus responded with no comments or concerns:

- Water Bureau

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **May 29, 2020**.

A total of seven (7) written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Doug Steves, June 3, 2020, with concerns with the Modification requests to height, ground floor windows, and landscaping; the lack of retail, building to the property lines; the lack of green spaces; the quality of street experience; the lack of enough parking; and problems with road access on 29<sup>th</sup> & 30<sup>th</sup>.
2. Marnah Herrington, June 3, 2020, wrote with concerns about lack of green spaces and of enough parking spaces.
3. Greg Theisen, Chair, NWDA Planning Committee, June 5, 2020, wrote with general support for layout of 8 buildings, ground floor uses and materials. Concerns were noted about the success of some of the open spaces at lots 1, 4, 5 and 7; success of elevations of Buildings 1, 3, 5 and 7; and add brick to base of Building 8.
4. Jamie Bradley, on June 4, 2020, wrote in support of the proposal.
5. Chris Crever, on June 5, 2020, NIBA Member, wrote with concerns about developing multi-family residential across the street from an Industrial sanctuary. When these units are occupied in the future, there will be concern that potential noise/ pollution/traffic complaints will surface from tenants occupying these new apartments. They ask that this review explore the opportunity of placing an overlay/easement that encompasses this development that would restrict any complaints, legal action, etc. The types of businesses and commerce that takes place in the GLIS has the real opportunity to create such complaints from tenants living in this development.
6. Sarah Moench, June 5, 2020, wrote with concerns about the height and an increase in vehicles and parking.
7. Mike Rushin, June 8, wrote in support of the proposal.

**Staff responses:**

- Modifications. See findings below.
- Zoning/ lack of retail. Retail is not a required use, however, refer to findings below regarding ground level units and street activation.
- Landscaping/ lack of green spaces. See findings below.
- Insufficient Parking and increase in vehicles.
  - Since the site is considered close to transit but has over 50 units, 0.33 spaces are required per unit, per PZC 33.266.110 Minimum Required Parking. For 145 units, a minimum of 48 spaces are required, and, with 56 spaces, this requirement is met.
  - Beyond this, with regards to minimum parking requirements, the amount of parking is not part of the purview of this Design Review. The development of the code standards, such as those for parking, are developed by the Bureau of Planning and Sustainability through a different public review process. If you have questions or concerns about the PZC standards, you are encouraged to contact the Bureau of Planning and Sustainability and inquire about how you can get more involved in the process of determining the standards. Here is a link to their contact information:  
<https://www.portlandoregon.gov/bps/article/136170>.
- Road access on NW 29<sup>th</sup> & 30<sup>th</sup>. There are no transportation related approval criteria for this design review and no traffic study was required. However, PBOT have provided the following explanations:
  1. PBOT enforces Title 17.88.040 Through Streets requirements, which notes that “street connectivity provides access to adjacent properties and reduces out-of-direction travel”. This title includes requirements for new or expanding development.
  2. While PBOT is sensitive the traffic concerns of the neighbors, they do not support creating an island community separated from the rest of the city’s neighborhoods. In this area, current plans include:
    - a. Upgrading the ped/bike connection through the cul-de-sac to accommodate emergency vehicles only with removable bollards.
    - b. NE 30<sup>th</sup> and Wilson is being designed with a diverter that will not allow south bound vehicles on 30<sup>th</sup> to turn left on Wilson. They would have to turn right, and it will be

an out of way travel path for any vehicles to get back to 29<sup>th</sup> to go south through the neighborhood.

The diverter effectively prevents northbound through traffic on NW 30<sup>th</sup> Ave at Wilson. In addition to a diverter, a curb extension on the NE corner will discourage westbound vehicles on NW Wilson from turning right onto NW 30<sup>th</sup> Ave. This combination of traffic constrictions is intended to facilitate neighborhood travel movements while preventing non-residential traffic through the local streets.

- c. The recent land division south of this project fronting on Wilson has a private alley that the developer is allowing public ped/bike access from 30<sup>th</sup> to 29<sup>th</sup> for the neighborhood residents use.
- d. The diverter at 30<sup>th</sup>/Wilson will significantly reduce the potential number of vehicle trips that would attempt to use the local neighborhood streets for access further south in the City.

### **Procedural History.**

- The application for this case was submitted on January 29, 2020 and the applicant requested it to be determined to be complete on March 27, 2020.
- The applicant requested that the 120-day review period be extended by 32 days to allow the city time for restructuring of the hearing process due the COVID-19 emergency.
- The first hearing was held on June 18, 2020. Staff recommended approval with conditions; however, the Commission did not find that the application yet met the approval criteria and requested the applicant return with more detail and some revisions.
- The applicant requested that the 120-day review period be extended by a further 81 days to allow time for a return hearing on August 20, 2020.
- The second hearing was held on August 20, 2020. The applicant's updated materials include the following revisions, with reference to the conditions of approval listed in the first staff report:
  - Conditions D and E. Lot 5, vehicle area: Landscaping border was slightly increased in width, and a larger Incense Cedar was added. (Exhibit C, Pages B5-C.3, C.5 and C.21).
  - Condition F. Building 2, west elevation, Ground Floor Windows: The Ground Level was revised to allow for increased glazing and a zone for planting to grow on the façade was added. (Exhibit C, Pages B2-C.3, 13 and C.14).
  - Condition G. Building 2, west elevation, Garage Door: An option for a future garage door was added (Exhibit C, Pages B2-C.15 and C.16).
  - Condition H. Lot 3, ground level courtyard: The large vault area replaced landscaping (Exhibit C, Pages B3-C.3 and C.20):
  - Condition I. Building 5, north and east elevations, Ground Floor Windows: Increased glazing added at the Ground Level. (Exhibit C, Pages B5-C.8 and C.9).
  - Condition J. Building 7, north elevation: Increased glazing added at the Ground Level. (Exhibit C, Pages B7-C.8 and C.9).
  - Condition K. Building 5, west elevation: Header height reduced over the garage areas. (Exhibit C, Pages B5-C.14 and C.15).
  - Additional Balconies: An option to add balconies Buildings 3, 5, and 7 has been added (Exhibit C, Pages B3-C.6 and C.12, B5-C.6 and 14, B7-C.6 and C.14). North-facing balconies have been removed from the lower portion of building 6 (Exhibit C, Pages B6-C.7 and 14). Building 8 exchanged balconies and side solar shade locations to better optimize passive energy building design.
  - Building 6 Side-yard Access: An additional drawing was provided to show the condition at the southern property line that is shared with the existing adjacent detached residential structure. (Exhibit C, Pages B6-C.5, C.12, C.17 and C.19).
  - Building 3 Window Coordination: South Elevation window locations revised to align in plan and elevation.

- **Ground Story Units:** In response to the Commission's concerns with the Ground Floor unit conditions at Buildings 1 and 5, the units have been replaced by an Amenity Room in Building 1 (Exhibit C, Page B1-C.3) and a Leasing Office in Building 5 (Exhibit C, Page B5-C.3).

The Design Commission appreciated the response, and voted 6 to 0 to approve the proposal, with revised conditions.

## ANALYSIS

### (1) DESIGN REVIEW (33.825)

#### 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. Additionally, the findings have been organized under three tenets, "Context", "Public Realm", and "Quality and Permanence".*

## CONTEXT

**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.

**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 for P1 and D7:** This proposal meets the Community Plan Area Character and Blending into the Neighborhood guidelines in the following ways:

- According to the applicants, the goal of this proposal is to facilitate the establishment of a connected and urban, yet "tucked-away" micro-neighborhood. Activities within one

block radius range from multi-dwellings and detached residences to offices. Directly across Nicolai lies the Guild's Lake Industrial Sanctuary Plan District, with its well-established industrial firms with office and industrial uses. In conjunction with the overall site context – the industrial area to the north, new single-family townhomes and existing residential neighborhoods to the south and west, and [proposed] Northwest Children's Theater to the west – this project strives towards district creation, neighborhood enhancement, and community building.

- This proposed development of eight small-scale, decentralized multi-family buildings is intended to stitch together the existing context and create transitions from the evolving urban industrial zone to the east and the industrial sanctuary to the north, to the residential neighborhoods to the south and west which edge the urban wildlands of Forest Park.
- A multi-design firm collaboration has worked to develop a cohesive site planning approach of checkerboarding the buildings with the intent to maximize open space and create shared ground-level courtyard areas. Between adjacent building sights, the project employs a “neighborly” exchange of vehicle site access easements and building code easements in order to maximize open space, enhance the pedestrian realm, and ground level connectivity.
- The open areas in front of Buildings 2, 3, 6 and 8 created by the checkerboard of alternative buildings creates front courtyards which can provide urban respite and greening.
- At the first hearing, concerns were noted that the open areas created by Buildings 1, 4, 5 and 7 may be perceived as being for vehicles rather than for people, creating more a feel of surface parking areas rather than of pedestrian friendly open spaces. And, while the vehicle areas on lots 1, 4 and 7 are located away from the street frontages, on lot 5 the vehicle area takes up almost half of the street frontage of NW Roosevelt. To mitigate this, the landscape border has been slightly widened, a larger Incense Cedar tree has been added to relate to the Incense Cedars being preserved at the corner of NW 30th & Nicolai, and a quality, smaller-sized permeable paver has been proposed: Eco Priora Permeable Pavers by Mutual Materials (or similar). With this additional planting and the added richness and texture provided by the paving material, these areas will be more easily perceivable as shared surfaces, rather than dedicated vehicle areas, and the impact of the vehicle areas will be better mitigated.
- At the first hearing, concerns were also noted about Building 6's south side-yard access and its relationship to the adjacent single-family residence. Additional drawings were provided prior to the second hearing, and further information was brought to the second hearing to show the condition at the southern property line (Exhibit C, B6-C.19). The Commission supported the maintaining of the existing hedge on the property line if possible but noted the landscape screening standards also must be met.

*These guidelines are met.*

## **PUBLIC REALM**

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

**Findings:** This proposal meets the Pedestrian Network guideline in the following ways:

The proposal contributes to the greater redevelopment of the surrounding multi-block area; an area where the City never completed building roads, sidewalks & street trees. For example:

- Approximately 1,200 lineal feet of new sidewalk and street-trees will result from this broader effort;
- Multi-modal connectivity will be improved via the construction of NW Roosevelt and NW 30th streets, as well as the remodel of NW 29th barrier;
- Enhanced walkability will be provided through new connections to nearby retail streets, residential neighborhoods, public parks and hiking trails, (the existing void today prohibits and discourages movement), creating a confluence between the existing neighborhood fabric, hillside character, jobs and commerce activities, and a growing network of pedestrian thoroughfares and transit corridors.

Building design-specific responses include:

- A cohesive site planning approach and building massing in order to maximize open space, shared ground-level courtyard areas, and multi-modal connectivity;
- A “neighborly” exchange of vehicle site access easements and building code easements in order to maximize open space, enhance the pedestrian realm, and support and encourage ground level connectivity;
- Establishment of a connection to the pedestrian oriented alley along the Wilson Street Townhouse project;
- Creation of a robust site and building articulation, along with moderate massing to keep the public realm human-scaled and interesting;
- Generous ground level ceiling heights with high quality glazing systems and multiple entries.

Ground level uses include:

- Active uses, such as lobbies and active resident community spaces, which are placed along the perimeters of the buildings to enhance the pedestrian experience.
- When there are open spaces (courtyards) fronting streets, some adjacent buildings that face these open spaces are programmed with active spaces that spill out onto the open space (main entrances and lobbies) to ensure the open spaces are used and active and create a positive pedestrian environment.
- When there are residential units located along streets at the ground floor, they are treated in a variety of ways:
  - Building 1 (Exhibit C, Pages B1-C.4 and C.8). Initially, a residential unit was proposed on the ground level directly at the north property line facing NW Nicolai, which is a very busy road, and the Guilds Lake Industrial Sanctuary, which is located directly across the street. In response to concerns that a ground floor residential unit on this property line would do little to activate the street frontage, even at 5 feet above the outside grade, the unit has been replaced with a resident amenity space instead.
  - Building 2 (Exhibit C, Pages B2-C.4 and C.12). The ground floor unit is set back about 10’ from the street lot line, it is raised above adjacent street grade by 2’-8” and it is buffered by landscaping/stormwater garden.
  - Building 3 (Exhibit C, Pages B3-C.4 and C.14). There are no units at the ground level.
  - Building 4 (Exhibit C, Pages B4-C.4 and C.10). The ground floor unit is set back 5’-6” from the street lot line, it is raised above adjacent street grade by at least 1’, and it is buffered by architectural screening.
  - Building 5 (Exhibit C, Pages B5-C.4 and C.8). Initially, a residential unit was proposed on the ground level directly at the east property line, facing NW 30<sup>th</sup>. Although this is a more quiet street than Nicolai, a ground level unit on a street lot line does little to help activate a street frontage, since the uncomfortable proximity to the sidewalk provide no transitional space from the very public sidewalk to the more private living areas, making residents unlikely to open curtains and maintain eyes on the street. In response to

concerns that a ground floor residential unit on a street property line would do little to activate the street frontage, the unit has been replaced with an on-site leasing office instead.

- **Building 6** (Exhibit C, Pages B6-C.5 and C.11). The ground floor unit is set back about 25' from the street lot line and is located off the entry courtyard. The natural grade of the site allows for the entrance to the residential unit to be lower than the adjacent building entry, creating a private-feeling residential porch, and the residential entrance is also buffered from the street by a mature tree located as a central focal point in this courtyard.
- **Building 7** (Exhibit C, Pages B7-C.4 and C.10). The ground floor unit is set back about 3' from the street lot line, is buffered by a landscape planter in front, and it is slightly raised from the street level as the road slopes down towards the north. The natural grade of the site allows for the entrance to the residential unit to be set back from the street and adjacent building entry, creating a private-feeling residential porch.
- **Building 8** (Exhibit C, Pages B8-C.4 and C.10). The ground floor unit is set back about 25' from the street lot line and is located off the entry courtyard. The natural grade of the site allows for the entrance to the residential unit to be lower than the adjacent building entry, creating a private-feeling residential porch; residential entrance is also buffered from the street by a mature tree located as a central focal point in this courtyard.

*This guideline is met.*

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

**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.

**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 E2, E3, D1 and D3:** This proposal meets these guidelines in the following ways:

- The cohesive site planning approach maximizes open space and shared ground-level courtyard areas. The 'checker-board' approach to the site plan results in a comfortable rhythm of building façade and open space along NW 30th. The result of this is that half of the buildings are pulled back from being zero-lot line conditions, creating open areas along the street frontages.
- Public-Private Interface: it is notable that the area devoted to open-space which benefits the project's future private residents equally enhances and can be enjoyed by the public. This decentralized and distributed introduction of shared urban space is a highly intentional alternative approach to the commonly seen internal courtyards of "O" shaped or "U" shaped full-block podium structures.
- Touch of Forest Park: marquee landscape features are enabled by the site plan via the setback of buildings 2, 6 and 8 to have larger tree species plantings. In this way, the larger trees of nearby Forest Park and the residential neighborhoods are reflected.

- The open spaces created by setting half of the buildings back from being zero-lot line conditions creates open areas along the street frontages with opportunities for open space and green areas that could also encourage people to stop and rest:

- Building 1 (Exhibit C, Pages B1-C.4 and C.8). At the ground level, the lobby is pulled back from the street lot line, creating space for a stormwater planter in front and a slight recess in front of the door to pause. The base is differentiated by the carved-out recess for the entry, additional glazing, and the wood cladding adjacent to the entry door.
- Building 2 (Exhibit C, Pages B2-C.4, C.11 and C.13). Along Nicolai at the ground level, the building is set back about 10' from the street lot line, and the entries into the lobby and the unit are raised above adjacent street grade and carved out of the building. Additional street enhancement is provided by a landscaping/stormwater garden. On NW 30<sup>th</sup>, there is additional glazing at the lobby.

Along NW 30<sup>th</sup>; however, the open secondary entrance, the open car entry, and the solid wall at the structured parking all add up to a long stretch of inactive street frontage, creating an uncomfortable and potentially unsafe experience for passers-by. In response to these concerns, glazing has been added to the secondary entry, and the wall of the structured parking has been pushed back to provide space for vertical planting. However, to ensure this planting is successful, the following condition has been added:

***At Building 2, west elevation, the planters outside the wall of the structured parking shall have permanent irrigation.***

- Building 3. At the ground level, there is a generous courtyard in front of the building, with a kitchen, a workshop and a lobby entry to activate this courtyard. However, there is structured parking to its north in building 2 and a unit to its south in building 1, so it will be important for this building frontage to activate the courtyard, which, with these uses, with glazed doors opening directly out to the courtyard, has the potential to do.

The courtyard design along the frontage includes both hard paved areas for people and stormwater planters to add greening. However, a large Century link vault is noted to be relocated to the corner of this planter at the street frontage (Exhibit C, Pages B3-C.3, C.18 and C.20). Landscaping has been added to screen from the street and the courtyard. At the second hearing, the Commission considered the difficulties with the placement the services and the vault, and felt that on balance, if the vault is needed, the surrounding landscape will ensure the frontage along NW 30<sup>th</sup> is pleasant and provides visual interest to passers-by.

- Building 4 (Exhibit C, Pages B4-C.4 and C.10). At the ground level, the base of the building is set back 5'-6" from the street lot line and a series of brick piers define the transition from public street frontage to the more private lobby, and ground level unit. With the added balustrading and adjacent slope in grade down to the north, the unit gains additional privacy from the street frontage. These treatments, along with additional glazing, help clearly define the base of the building.
- Building 5 (Exhibit C, Pages B5-C.4, C.8 and C.10). At the ground level, the lobby and ground floor unit are both located at the street lot line, but entries and exits are carved out of each faced to create places to pause before entering.

As noted in findings above, the ground level residential unit originally proposed on the NW 30<sup>th</sup> street frontage has been replaced with an on-site leasing office instead.

Additionally, in response to concerns about the lack of glazing at the ground level, more glazing has been added on both the north and the east elevations.

This will help ensure those frontages are better activated, especially at the corner.

At the first hearing, concerns were also noted about the very large and tall opening at the garages on the west elevation, which will remain visible because of the paved area in front of it. In response, the header above the parking has been lowered to reduce the height of the garage opening.

Along the NW Roosevelt Street frontage, however, there remains the large paved vehicle area, albeit with textured pavers, a tree and landscape, a solid wall at the structured parking facing north, and a garage area open towards the west which will be visible to those walking east on Roosevelt.

At the second hearing, the Commission considered that the high quality of the architectural design, with the added landscape and the small permeable pavers, that on balance, these were enough to mitigate the impact of the short piece of blank wall.

- Building 6 (Exhibit C, Pages B6-C.5 and C11). At the ground level, the building is set back about 25' from the street lot line, creating space for a landscaped front entry courtyard. The natural grade of the site allows for the entrance to the residential unit to be lower than the adjacent building entry, creating a private-feeling residential porch, and the residential entrance is also buffered from the street by a mature tree located as a central focal point in this courtyard. A paved area has been provided in front of the lobby with benches for seating, offering a place for passers-by to stop and rest. The brick base and additional glazing differentiates the base of the building from the wood-clad upper parts of the building. The balconies above add to the differentiation.
- Building 7 (Exhibit C, Pages B7-C.4, C.8 and C10). The building is set back about 3' from the street lot line and a landscape planter in front provides a touch of greenery. The natural grade of the site allows for the entrances to be set back from the street, and these have been carved out at the base, creating an entry porch.

In response to concerns that the north side elevation, which will remain very visible, was lacking in glazing, a larger window has been added to the north elevation at the workshop. This will help better activate this very visible corner of the building.

Building 8 (Exhibit C, Pages B8-C.4, C.10 and C.17). The building is set back 30' from the street lot line, creating an entry courtyard. The natural grade of the site allows for the entrance to the residential unit to be lower than the adjacent building entry, creating a private-feeling residential porch; residential entrance is also buffered from the street by a mature tree located as a central focal point in this courtyard. A paved area has been provided in front of the lobby with benches for seating, offering a place for passers-by to stop and rest. In elevation, wider bays and additional glazing at the base, along with balconies above add to the differentiation of the base.

- Some active amenities are also placed at the ground level to create opportunities for neighbors to visit with or meet one another. However, some publicly accessible uses, such as retail, rather than ground level units, would increase activity of the streets and the courtyards, as noted under E1 above.
- The project includes a PBOT dedication that exceeds requirements in order to save two substantial cedar trees. These established and mature trees at the corner of NW Nicolai and NW 30<sup>th</sup> create a comfortable "stopping place" at this "gateway" corner.

*With the above condition of approval, these guidelines will be met.*

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

**Findings:** This proposal meets the Corners that Build Active Intersections Buildings guideline in the following ways:

- Buildings 1 and 2, at the north ends of the development, together create a strong “gateway corner” at northeast corner of Nicolai and 30<sup>th</sup>:
  - Public improvements merge with a shared courtyard and entrances to both Buildings 1 and 2 off this “gateway” courtyard (Exhibit C, Pages B1-C.4 and B2-C.4). This corner creates threshold condition, announcing the entry to this micro-neighborhood.
  - The project also includes a PBOT dedication that exceeds requirements in order to save two substantial cedar trees. These established and mature trees will act to frame, along with Buildings 1 and 2, a human-centric experience at one of the project’s primary corners.
- Buildings 4 and 8, on the south end of the development at either end of the Wilson Street Townhouse alley, engage and encourage activity in and through the alley (Exhibit C, Pages B4-C.17 and B8-C.16):
  - The design of the buildings, including ground floor windows which wrap the corner and face the alley, easements-enabling activities, and forward-facing programming contribute to these inviting and human-oriented corner conditions.
- Building 5 lies at the corner of NW 30<sup>th</sup> and NW Roosevelt. The lobby has been located at the corner, and, as noted in findings above, more glazing has been added on both the north and the east elevations. This will help ensure those frontages are better activated, especially at the corner.
- The Building 2 also lies at the corner of NW 30<sup>th</sup> and Roosevelt, creating the visual end of Roosevelt. Unfortunately, the opening into the structured parking also aligns with the end of Roosevelt; however, as noted in findings above, glazing has been added to the secondary entry, and the wall of the structured parking has been pushed back to provide space for vertical planting. At the first hearing, it was also noted that the opening allowed views through the structured parking to the paved area and landscaping beyond, offering some level of interest to the frontage.
- The applicant has noted that there may be a point in the future where a garage door is desired to be added. Therefore, they would also like approval for the option to add a Rytec (or similar) garage door in the future (Exhibit C, B2-C.13 and C.14). At the second hearing, the Commission supported the request for this optional high-quality garage door.

*This guideline is met.*

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

**Findings:** This proposal meets the Light, Wind, and Rain guideline in the following ways:

- Compact building footprints and courtyard configuration allow for solar access in and around the site and adjacent pedestrian ways.
- Rain protection is provided for residents and visitors at all building entrances through recessed alcoves that are integral to each buildings’ overall facade composition.

- Each building offers covered areas for residents to accommodate a variety of basic Oregon lifestyle needs, including:
  - camping gear loading, cleaning and lay-out areas;
  - post Forest Park dog-walk or cyclocross ride or trail run mud washdown;
  - bike maintenance and repair accommodations.
- While the unique design response provides numerous open courtyards and landscape which will enhance the journey of passers-by, little protection is offered for passers-by on the streets. At the second hearing, the Commission discussed this issue in depth, and considered that, due to the very unique characteristics of this location, the unique design response, and the recessed entries and tree canopies which will provide some level of protective coverage, on balance, this guideline is met with the proposal as it stands.

*This guideline is met.*

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

**Findings:** This proposal meets the Main Entrances guideline in the following two ways:

- Site Composition
  - The site area itself has multiple “main entries” unrelated to the building because there are multiple small buildings instead of one large, hulking full-block podium structure. As such, the “gateway” entry from the north, at NW Nicolai and 30th is marked by the tall, mature cedar trees that are being preserved as part of this project proposal. The mass-timber nature of the buildings, which can be seen when looking up at and into the building, speak to the development’s green neighbor – Forest Park.
- Individual Buildings
  - Buildings 1 and 2 work together to augment the creation of a strong “gateway corner” at northeast corner of Nicolai and 30th; public improvements merge with a shared courtyard and entrances to both Buildings 1 and 2 off this “gateway” courtyard. Of particular note is building 2’s main entry which is design to feel like it is embracing the north as well as western directions. With building 1’s main entry to the north, and a ground floor unit in between which can be used either as residential or commercial, an activated main entry is generated.
  - Building 3 and 5 work together to mark the mid-point of the newly constructed NW 30th street. The landscaped courtyard at the generous setback of Building 3 provides an interesting response to Building 5, and relief to the side of Building 2, which ends Roosevelt. Building 5, which “holds” the corner at NW 30th and Roosevelt, has its main entry directly opposite Building 3.
  - Building 4 faces NW 30th, but works to “pick up” the substantial topography occurring along the NW 30th in a way that enables building 3 to have a strong entry courtyard.
  - Building 6 creates a main entry that is welcoming to the south and its strong setback modulates and responds to the nature of smaller, detached homes which are on its side of the NW 30th (the western side), providing transition into this denser development.
  - Building 7 and 8 work together to respond to the transitioning nature (residential to commercial) that is occurring on NW 29th from south to north. Both buildings directly engage the street with clear entry points, and the generous set-back of building 8 also softens and transitions to the smaller rowhomes which are on its side of the NW 29th street (the rowhomes are not yet built but the subdivision has

been approved.)

*This guideline is 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:** This proposal meets the Parking Areas and Garages guideline in the following ways:

- There is no minimum parking requirement for the sites included in this proposal, however parking is provided on each development site. To reduce the number of driveway entries, access to parking is shared between and among sites to diminish the impact on the pedestrian experience. Using shared access easements, in several cases, multiple buildings share a single curb cut; for example:
  - Buildings 1, 2, and 3 all share a single point of vehicular access off NW 30th
  - Buildings 5 and 6 share a single point of access off NW Roosevelt.
- Most of the parking is designed to be tucked away, under buildings and architecturally obscured from view in a way that is building specific. For example, Buildings 2 and 4 incorporate wood screening to reveal, yet mitigate, the reality of the automobile.
- At Building 2, glazing has been added to the secondary entry, and the wall of the structured parking has been pushed back to provide space for vertical planting. These revisions, along with the condition listed earlier for irrigation for the planters, will ensure the impact of vehicles on this frontage is minimized.
- At Building 5, textured pavers, a tree and landscape have been added to the vehicle area so it will be more easily perceivable as a shared surface, more glazing has been added at the north elevation, and the header over the garage has been lowered on the west elevation. These revisions will ensure the impact of vehicles on this frontage is minimized.

*Along with condition of approval listed earlier for irrigation, this guideline will be 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:** This proposal meets the Crime Prevention guideline in the following ways:

- Main Building Entries / Distributed Approach to Site Planning: The distributed approach to this development project creates 8 main points of building entry versus a single point of entry to one large building. This distribution brings residents to all corners of the site and results in an increased sense and knowledge of place and ultimately more familiar eyes on the street. This small-scale, distributed approach to housing creates a less anonymous relationship to one's environment; reduced anonymity reduces crime.
- Grounds Level Windows and Active Space: Similarly, this distributed approach to the site planning results in the opportunity for greater engagement with the ground level pedestrian realm. By bringing active use to the perimeter of these 8 buildings, there is an increased sense of activity and safety. In locations where less activation is occurring, such as at vehicle areas and structured parking on street frontages (Buildings 2 and 5), additional landscape has been added to activate frontages.

- **Outdoor Areas:** The street-facing courtyards create a sense of shared public realm, while also benefiting from the sense of ownership and agency that comes with residential uses. The courtyards will be well-lit and activated by the proximate main entrances to Buildings 1, 2, 3, 6, and 8.

*This guideline is met.*

## **QUALITY AND PERMANENCE**

**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:** This proposal meets the Interest, Quality, and Composition guideline in the following ways:

- As a collective, the eight lots that comprise this proposal offer a refined and restrained exterior palette – both on a building-by-building basis, and as group of eight buildings that come together to define this new district.
- The outward expression of the proposed structural system – mass-timber – will have a strong presence from the exterior of all the buildings and will be also expressed on the interior. This material will contribute to the overall material palette of all eight buildings.
- **Buildings 1, 3, 5 and 7** (designed by Waechter Architecture). The proposed primary materials are boxed rib metal wall panel, with CLT wall panel accents and concrete stem walls. These materials to reference the industrial context of the district and provide a contrasting backdrop to the exposed natural wood siding and landscaped plazas. Images of the materials are included (Exhibit C, Pages B1-C.19 and C.20), and, just prior to the second hearing, further detailed information was provided to show the quality proposed (Exhibit C.197).
- **Buildings 2, 4, 6 and 8** (designed by Jones Architecture). The proposed primary exterior materials are brick and wood. These materials are applied in varying proportions across the four buildings in order to distinguish the buildings from one another, while maintaining coherence. The brick provides quality and permanence, and the wood offers a softer residential feeling to the development. Images of the materials are included (Exhibit C, Pages B2-C.24 and 25), and, just prior to the second hearing, further detailed information was provided to show the quality proposed (Exhibit C.197-200). The wood paneling shall be tongue and groove, Western Red Cedar pre-treated on all sides with Timberpro UV protection (or similar).
- **The street-facing courtyards** are proposed to be of a high-quality paving material that is evocative of European pedestrian plazas. Beyond the surface material, the plazas contribute to the overall quality and interest of the pedestrian experience with their stormwater gardens, proposed to be planted with a variety of plant material that maintains texture and interest in all seasons. Images of the pavers are included (Exhibit C, Pages B2-C.24 and 25), and, just prior to the second hearing, further detailed information was provided to show the quality proposed (Exhibit C.197). The proposed pavers will be Mutual Materials -- Eco Priora Permeable Pavers (or similar).

*This guideline is met.*

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

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

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review

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

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

The following modifications are requested:

### **Modifications #1 and #2, Ground Floor Windows (33.140.230), Buildings 2 and 5.**

*Purpose Statement:* In the EX zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

*Standard:* In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

### **Modification #1 Ground Floor Windows (33.140.230), Building 2.**

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines.
- 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 for A and B:**

*Proposal.* Building 2 west façade facing NW 30th Avenue, the proposal is for 36% rather than the required 50% glazed length.

*Reason for Modification.* The primary reason for this modification request is due to the need for vehicular access to the parking for sites 1, 2, and 3. While Building 2 is requesting a modification for this purpose, Building 1 and 3 are able to provide enhanced pedestrian, courtyard, and ground story active use experiences because they do not have to interrupt the ground story architecture for access to the parking stalls on Sites 1 and 3. While Building 2 is not able to meet this requirement, it is still contributing to, and enhancing, the overall pedestrian experience because reduces the overall presence of parking for Buildings 1,2, and 3.

The frontage of Building 2 along NW 30th is comprised of three main sections – starting at the north end of the building – this section of the façade is defined by glazing with views into the building’s main lobby; moving south there is an opening in the façade for shared access to parking for buildings 1, 2, and 3; and finally on the south end there is a wood

screened section that mitigates views into the adjacent parking area. Please see diagrams in the Appendix for graphic reference (Exhibit C, Pages B2-C.4, C.13 and APP 10.19).

As noted earlier in this report, in response to concerns about lack of activation along this frontage, glazing has been added to the secondary entry, and the wall of the structured parking has been pushed back to provide space for vertical planting. However, details of the planter have not yet been provided. To ensure this planting is successful, a condition has been added the planters outside the wall of the structured parking shall have permanent irrigation.

At the first hearing, it was also noted that the opening allowed views through the structured parking to the paved area and landscaping beyond, offering some level of interest to the frontage. The applicant has noted that there may be a point in the future where a garage door is desired to be added. Therefore, they would also like approval for the option to add a Rytec (or similar) garage door in the future (Exhibit C, B2-C.13 and C.14). At the second hearing, the Commission supported the request for this optional high-quality garage door.

With the condition of approval for irrigation, this modification will allow will help the project better meet guidelines that encourage pedestrian-friendly design and strengthen multi-modal transportation, including Guidelines *Pl: Plan Area Character, E1: The Pedestrian Network, E3: The Sidewalk Level of Buildings, D5: Crime Prevention and D7: Blending into the Neighborhood.*

The purpose of the Ground Floor Windows standard is to ensure that blank walls on the ground level of buildings are limited in order to provide a pleasant, rich, and diverse pedestrian experience. By increasing the amount of glazed area with views into the lobby and enclosing the parking area, this adds activity and interest to the pedestrian experience.

*With the condition of approval for irrigation, these criteria will be met and this Modification merits approval.*

### **Modification #2 Ground Floor Windows (33.140.230), Building 5.**

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines.
- 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 for A and B:**

*Proposal.* Building 5 north façade facing NW Roosevelt Street, the proposal is for 35% rather than the required 50% glazed length.

*Reason for Modification.* The primary reason for this modification request is due to the need for vehicular access to the parking for sites 5 and 6. While Building 5 is requesting a modification for this purpose, Building 6 is able to provide an enhanced pedestrian, courtyard, and ground story active use experiences because they do not have to interrupt the ground story architecture for access to the parking stalls. While Building 5 is not able to meet this requirement, it is still contributing to, and enhancing, the overall pedestrian experience because reduces the overall presence of parking for Building 6.

The frontage of Building 5 along NW 30th is comprised of three main sections – starting at the northeast corner of the building of the building –the façade is defined by large areas of glazing with views into the building’s main lobby. An alcove for building egress and segment of façade screening the covered parking area complete the remainder of the building extents; moving west, there is an open driveway for shared access to parking for buildings 5 and 6; and completing the west end of the frontage there is landscaped section that mitigates views into the adjacent parking area. Please see diagrams in the Appendix for graphic reference (Exhibit C, Pages B5-C.3, C.4, C.8 and APP.22).

As noted earlier in this report, in response to concerns about lack of activation along this frontage, more glazing has been added to the lobby, textured pavers, a tree and landscape have been added to the vehicle area so it will be more easily perceivable as a shared surface, more glazing has been added at the north elevation, and the header over the garage has been lowered on the west elevation. These revisions, along with the uniqueness of this specific location and design approach, will ensure the impact of vehicles on this frontage is minimized.

This modification will allow will help the project better meet guidelines that encourage pedestrian-friendly design and strengthen multi-modal transportation, including Guidelines *Pl: Plan Area Character, E1: The Pedestrian Network, E3: The Sidewalk Level of Buildings, D5: Crime Prevention and D7: Blending into the Neighborhood.*

The purpose of the Ground Floor Windows standard is to ensure that blank walls on the ground level of buildings are limited in order to provide a pleasant, rich, and diverse pedestrian experience. By increasing the amount of glazed area with views into the lobby and reducing and buffering the vehicle area, this adds activity and interest to the pedestrian experience.

*These criteria are met and this Modification merits approval.*

### **Modification #3, Building Height (33.140.210), Building 1.**

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

*Purpose Statement:* The height standards work with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of an area. The EG1 zone height limit is the same as the General Commercial zone because the EG1 zone often functions as a transition zone between industrial and residential or commercial zones. The EX zone height limit reflects its use in intense urban areas and the range of uses that are allowed. The other zones do not have height limits because tall buildings in these areas have traditionally not been a problem.

*Standard:* The height limits for all structures, except detached accessory structures are stated in Table 140-2. According to Table 140-2, In the EX zone, the maximum allowed height is 65’.

#### **Findings for A and B:**

*Proposal.* For Building 1, the proposal is for 68.09 feet in height, which is 3.09 feet over the 65 feet height allowance.

Building 1 borders a newly acquisitioned North property line of Lot 1 creating a deeper ROW and pedestrian zone along NW Nicolai continuing west to the intersection the of NW 30th Ave. The building entrance is set back and adjacent to the site 2 plaza, creating an enhanced pedestrian experience with a nexus of walkways and landscape elements that buffer traffic along NW Nicolai. The lot 1 vehicle area plaza is located to the south Building 1 and is accessed through building 2. This rear vehicle area plaza serves as a common open space between buildings 1, 2, and 3 to access tuck-under parking in each building. The overall building height is tied to the accessible elevation points of its main entrance and south vehicle area plaza entrance. Please see diagrams in the Appendix for graphic reference (APP.22).

*Reason for Modification.* The primary reason for this modification request is due to the need for vehicular access to the parking and loading for sites 1 and 3, via lot 2. Building 1 and Building 3 parking and loading areas are accessed through the lot 1 plaza, and thus are

continuously connected to the drive aisle entrance on NW 30th Ave. To maintain the code required slopes for pedestrian and vehicular movement across the sites, the Lot 1 plaza elevation is fixed by the drive access elevation on NW 30th. Allowing the Lot 1 plaza to serve the vehicular access and pedestrian connection through the sites allows the North frontages of Lot 1 and 2 to be pedestrian only. This is done to provide enhanced pedestrian, courtyard, and ground story active use experiences for the remainder of lots 1 and 3 because they do not have to interrupt the ground story architecture for access to the parking. While Building 1 is not able to meet the height requirement, it is still meeting the intent of the limitation by mitigating significant grade change to contributing to, and enhancing, the overall pedestrian experience. Additionally, the building total height is less than the total allowable height with mechanical overruns. The following guidelines will be better met: *Pl: Plan Area Character, E1: The Pedestrian Network, E3: The Sidewalk Level of Buildings and D7: Blending into the Neighborhood.*

The purpose, which is to control the overall bulk and intensity of an area and provide transition between industrial and residential or commercial zones, will be met. Because the floor plate of the building is small compared to the overall size of the lot, and due to the changing grades of the site, this additional height will have little impact on the overall scale of this development, and the consolidation of vehicle entries off the streets will have a much greater and positive impact to the overall experience of the development.

*These criteria are met and this Modification merits approval.*

#### **Modifications #4 and #5 Parking area setback and landscaping (33.266.130.G), Lots 1 and 7.**

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

*Purpose Statement:* 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:

- Provide pedestrian access that is protected from auto traffic;
- Create an environment that is inviting to pedestrians and transit users, especially on transit streets and in Pedestrian Districts;  
Limit the prominence of vehicle areas along street frontages and create a strong
- relationship between buildings and the sidewalk;
- Create a sense of enclosure on transit and pedestrian street frontages; and
- Limit the size of paved parking area and the type of paving material allowed in order to limit increases in temperature associated with asphalt and reduce impacts from urban heat islands.

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.

*Standard:* 33.266.130.G.2.d. Perimeter landscaping. The minimum setbacks and landscaping standards required are provided in Table 266-5. (1) Surface parking abutting streets, and C, E, I, and CI zones. Where a surface parking area abuts a street lot line, or a C, E, I, or CI zone lot line, only the minimum required setbacks must be landscaped. The landscaping must meet the L2 standard of Chapter 33.248 and must be adjacent to the parking area and driveway. Where a setback is provided that is greater than the required minimum, the landscaping must be placed within 25 feet of the edge of the parking area and driveway. To provide connectivity between sites, a single driveway up to 20 feet wide may interrupt the landscaping that abuts a C, E, or I zone lot line.

#### **Modification #4, Parking area setback and landscaping (33.266.130.G), Lot 1.**

##### **Findings for A and B:**

*Proposal.* Building 1, east lot line, the proposal is to not provide the required 5' of L1 landscape buffer at the driveway plaza.

The applicant intends for the building 1 vehicle area plaza to be multifunctional, providing vehicular and pedestrian circulation, as well as serving as an outdoor hardscaped gathering space for tenants. All parking accessed through the plaza is internal to buildings 1 and 3, therefore not occupied as a parking area. To maintain pedestrian and vehicular maneuvering clearances, the project is proposing a continuation of the plaza pavers in lieu of the 5'-0" planter with L2 level of landscaping along the east border of the plaza, at the property line.

*Reason for Modification.* The primary reason for this modification request is due to the need pedestrian and vehicular maneuvering clearances and access to the parking and loading areas for sites 1 and 3. To meet the intent of the L2 Parking Landscaped Area requirements, the plaza will utilize landscaping meeting or exceeding the L2 requirements is provided on the adjacent site through a permanent stormwater and landscape easement. To ensure this landscaping is provided at the same time this parking plaza is developed, the following condition of approval is added:

***Landscape buffering to meet the requirements of 33.266.130.G is required to be installed on the adjacent lot at the same time that lot 1 is developed. Prior to issuance of development permits for lot 1, an easement to build, access and maintain required landscaping shall be provided.***

Along with conditions of approval listed earlier and this added condition, the following guidelines will be better met: *Pl: Plan Area Character, E1: The Pedestrian Network, E3: The Sidewalk Level of Buildings and D7: Blending into the Neighborhood.*

The purpose, which is to improve and soften the appearance of parking areas and reduce the visual impact of parking areas from sidewalks and streets, will be met with the buffering that is proposed on the adjacent lot.

*With this added condition, these criteria will be met and this Modification merits approval.*

#### **Modifications #5 Parking area setback and landscaping (33.266.130.G), Lot 7.**

##### **Findings for A and B:**

*Proposal.* Access drive aisle to Building 7, the proposal is to not provide all of the required 5' of L2 landscape buffer to the north side.

The building 7 plaza is multifunctional, providing vehicular and pedestrian circulation, as well as serving as an outdoor hardscaped gathering space for tenants. All parking accessed through the plaza is internal to building 7, and therefore not occupied as a parking area. Landscaping has been provided along the North and West borders of the site and plaza. A large stormwater planter and driveway entrance compose the West lot frontage. The access drive to the north allows access to the sites drive aisle and plaza. The project is proposing to not provide a Parking Landscape Area along the north edge of the access drive, as the intention of the site to be screened with future development that will further screen the parking area.

*Reason for Modification.* The primary reason for this modification request is that the driveway is a good distance from the street, NW Nicolai, and the site to the north where this driveway is located is due to be developed so the driveway will be screened with future development.

This proposal includes landscape mitigation measures and, the adjacent site is proposing extensive landscaping as a buffer to the proposed driveway and parking area, further reinforcing the intent of screening vehicular parking. As noted earlier, a small-sized, quality paving material is proposed at the vehicle courtyard to reduce its impact as well, which will add richness and texture to make the courtyard perceivable as a shared surface, rather than a dedicated vehicle area. Additionally, the parking area have been located to the rear of the building, the following guidelines will be better met: *Pl: Plan Area Character, E1: The Pedestrian Network, E3: The Sidewalk Level of Buildings and D7: Blending into the Neighborhood.*

The purpose, which is to improve and soften the appearance of parking areas and reduce the visual impact of parking areas from sidewalks and streets, will be met with the placing of parking area to the rear of the building.

*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 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.

The applicable development standards have been identified during this review; however, some standards have not yet been demonstrated to be met. (Note this is not intended to be a comprehensive list). These include:

- Parking area setbacks and landscaping, 33.266.G.2.d. Building 5, a vault is not allowed in the required minimum 5 feet of L2 landscape buffer at along NW Roosevelt.
- Minimum Building Setbacks, 33.140.215.B.2. At Building 6 south lot line, which is abutting the side lot line of an R-zoned lot, there is a required 10 feet setback with 5 feet of L3 landscape buffer, and the minimum 5 feet width of L3 landscape has not yet shown to be met.
- Ground Floor Windows, 33.140.230. Per sheet Exhibit C, APP.22, Building 5 East Elevation does not meet the required minimum 50% length of glazing.
- Floor Area Ratio, 33.140.205. The building on Lot 2 is proposing 3.55 FAR, which is 0.55 FAR over the allowable 3:1 FAR for this specific lot. To provide this FAR, 3030 NW Nicolai, which is the lot across NW 30<sup>th</sup>, has been added to this site, and the proposal is to reallocate the needed 2,667 square feet of FAR from 3030 NW Nicolai to Lot 2. (APP.15). To

ensure the reallocation of this FAR is correctly documented, condition of approval M has been added:

***Prior to the issuance of building permit for Building 2, the applicant shall record a covenant demonstrating how FAR is being reallocated from 3030 NW Nicolai to Lot 2.***

## 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 proposed development of eight (8), 5-story multi-dwelling buildings, approximately 15,000 sf each, will bring in new housing opportunities and provide repair to an underused area. The unique checkboard design approach for the overall site creates opportunities for maximizing open space, creating usable courtyards, and supporting pedestrian connectivity at the ground level. The high-quality, smaller footprint buildings, alternatively designed by two different design firms, provide opportunities to create a sense of place, and consistency but also differentiation. With the conditions of approval listed, the proposal will meet the applicable design guidelines and modification criteria and therefore warrants approval.

## DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for a development of eight (8), 5-story multi-dwelling buildings, approximately 15,000 sf each, located on a large site in NW Portland.

Approval of the following Modification requests:

1. Ground Floor Windows (PZC 33.140.230) Building 2 west façade facing NW 30th Avenue, the proposal is for 36% rather than the required 50% glazed length.
2. Ground Floor Windows (PZC 33.140.230) Building 5 north façade facing NW Roosevelt Street, the proposal is for 35% rather than the required 50% glazed length.
3. Building Height (PZC 33.140.210) For Building 1, the proposal is for 68.09 feet in height, which is 3.09 feet over the 65 feet height allowance.
4. Parking Area Setbacks and Landscaping (33.266.130.G) Building 1, east lot line, the proposal is to not provide the required 5' of L1 landscape buffer at the driveway plaza.
5. Parking Area Setbacks and Landscaping (33.266.130.G) Access drive aisle to Building 7, the proposal is to not provide all of the required 5' of L2 landscape buffer to the north side.

Approvals per Exhibits C.1-C.218, signed, stamped, and dated September 2, 2020, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (B – F) 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 20-111860 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.
- D. At Building 2, west elevation, the planters outside the wall of the structured parking shall have permanent irrigation.
- E. At Building 1, landscape buffering to meet the requirements of 33.266.130.G shall be installed on the adjacent lot to the east while lot 1 is developed. Prior to issuance of development permits for lot 1, an easement to build, access and maintain required landscaping shall be provided.
- F. Prior to the issuance of building permit for Building 2, the applicant shall record a covenant demonstrating how FAR is being reallocated from 3030 NW Nicolai to Lot 2.

By:  \_\_\_\_\_  
Julie Livingston, Design Commission Chair

Application Filed: January 29, 2020  
Decision Filed: August 20, 2020

Decision Rendered: August 20, 2020  
Decision Mailed: September 9, 2020

**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 January 29, 2020 and was determined to be complete on March 27, 2020.

*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 January 29, 2020.

*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 by 32 days and then a further 81 days for a total of 113 days (Exhibits A3 and H2). Unless further extended by the applicant, **the 120 days will expire on: November 16, 2020.**

**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. This report is the final decision of the Design Commission with input from other City and public agencies.

**Conditions of Approval.** This approval 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.

**Appeal of this decision.** This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on September 23, 2020. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477> . Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to BDSLUSTeamTech@portlandoregon.gov and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application. If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <https://www.portlandoregon.gov/citycode/28197> .

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 City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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 City Council on that issue. Also, if you do not raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

**Who can appeal:** You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged. Last date to appeal: September 23, 2020.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services website: <https://www.portlandoregon.gov/bds/article/411635>. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

**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 after **September 24, 2020** 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.

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

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

Grace Jeffreys  
September 2, 2020

**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).**

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  1. Original Submittal - Narrative
  2. Original Submittal - Drawings
  3. Revised Submittal – Narrative and background info, 3/27/2020
  4. Revised Submittal – Drawings C's, 3/27/2020
  5. Revised Submittal – Drawings App's, 3/27/2020
  6. Revised Submittal – Preliminary Drainage Reports, 3/27/2020
  7. Request to extend the 120-day review by 32 days, 4/6/2020
  8. Revised modification requests, 5/26/2020
  9. Response to staff 5/8/20 email, 5/28/2020
  10. Final Submittal - Narrative, 5/28/2020
  11. Final Submittal - Drawings, 5/28/2020
  12. Response to F9, 06/16/2020
- B. Zoning Map (attached)
- C. Plan & Drawings
  1. Overview (attached)
  2. Overall Site plan (Intro.15) (attached)
  - 3. B1 Contents**
  4. Site Plan
  5. Ground Story Floor Plan
  6. Second- Fourth Story Floor Plan
  7. Fifth Story Floor Plan
  8. Roof Plan
  9. North Elevation: Black + White
  10. North Elevation: Color
  11. West Elevation: Black + White
  12. West Elevation: Color
  13. South Elevation: Black + White

14. South Elevation: Color
15. East Elevation: Black + White
16. East Elevation: Color
17. North / South Section
18. East / West Section
19. Building Entrance
20. Materials
21. Landscape
22. Exterior Lighting
23. Detail Sections
24. Rendering
- 25. B2 Contents**
26. Site Plan
27. Ground Story Floor Plan
28. Second Story Floor Plan
29. Third Story Floor Plan
30. Fourth Story Floor Plan
31. Fifth Story Floor Plan
32. Fifth Mezzanine Floor Plan
33. Roof Plan
34. North Elevation: Black + White
35. North Elevation: Color
36. West Elevation: Black + White
37. West Elevation: Color
38. West Elevation- Optional Garage Door: Black + White
39. West Elevation- Optional Garage Door: Color
40. South Elevation: Black + White
41. South Elevation: Color
42. East Elevation: Black + White
43. East Elevation: Color
44. North / South Section
45. East / West Section
46. Building Entrance
47. Vehicle Pass Through Detail
48. Typical Upper Story
49. Materials
50. Landscape
51. Exterior Lighting
52. Renderings
- 53. B3 Contents**
54. Site Plan
55. Ground Story Floor Plan
56. Second- Third Story Floor Plan
57. Fourth - Fifth Story Floor Plan
58. Roof Plan
59. North Elevation: Black + White
60. North Elevation: Color
61. West Elevation: Black + White
62. West Elevation: Color
63. South Elevation: Black + White
64. South Elevation: Color
65. East Elevation: Black + White
66. East Elevation: Color
67. North / South Section
68. East / West Section

69. Building Entrance
70. Materials
71. Landscape
72. Exterior Lighting
73. Detail Sections
74. Rendering
- 75. B4 Contents**
76. Site Plan
77. Ground Story Floor Plan
78. Second Story Floor Plan
79. Third Story Floor Plan
80. Fourth Story Floor Plan
81. Fifth Story Floor Plan
82. Roof Plan
83. North Elevation: Black + White
84. North Elevation: Color
85. West Elevation: Black + White
86. West Elevation: Color
87. South Elevation: Black + White
88. South Elevation: Color
89. East Elevation: Black + White
90. East Elevation: Color
91. North / South Section
92. East / West Section
93. Building Entrance
94. Lobby details
95. Detail Sections
96. Materials
97. Landscape
98. Exterior Lighting
99. Rendering
- 100. B5 Contents**
101. Site Plan
102. Ground Story Floor Plan
103. Second- Third Story Floor Plan
104. Fourth - Fifth Story Floor Plan
105. Roof Plan
106. North Elevation: Black + White
107. North Elevation: Color
108. West Elevation: Black + White
109. West Elevation: Color
110. South Elevation: Black + White
111. South Elevation: Color
112. East Elevation: Black + White
113. East Elevation: Color
114. North / South Section
115. East / West Section
116. Building Entrance
117. Building Entrance
118. Materials
119. Landscape
120. Exterior Lighting
121. Detail Sections
122. Rendering
- 123. B6 Contents**

124. Site Plan
125. Parking Story Plan
126. Ground Story Floor Plan
127. Second Story Floor Plan
128. Third Story Floor Plan
129. Fourth Story Floor Plan
130. Fifth Story Floor Plan
131. Roof Plan
132. East Elevation: Black + White
133. East Elevation: Color
134. North Elevation: Black + White
135. North Elevation: Color
136. West Elevation: Black + White
137. West Elevation: Color
138. South Elevation: Black + White
139. South Elevation: Color
140. South Elevation: walkway details
141. North / South Section
142. East / West Section
143. Building Entrance
144. Vehicle Entrance
145. Detail Sections
146. Materials
147. Landscape
148. Exterior Lighting
149. Rendering
- 150. B7 Contents**
151. Site Plan
152. Ground Story Floor Plan
153. Second- Third Story Floor Plan
154. Fourth - Fifth Story Floor Plan
155. Roof Plan
156. North Elevation: Black + White
157. North Elevation: Color
158. West Elevation: Black + White
159. West Elevation: Color
160. South Elevation: Black + White
161. South Elevation: Color
162. East Elevation: Black + White
163. East Elevation: Color
164. North / South Section
165. East / West Section
166. Building Entrance
167. Materials
168. Landscape
169. Exterior Lighting
170. Detail Sections
171. Rendering
- 172. B8 Contents**
173. Site Plan
174. Ground Story Floor Plan
175. Second Story Floor Plan
176. Third Story Floor Plan
177. Fourth Story Floor Plan
178. Fifth Story Floor Plan

179. Roof Plan
180. East Elevation: Black + White
181. East Elevation: Color
182. North Elevation: Black + White
183. North Elevation: Color
184. West Elevation: Black + White
185. West Elevation: Color
186. South Elevation: Black + White
187. South Elevation: Color
188. North / South Section
189. East / West Section
190. Building Entrance
191. Vehicle Entrance
192. Detail Sections
193. Materials
194. Landscape
195. Exterior Lighting
196. Rendering

**Appendix:**

197. Materials - Detail information
  198. Materials - Detail information
  199. Materials - Detail information
  200. Materials - Detail information
  201. FAR Diagrams (APP.15)
  202. FAR Diagrams (APP.16)
  203. FAR Diagrams (APP.17)
  204. FAR Diagrams (APP.18)
  205. GFW diagrams (APP.19)
  206. Building heights (APP.20)
  207. GFW diagrams (APP.21)
  208. GFW diagrams (APP.22)
  209. Building 3 Courtyard Vault (APP.23)
  210. Building 5 Courtyard Vault (APP.24)
  211. Parking Numbers (APP.25)
  212. Modifications (APP.26)
  213. Cutsheets for Rooftop Mechanical (APP.27)
  214. Civil Site Plan (APP.28)
  215. Civil Utility Plan (APP.29)
  216. Civil Preliminary Grading Plan (APP.30)
  217. Civil Composite Utility Plan (APP.31)
  218. Civil Grading Plan (APP.32)
- D. Notification information:
1. Request for response
  2. Posting letter sent to applicant
  3. Notice to be posted
  4. Applicant's statement certifying posting
  5. Mailed notice
  6. Mailing list
- E. Agency Responses:
1. Bureau of Environmental Services
  2. Bureau of Transportation Engineering and Development Review
  3. Fire Bureau
  4. Site Development Review Section of BDS
  5. Life Safety Review Section of BDS
  6. Bureau of Parks, Forestry Division

F. Letters

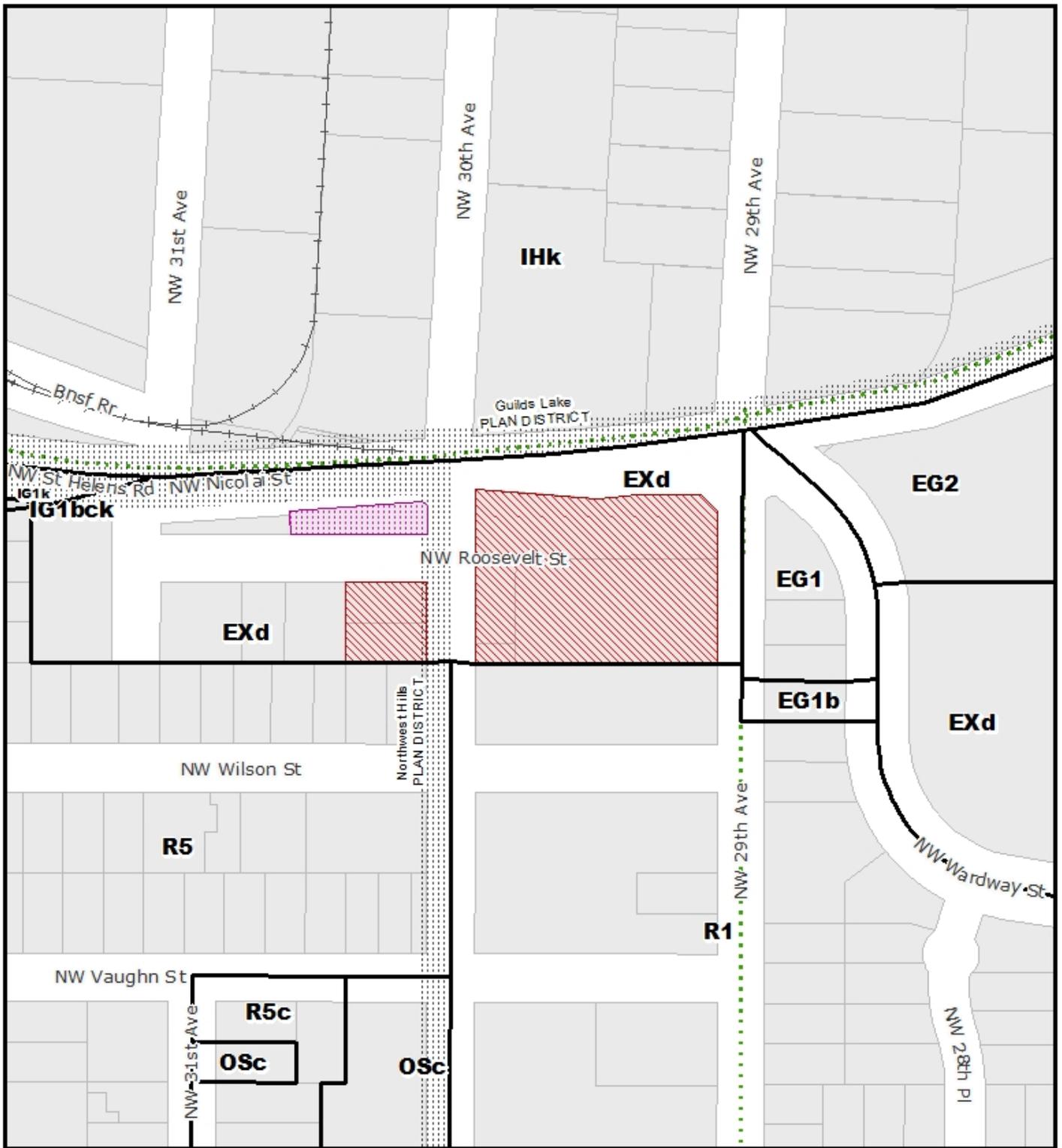
1. Doug Steves, June 3, 2020, wrote with concerns about Modification requests to height, ground floor windows, and landscaping; concern with lack of retail, building to the property lines; lack of green spaces; quality of street experience; and lack of parking; and problems with road access on 29<sup>th</sup> & 30<sup>th</sup>.
2. Marnah Herrington, June 3, 2020, wrote with concerns about lack of green spaces and parking spaces.
3. Greg Theisen, Chair, NWDA Planning Committee, June 5, 2020, wrote with general support for layout of 8 buildings, ground floor uses and materials. Concerns were noted about the success of some of the open spaces at lots 1, 4, 5 and 7; success of elevations of Buildings 1, 3, 5 and 7; and add brick to base of Building 8.
4. Jamie Bradley, June 4, 2020, wrote in support of the proposal.
5. Chris Crever, June 5, 2020, NIBA Member, wrote with concerns about developing multi-family residential across the street from an Industrial sanctuary. when these units are occupied, potential noise/ pollution/traffic complaints will surface from tenants occupying these new apartments
6. Sarah Moench, June 5, 2020, wrote with concerns about the height and an increase in vehicles and parking.
7. Mike Rushin, June 8, wrote in support of the proposal.

G. Other

1. Original LUR Application
2. Incomplete letter, 2/19/2020
3. Staff response to 3/27/2020 packet
4. Staff guidance on additional reviews, 5/8/2020
5. Updated LUR Application, 5/20/2020
6. Staff Report, dated 6/8/2020
7. Staff Memo, dated 6/10/2020
8. Guidelines Matrix, dated 6/10/2020

H. Hearing

1. Staff Presentation, dated 6/18/2020
2. Request to extend the 120-day review by 81 days, 6/23/2020
3. Request to change to an 8/20/2020 hearing date
4. Applicant's response to Craig Hamilton's letter 6/16/2020, Exhibit F9
5. Craig Hamilton, 7/21/2020, noting NIBA's concerns about the impact of having residences so close to the GLIS.
6. Response to first hearing, 7/31/2020
7. Revised drawings, 8/10/2020
8. Applicant's example of Good Neighbor Agreement, 8/11/2020
9. Revised GFW diagrams, 8/13/2020
10. Additional drawings, 8/17/20
11. Additional drawings, 8/19/20
12. Testifier Sign-In Sheet: None



**ZONING**   
 NORTH  
 NORTHWEST HILLS PLAN DISTRICT  
 FOREST PARK SUB DISTRICT

-  Site
-  Also Owned Parcels
-  Recreational Trails

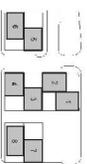
File No.	LU 20 - 111860 DZM
1/4 Section	2826
Scale	1 inch = 163 feet
State ID	1N1E29DB 4300
Exhibit	B Jan 30, 2020



AERIAL RENDERING

JONES ARCHITECTURE WAECHTER ARCHITECTURE

Exhibit C.1  
LU 20-111860 DZM



**NORTHBOUND 30 COLLABORATIVE**  
 HEARING 1 RESPONSE - AUGUST 20, 2020  
 FINAL DESIGN RESPONSE SET - JANUARY 29, 2020  
 AERIAL RENDERING - FEBRUARY 19, 2020  
 CITY COMR. STRESS RESPONSE LETTER - FEBRUARY 19, 2020  
 ORIGINAL SUBMISSION - JANUARY 24, 2020

**SITE**  
**INTRO.10**



- BUILDING 1**  
UNIT COUNT : 19 UNITS
- BUILDING 2**  
UNIT COUNT : 17 UNITS
- BUILDING 3**  
UNIT COUNT : 16 UNITS
- BUILDING 4**  
UNIT COUNT : 17 UNITS
- BUILDING 5**  
UNIT COUNT : 19 UNITS
- BUILDING 6**  
UNIT COUNT : 19 UNITS
- BUILDING 7**  
UNIT COUNT : 19 UNITS
- BUILDING 8**  
UNIT COUNT : 19 UNITS
- TOTAL UNITS**  
UNIT COUNT : 145 UNITS

OVERALL SITE PLAN

**WORKROUND 30 COLLABORATIVE**  
 HEARING 1 RESPONSE - AUGUST 20, 2020  
 FINAL DESIGN RESPONSE - JANUARY 19, 2021  
 CITY COMMISSION REVIEW LETTER - FEBRUARY 19, 2021  
 ORIGINAL SUBMISSION - JANUARY 24, 2021

**SITE**  
**INTRO.15**

