



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

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Date: October 23, 2018
To: Interested Person
From: Hannah Bryant, Land Use Services
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NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

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

*If this case is appealed, the hearing for the appeal will be held **Thursday, November 15, 2018 @ 1:30 pm** with the Portland Design Commission. The hearing will take place in Room 2500A + B (2nd floor) at 1900 SW 4th Avenue, Portland, OR 97201. If a timely and valid appeal is filed by the end of the appeal period at 4:30pm on November 6, 2018, no supplemental mailed hearing notice will be sent.*

If appealed, the appeal will be listed on the online Design Commission hearing agenda no later than 5pm on Wednesday November 7, 2018. Online hearing schedules are available on the BDS web page (www.portlandonline.com/bds → Zoning & Land Use → Notices, Hearings, Decisions... → Public Hearings → Design Commission Agenda). Copies of the appeal filing will be available by contacting the case planner, Hannah Bryant (contact info. at top of page) on or after Thursday November 8, 2018.

This tentative appeal hearing date will be cancelled if Portland Public Schools are closed due to inclement weather or other similar emergency. Check local television and radio reports for school closures. The hearing will be rescheduled for the earliest possible date. A renotification notice will not be sent. Please call the Case Planner, Hannah Bryant (contact info. at top of page) for information regarding cancellations and/or rescheduling

CASE FILE NUMBER: LU 18-137884 DZM – FOUR-STORY MIXED-USE BUILDING IN OVERLOOK

GENERAL INFORMATION

Applicant: Alex Porter | Works Progress Architecture
 811 SE Stark Street, Suite 210 | Portland, OR 97214

Owner: Steve Fowlkes
 2300 NE Brazee Street | Portland, OR 97212

Site Address: **1935 N Killingsworth Street**

Legal Description: BLOCK 3 LOT 1&2, PARK ADD TO ALBINA

Tax Account No.: R644300380
State ID No.: 1N1E16DD 23400
Quarter Section: 2428

Neighborhood: Overlook NA, contact landuse@overlookneighborhood.org.
Business District: None
District Coalition: North Portland Neighborhood Services, contact Mary Jaron Kelley at 503-823-4099.
Plan District: North Interstate
Other Designations: None
Zoning: **CSd** - Storefront Commercial with design overlay
Case Type: **DZM** – Design Review
Procedure: Type II, an administrative decision with appeal to the Design Commission.

PROPOSAL:

The proposal is for a four-story mixed-use building on a 10,000-square foot lot. The L-shaped building is proposed to have commercial at the ground floor, facing both N. Killingsworth Avenue and N. Denver Avenue. The building will subscribe to the special setback on N. Killingsworth Street and will be set back 36' feet from the centerline of the street to the south face of the building. This will allow for a wider sidewalk, street trees, and outdoor seating adjacent to ground floor commercial spaces. The upper stories will have 36 residential units, comprised of a mix of studios, one-bedroom and two-bedroom units. The proposal is required to participate in the City's Inclusionary Housing program, which will guarantee a percentage of the units will remain affordable for 99 years. Parking is not required for this site, and no parking is proposed. At the northeast corner of the site, an exterior courtyard will provide a private amenity space for tenants.

Four Modifications are requested:

1. Modification requests [PZC 33.266.220.C.3.b]:
Reduce the spacing of staggered, wall-mounted bicycle racks from 24" to 18".
2. Modification requests [PZC 33.561.280.C.1]:
Reduce the ground floor height from 12' to 11'-3" from the finished floor to bottom of structure above.
3. Modification requests [PZC 33.288.020.B Height]:
Allow the canopy and signage at the ground level of the N Killingsworth frontage to project 5' into the required special setback, which is otherwise limited to 3'.
4. Modification requests [PZC 33.130.210.B Projections into Setback]:
Allow the guardrail at the roof hatch to project 3' above the 45' height limit.

Design Review is required for non-exempt proposals located in the design overlay zone.

RELEVANT APPROVAL CRITERIA:

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

- *Community Design Guidelines*
- *North Interstate Plan District – 33.561*
- *Modification Approval Criteria, 33.824.040*

ANALYSIS

Site and Vicinity: The 10,000 square foot site is located at the northeast corner of the North Denver Avenue and North Killingsworth intersection. It is in the North Interstate Plan District.

The site is currently developed with a former gas station. The station has been out of service for many years.

The sites to the north of this parcel are zoned R2 and are developed with one- to one and a half story single dwelling homes. To the east and west, along North Killingsworth street are one- to two-story commercial and mixed-use buildings, two-story multi-dwelling buildings, and single-dwelling homes.

Zoning: The Storefront Commercial (CS) zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominately built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

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

The North Interstate Plan District provides for an urban level of mixed-use development to support the MAX line and the surrounding neighborhoods by encouraging development that increases neighborhood economic vitality, amenities, and services and successfully accommodates additional density. These standards: implement urban design concepts of the North Interstate Corridor Plan; help ease transitions between new high-density development and the existing, low-density neighborhoods; and enhance the pedestrian experience.

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

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **May 4, 2018**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (exhibit E.1)
- Water Bureau (exhibit E.2)
- Fire Bureau (exhibit E.3)
- Site Development Section of BDS (exhibit E.4)
- Portland Bureau of Transportation (exhibit E.5)
- Life Safety (exhibit E.6)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on May 4, 2018. A second Notice of Proposal was mailed on September 6, 2018. The following 13 written responses were received from either the Neighborhood Association or notified property owners in response to the May 4, 2018 Public Notice for this proposal.

- Bettinger, Cory – May 23, 2018 – Feels the building is too tall for the context and would like more 2-3-bedroom units.
- Carlson, Amy – May 25, 2018 – Feels the proposal is too tall for the context; would like on-site parking; expresses support for more affordable units; wood at the ground level; eaves and cornices; aligned windows; more trees on site and pervious landscape surfaces.
- Gehring, Wendy – May 25, 2018 – Concerns about the architecture, height, color and materials.
- Haas, Evan – May 8, 2018 – Concerns about the height of the building for its surrounding context, and the lack of on-site parking.

- Meriam, Andrew – May 23, 2018 – Concerns about the lack of on-site parking, the height and the dark gray metal siding.
- Overlook Neighborhood Association – May 15, 2018 – Due to the elimination of on-site parking, the Neighborhood Association no longer supports the project. Concerns include the exterior materials and roof form.

Staff Response to the Neighborhood Association Comments: *The code sections cited in this letter are from 33.218 – Community Design Standards. These standards do not apply to this project, as the applicant has opted to go through discretionary Design Review instead of Community Design Standards. The applicant sent a follow up letter on May 17th, referencing the applicable Community Design Guidelines.*

- Overlook Neighborhood Association – May 17, 2018 – Notes that Guidelines D7 and D8 are not yet met with this proposal.
- Ormsby, Jonathan – May 21, 2018 – Does not approve the changes made following the initial meeting with the neighborhood association. Does not support the lack of on-site parking, the flat roof, the metal cladding.
- St. John, Anna – May 23, 2018 – The proposed height is too tall for the surrounding 1- and 2-story structures; materials and roofline are not compatible with the surroundings; concerns about no on-site parking; questions about the affordable housing provisions and how public infrastructure will support the proposal.
- St. John, Anna – May 24, 2018 – Notes that the site was a gas station and that it may require soil remediation.
- Sullivan, Robert and Sharon – May 25, 2018 – Feels an 11' setback from the adjacent residential zone to the north is insufficient; has concerns about impacts from residents parking on surrounding streets.
- Thompson, Adam – May 18, 2018 – Organizing a meeting with neighbors, the architect and developer, to discuss reducing the scale of the building, changing exterior cladding material, reinstating gable roof forms with eaves, adding wood siding to the ground floor, adding on-site parking, increasing landscape spaces and increasing the quantity of affordable units.
- Thompson, Adam – May 24, 2018 – Concerns that the proposal is incompatible with the surroundings, and cites Community Design Guidelines D7, P1, D8, E4, D2 and D3. Specific concerns include the massing; height; roof form; type and application of exterior cladding material; likelihood of perforated metal panels to trap dirt and debris; the treatment of the N. Denver/N. Killingsworth corner; the main entrances; small ground floor canopies; lack of protection for nearby trees; insufficient landscaped setback at north property line; negative social impacts due to limiting sunlight and increased use of on-street parking spaces.
- Ward, Rayner – May 8, 2018 – Concerns about height and lack of setbacks from the curb.

The following written response was received from notified property owners in response to the September 6, 2018 Public Notice for this proposal.

- Thompson, Adam – September 18, 2018 – sent in a letter dated May 24, 2018, originally mailed in response to the first Public Notice period.

The following sixteen comments were received during the Incomplete period, based on the original submittal, as presented at the Neighborhood Association meeting.

- Beltrand, Cindy – April 11, 2018 – States the building is too tall for the context.
- Chesnek, Charity – April 26, 2018 – Concerns about the height, materials and aesthetic.
- Chesnek, Steve – April 20, 2018 – Concerns about the height and the lack of on-site parking.
- Goranson, Nadine – April 16, 2018 – Concerns about the height of the building.
- Hulse, Jose – April 10, 2018 – concerns about the height; the lack of setback; the assurance of affordable housing and the lack of on-site parking.
- Jones, McKenna – April 15, 2018 – Concerns about the height; the industrial feel of the metal cladding; the grey color. She supports the gable roofline that was shown at the

Neighborhood Association, the inclusion of ground floor commercial spaces, and the nine on-site parking spaces shown at the neighborhood association meeting.

- Jones, McKenna – April 16, 2018 – States that the box-rib metal buildings in the neighborhood are light industrial buildings.
- Medalia, Taizz – April 21, 2018 – Concerns about the height, and the metal siding. Would prefer wood siding. (Included a comment of a wood, three-story multi-family housing project.)
- Merriam, Andrew – June 6, 2018 – Would like a shorter building, with a flat roof, and on-site parking, and would support reducing the required Special Setback.
- Overlook Neighborhood Association – April 3, 2018 – Supports the proposal, and feels its scale, design aesthetic and character are appropriate for the neighborhood. On-site parking, a ground-level courtyard and mixed-use at the street level are particularly appreciated.
- Ormsby, Jonathan – April 10, 2018 – Supports the gable roof and the large windows. Does not support the box-rib metal siding and has concerns about it not relating to the neighborhood context and being highly reflective. Feels brick or wood siding would be more appropriate.
- Payne, Michael – April 17, 2018 – Feels the height and style of the proposal are not compatible with the surrounding context.
- Speers, Alex – April 8, 2018 – Has concerns about the height, and its impact on his adjacent home. Would like a building that responds to the surrounding context.
- Thompson, Adam – April 9, 2018 – Concerns about the height, box rib metal siding, lack of eaves, an insufficient setback bordering the adjacent residential zone to the north, and the impact of a large building without on-site parking on the existing neighborhood conditions. Would like a 2-3 story building, with wood or brick siding, eaves and a deeper landscaped setback.
- Thompson, Adam - April 10, 2018 – Has concerns about the height, materials and design, and does not feel they meet the purpose of Design Review.
- Whitney, Holly – April 10, 2018 – Does not support a three or four-story building; the lack of on-site parking proposed; the gable rooflines or the metal siding.

Staff Response to the Above Comments: *To respond to neighborhood comments, the applicant redesigned the proposal to include vertical cedar slats at the ground level.*

In response to numerous letters of concern about the height and the building's relationship to the surrounding context, Staff suggested that the applicant explore alternatives to the asymmetrical gable sawtooth roof form that was originally proposed. While the roof met the height standard, which measures gable roofs to the mid-point of the gable, the peak of the gable would have been 2.5' above the maximum 45' height and have a greater solar impact on the pedestrian realm and adjacent properties. Please see Findings below for additional information.

PROCEDURAL HISTORY

This proposal was submitted on March 23, 2018. The applicant attended Neighborhood Association meetings to present the proposal on March 1, 2018 and April 17, 2018. The proposal presented to the Neighborhood Association showed a four-story building with a wood base, asymmetrical gable roofs and nine on-site parking spaces. The building was located to the north of the existing North Killingsworth sidewalk and was not complying with a required Special Setback on North Killingsworth.

During the Incomplete period, the applicant made numerous changes. The sawtooth roof was replaced with a flat roof. The building was shifted north six feet, to comply with the required Special Setback. The nine on-site parking spaces were eliminated. The proposal was deemed complete by the applicant on April 30, 2018. A first Public Notice was mailed on May 4, 2018. Numerous comments were received before and during the public comment period. These are summarized, above, and exhibited in the F section. Some of the comments reflect changes

made between the initial submittal, and the revisions made in response to the Staff Incomplete letter. To achieve approvability on all outstanding items, the applicant requested extensions and asked to keep the project on hold after the first public notice period. Extensions are exhibited in exhibit A.2.

In response to Staff comments, numerous design changes were made by the applicant. These changes resulted in two additional Modification requests. A revised Public Notice was mailed on September 6, 2018. One comment was received during this second Public Notice period.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Community Design Guidelines

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

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

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

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: The Overlook Neighborhood has historically been shaped by its proximity to unique, highly urban conditions within its neighborhood boundaries, and its unparalleled access to employment centers, transportation infrastructure and services. It is a neighborhood that has always been at the forefront of technological, industrial, and transportation advancements in the city. At its southwest edge, Swan Island and the Mock's Bottom industrial areas are within the Overlook boundaries. Swan Island was the original location for the Portland Airport, and later was a primary shipyard supplying naval tankers for World War II. To the east, Interstate Avenue's auto-oriented development was lined with service stations and motels. North Interstate had a trolley line for two decades, and North Killingsworth, North Greeley and North Shaver all had street car lines. The current Adidas campus was formerly a hospital. In 1960, the City

approved the alignment of the I-5 Interstate through the Overlook neighborhood. This neighborhood has developed around, and been shaped by, intense activity on all sides.

The neighborhood is unique in Portland for its vital role in, and proximity to, some of the most significant and shaping events of the past century. Its residential neighborhood was largely developed by employees of the nearby industrial, naval, medical or auto-oriented businesses. Its proximity to downtown, and corresponding access to public services and public transportation infrastructure is excellent. In recognition of this, the corridors along North Killingsworth, lower North Greeley and North Interstate are zoned for multi-dwelling housing and commercial uses. Following the construction of the MAX light-rail line on North Interstate, existing one- and two-story buildings and surface parking lots have been redeveloped with four- to six-story mixed-use buildings. Along North Killingsworth and North Greeley, recently-built context includes three-story multi-dwelling and mixed-use buildings.

While this proposal is the tallest recent developments along North Killingsworth, it does not maximize the site's development potential. The building's mass does not exceed the 45' allowed height. Through providing some of its units as affordable units through the City's Inclusionary Housing program, the proposal is eligible for a 4:1 FAR and does not use its full allowance. The courtyard area provided on site is not required, and there are not Modification requests to reduce either the 11' north setback or the 6' special setback on the south side.

The proposal seeks to draw from historic typologies to create a contemporary, simple form. Its straightforward, flat-roofed, box-like form and punched residential windows communicate the residential programming of its upper levels over a highly-glazed storefront base, which is typical of historic development in many streetcar-era neighborhoods. The contemporary architectural expression of these traditional elements helps to bridge the existing historic neighborhood commercial buildings with new, larger mixed-use development on North Interstate. The materials used provide visual interest and relate back to the neighborhood's industrial and auto-oriented history, while complimenting the building's simple form. *Therefore, these guidelines are met.*

- E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.
- E2. Stopping Places.** New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.
- E3. The Sidewalk Level of Buildings.** Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.
- E4. Corners that Build Active Intersections.** Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas, and entrances.
- 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 for E1, E2, E3, E4 and E5: The Special Street Setback on North Killingsworth Street requires that all buildings are set at least 36' from the centerline of the street. The deeper setback allows more space for large street trees and is intended to create an enhanced pedestrian environment. On this site, the setback results in the proposed building being set 6' behind the existing 12' wide sidewalk. This will create a wide, hardscaped, publicly accessible space between the street and the building facade, to facilitate a generous south-facing outdoor seating area or exterior display area. Further, the setback provides breathing room for the existing bus stop at corner in front of this site and continuity with the 20' existing sidewalk on North Denver street. It provides

outdoor amenity space to foster vibrant neighborhood business use, while ensuring that there are no constrictions for pedestrians passing by on the sidewalk.

Continuous five-foot deep canopy coverage is provided along approximately 68' of the North Killingsworth frontage, and along 47.5' of the North Denver frontage. All entrances into the building are covered, and the five-foot depth provides sufficient protection from sun, wind and rain while allowing for a thin metal blade canopy that compliments the sleek, simple cladding treatment and building form. Only the storefront bays along the corner are left exposed, without canopy coverage. This treatment serves to architecturally differentiate the corner and provide increased light and visibility for the primary commercial tenant space.

The street level of the building differentiated from the upper stories in scale and materials. While the upper stories are predominantly box-rib metal siding, at the street level the vertical proportions of the box-rib are continued with a vertically textured wood panel wall. The wood provides a warmer material that relates to the existing, historic neighborhood context, while maintaining a unified, coherent building pattern. The wood is applied beneath canopy coverage, where the material is both easy to repair and maintain and is sheltered from the weather. Sliding, full-height glass doors and full-height storefront windows provide 78 percent ground floor glazing on the North Killingsworth frontage. At the corner, where there is not canopy coverage, an 18" concrete bulkhead beneath the window serves to mitigate dirt and mud from rain splashing off the sidewalk, and to provide contextual ties to the historic commercial buildings along North Killingsworth that have bulkhead elements beneath their storefront windows.

To further ensure that the sidewalk level of the building is visually interesting, and that the ground-floor tenants are best able to utilize the site's uniquely deep sidewalks, the submittal includes two options for the ground floor façade facing North Denver. One option provides storefront windows at the back of a recessed alcove. The second provides for the installation of an entry door at the back of the recess. Both options are for glazed elements that match those used elsewhere on the ground level. The options allow flexibility for ground floor tenant configuration and facilitate year-round utilization of the 20' deep sidewalk space on North Denver avenue.

In conclusion, through the utilization of a warm, contextually familiar cladding material, large storefront windows and extensive canopy coverage, the proposal will provide ample opportunity for vibrant commercial tenants, active street fronts, and a wide, tree-lined pedestrian right-of-way. *Therefore, these guidelines are met.*

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

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

Findings for D1 and D3: The 10,000 square foot site is thoughtfully utilized to provide both private and public open space on site. At the south frontage, the building is set back 6' behind the sidewalk. The on-site setback will be hardscaped and designed to feel like an extension of the public right-of-way but will facilitate active ground floor commercial spill-out space. This width and space for outdoor seating wraps around to North Denver Avenue, where the existing sidewalk corridor is 20' wide.

At the north edge of the site, a required 11' wide landscaped setback is provided adjacent to the multi-dwelling residential zone. At the northeast corner of the site, the L-shaped building frames a private 1640 square foot outdoor amenity space for tenants. This courtyard provides sufficient space for

large-scale trees, shrubs and groundcover, while creating a buffer between the building and its residential neighbors to the north.

The proposed plant palette is carefully selected to ensure a mix of evergreen and deciduous trees and shrubs. Incense cedars to the south of the existing adjacent single-family home provide year-round screening and noise mitigation between the bike room entrance and the neighboring home. Ginkgo Biloba provide beautiful form and glowing fall foliage. In consideration of the neighbor's solar access, deciduous trees are located on the east and west edge of the property to ensure that the trees do not block winter sunlight to the neighboring property.

A wood fence is proposed at the north property line, to provide privacy screening and additional noise mitigation for adjacent neighbors. Within the courtyard, layers of evergreen, shade-tolerant plant material will foster a lush, peaceful respite for building tenants, while also capturing rain water and allowing on site infiltration as approved by the Bureau of Environmental Services. The outdoor spaces are well-sized and appropriately located to provide flexible, usable spaces that contribute to both the public realm and the residential tenants. *Therefore, these guidelines are met.*

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

Findings for D2: As a mixed-use building with a commercial ground floor, there are multiple recessed entrance locations proposed. All are covered with 5' deep thin metal canopies. The main entrance to the residential lobby is located off of North Denver, a primarily residential street. The three primary entrances to the commercial spaces are all located off of North Killingsworth street, which is a transit street lined with commercial zoning. A bus stop in front of this site, at the corner of North Denver and North Killingsworth, ensures that all the proposed entrances are pedestrian accessible and transit-oriented.

The entrances are full-height glass doors, with glass transom panels above and glass sidelights. Framed in vertical wood and set back an additional three feet from the sidewalk, they are sized to provide space for people to stop to find keys or wait for a ride without blocking the door. The generous glazing both allows natural light to spill into the interior and provides glimpses of interior activity and nighttime illumination to activate the pedestrian realm. The multiple main entrances are highlighted through the use of canopies and recessed doors. They are interesting and contribute to the pedestrian experience, and they are both pedestrian accessible and transit-oriented. *Therefore, this guideline is met.*

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

Findings for D5: The site design ensures that all publicly-accessible spaces are highly visible, and that their size, design, coverage and proximity to other uses support positive community activities. The L-shaped building plan, and solid wood perimeter fence around the north edge of the property secure the private outdoor spaces and provide additional protection for the bike room. Large windows in residential units overlook all on-site outdoor spaces, as well as both street frontages.

Further, the ground floor plan is carefully developed to provide interior access to all residential amenity spaces. Building tenants are able to access the bike storage room or the private courtyard from the residential lobby, which allows for safe nighttime use. The

highly glazed ground floor commercial spaces provide extensive views of outside activities and may enhance the safety of the surrounding area. *Therefore, this guideline is met.*

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

Findings for D8: The rectilinear, flat-roofed form is consistent with traditional neighborhood commercial buildings, while providing a backdrop for the playful, offset window patterning on the upper three floors. The simplicity of the composition, which is unified by the consistency of cladding color and the verticality of the metal box-rib panel and the cedar slats at the street level, is strengthened by the window detailing and the transparent ground floor spaces.

The exterior material palette includes vertical box rib metal, with flat metal panel detailing on end walls and beneath residential windows, and limited perforated metal screens in front of operable residential windows. At the ground floor, the vertical proportions and pattern of the box rib are echoed in the vertical cedar slat walls. Because the proposal does not include significant massing shifts, oriel bays, or other articulation within the building form, it is critical that the cladding material provide sufficient fine-grain detailing to prevent the form from appearing flat and static. The vertical cedar slats, box rib metal, perforated metal screen, and contrasting metal panel create a variety of textures that will contrast the highlights and shadows on the building skin to create visual interest and add additional detailing when illuminated from within. The applicant has proposed a shade of gray finish for the exterior cladding that is light enough to provide significant contrast between the highlights and shadows.

The materials proposed are high-quality and detailed to ensure a consistent appearance that does not dent or oil-can due to exposure to the elements. A Condition of Approval ensures that all metal panels utilize concealed fastener systems, to prevent bleeding or staining from the fasteners, and are of a heavy gauge to prevent oil canning. An additional Condition of Approval is added that flashing will be a minimum of 22 gauge, to prevent denting or oil-canning due to extreme temperature fluctuations. While potentially more susceptible to wear, the proposed wood cladding is limited to areas on the ground floor under canopy coverage. These locations are both more protected, and easy to access should repair or maintenance be needed.

With Condition of Approval C, that all metal flashing will be a minimum of 22 gauge, and Condition of Approval D, that all metal panels will utilize concealed fastener systems on all facades, and of a minimum of 22 gauge for panel widths less than 12”, and a minimum of 20 gauge for panel widths of 12” or more, this guideline is met.

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

Modification #1: Bike Parking Standards, PZC 33.266.220.C.3.b - Reduce the spacing of staggered, wall-mounted bicycle racks in the bicycle storage room from 24” to 18”;

Purpose Statement: These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

Standard: 33.266.220.C.3.b – A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.

Findings: The project includes 42 total long-term bicycle parking spaces. Of these, 37 are provided within locked rooms in the ground level bicycle storage room, three are provided in units, and the remaining two are provided in retail spaces.

A. *The resulting development will better meet the applicable design guidelines.*

Accommodating all bicycle parking spaces in on-grade horizontal racks would consume considerable floor area. The stacked configuration allows residents to vertically store and lock their bicycles with 18” staggered clearances to adjacent bikes (6” less than the standard.) The proposed 18” on-center separation may be a narrower dimension, but the stagger and allowance for sliding hangers will help assist hanging and locking a bike. The 5’-0” minimum aisle is provided behind each bicycle rack to allow sufficient maneuvering space. For all of these reasons, the purpose statement is satisfied. The functional and space-efficient system of the wall-mounted bike racks alleviates floor plan demands, which in turn results in active uses at the street, like the residential lobby and leasable commercial spaces. The proposal better meets design guidelines *E1 The Pedestrian Network* and *E3 Sidewalk Level of Buildings*. Therefore, this criterion is met.

B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* The primary purpose of the standard is to ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and damage. The proposed bike rack system is engineered to stack bikes vertically to allow the handle bars to overlap by approximately 6”. This allows the proposed racks, within an 18” space, to provide the same level of service that would be provided by a standard 24” on center spacing. The 44” vertical clearance between stacked bikes is sufficient to ease the sliding and locking of a bike. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage room, accessible from both the residential lobby and an exterior pathway. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. The overall solution is consistent with the purpose of the bicycle parking standard. Therefore, this criterion is met.

This Modification therefore merits approval.

Modification #2: Active Building Use Areas, PZC 33.561.280.C.1- Reduce the ground floor height from 12’ to 11’-3” from the finished floor to bottom of structure above.

Purpose Statement: The Active Building Uses standard works together with the Required Building Line, Ground Floor Windows, and Motor Vehicle Access standards to ensure a vibrant and attractive pedestrian environment at the station platforms and along key east-west streets (Killingsworth and Lombard). These regulations ensure the continuity of active ground uses which reinforce the relationship of uses within a building and the sidewalk. Active uses include but are not limited to lobbies, retail, residential, commercial, and office.

Standard: 33.561.280.C.1 – The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams.

Findings: The proposal is for the underside of the exposed heavy timber frame to be 11'-3" above the finished floor height.

- A. ***The resulting development will better meet the applicable design guidelines.*** The exposed heavy timber frame is an architectural feature that will be visible from the exterior, contributing visual interest to the pedestrian environment. While the heavy timber frame is deeper than if the structure were comprised of steel, its visual richness, warm material, and architectural detailing contribute more to the pedestrian views into the space than an additional nine inches of height beneath a flat ceiling. The proposal better meets design guideline *E3 Sidewalk Level of Buildings*. Therefore, this criterion is met.
- B. ***On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*** The primary purpose of the standard is to ensure that the pedestrian environment on key streets is attractive and vibrant. This proposal utilizes an eye-catching architectural element, which helps to convey the unique, special interior conditions to all those who pass by. The 11'-3" height to the bottom of the exposed heavy timber structure is sufficient to accommodate active uses, and the finished ceiling height above the structure will convey a sense of spaciousness. Therefore, this criterion is met.

This Modification therefore merits approval.

Modification #3: Canopy and Signage in Special Setback, PZC 33.288.020.B - Allow the canopy and signage at the ground level of the North Killingsworth frontage to project 5' into the required special setback, which is otherwise limited to 3'.

Purpose Statement: Special street setbacks may be established on City streets to regulate the location of structures and for maintaining appropriate open areas, and for adequate separation from the street. These regulations

- *Increase visibility and safety for pedestrians and drivers;*
- *Provide a pleasant pedestrian environment and human scale;*
- *Maintain adequate space for the growth of large street trees; and*
- *Maintain adequate light and air.*

Standard 33.288.020.B: Projections of up to 3 feet are allowed by right into the special street setbacks. Projections include items such as sign faces, eaves, overhangs, and building cornices.

Findings: The proposal is for both canopies and signage at the ground level of the North Killingsworth frontage to project 5' into the required special setback.

- A. ***The resulting development will better meet the applicable design guidelines.*** The guidelines direct the applicant to create a sense of enclosure and visual interest, and to provide weather protection at the pedestrian level. The proposal adheres to a required Special Setback along North Killingsworth, that results in the building footprint being set back six feet behind the existing sidewalk. The code allows a three-foot projection into this special setback. This limited projection area would not facilitate canopy coverage deep enough to provide adequate weather protection, nor would it create a sense of enclosure or differentiation between the ground level and upper stories. Deeper canopies, and signage beneath canopies that extend closer to the pedestrian right-of-way, provide human scale elements, a sense of enclosure, required weather protection

and differentiate the ground level. The proposal better meets guidelines *E1 The Pedestrian Network*, *E3 The Sidewalk Level of Buildings* and *E5 Light, Wind, and Rain*.

- B. On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.** The City Council ordinance which created this Special Setback did so with the intention to create a pedestrian-friendly, tree-lined boulevard. To this end, the proposal to create deeper canopies, and to allow signage below the canopies to extend closer to the pedestrian right-of-way, enhances the pedestrian environment, and better meets both the purpose of the standard and the setback ordinance. The south building wall will be 18' from the North Killingsworth curb. Four large street trees will be provided at the street edge, and the face of the canopies will be 13' feet from the curb. This distance is more than adequate to allow the growth of large street trees, and to maintain adequate light and air for the pedestrian realm. *Therefore, this criterion is met.*

This Modification therefore merits approval.

Modification #4: Rooftop Mechanical Height, PZC 33.130.210.B - Allow the guardrail at the roof hatch to project 3' above the 45' height limit.

Purpose Statement: The height limits are intended to control the overall scale of the buildings. The height limits in the CN1, CN2, and CO1 discourage buildings which visually dominate adjacent residential areas. The height limits in the CO2, CM, CS, and CG zones allow for a greater building height at a scale that generally reflects Portland's commercial areas. Light, air, and the potential for privacy are intended to be preserved in adjacent residential zones. The CX zone allows the tallest buildings, consistent with its desired character.

Standard: 33.130.210.B Exception 2, Roof top mechanical equipment. Rooftop mechanical equipment and stairwell enclosures that provide rooftop access may extend above the height limit as follows, provided that the equipment and enclosures are set back at least 15 feet from all roof edges on street facing facades:

- a. Elevator mechanical equipment may extend up to 16 feet above the height limit; and
- b. Other mechanical equipment and stairwell enclosures that cumulatively cover no more than 10 percent of the roof area may extend up to 10 feet above the height limit.

Findings: The proposal is for required guardrails around a roof access hatch to project above the maximum building height. The guardrails are not set back 15' from the edge of the roof.

- A. The resulting development will better meet the applicable design guidelines.** The proposal is for minimal railings to surround the rooftop access hatch, as required by building code. The railings are discreet in their design and will have minimal visibility from the east until the adjacent east parcel is redeveloped. At that point, the railings will likely be screened from all nearby public rights-of-way. The alternative to the proposed rooftop hatch is a stair overrun, which would add height and mass and add visual clutter to the roofline. The rooftop hatch, and corresponding railing, forms a more cohesive composition than a stair overrun. The proposal better meets guideline *D8 Interest, Quality, and Composition*.
- C. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.** Height limits are created to ensure that the building does not have a disproportionate impact on the pedestrian realm, or surrounding properties. The proposal for a minimal, metal railing around a roof hatch that is flush with the roofline, will not impact the light, air, or privacy of the adjacent properties. *Therefore, this criterion is met.*

This Modification therefore merits approval.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all requirements of Title 11 can be met, and that all development standards of Title 33 can be met or have received an Adjustment or Modification via a land use review, prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed ground floor commercial along North Killingsworth, with its deep, publicly accessible setback, will contribute a vibrant, visually interesting and accessible place for the neighborhood. The building's simple expression of residential over retail relates to the street's historic streetcar era development through a contemporary architectural expression. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

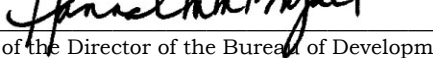
ADMINISTRATIVE DECISION

Approval of a new four-story mixed-use building including 36 residential units, ground level commercial (approximately 4719 square feet), 42 long-term bicycle parking spaces and 4 short-term bicycle parking spaces, per the approved site plans, Exhibits C-1 through C-28, signed and dated October 18, 2018, subject to the following conditions.

Approval for the following Modification requests:

1. Reduce the spacing of staggered, wall-mounted bicycle racks in the bicycle storage room from 24" to 18" (PZC 33.266.220.C.3.b);
 2. Reduce the ground floor height from 12' to 11'-3" from the finished floor to bottom of structure above (PZC 33.561.280.C.1);
 3. Allow the canopy and signage at the ground level of the North Killingsworth frontage to project 5' into the required special setback, which is otherwise limited to 3' (PZC 33.288.020.B); and
 4. Allow the guardrail at the roof hatch to project 3' above the 45' height limit (PZC 33.130.210.B).
- A. As part of the building permit application submittal, the following development-related conditions (B through E) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 18-137884 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. All metal flashing will be a minimum of 22 gauge.
 - D. All metal panels will utilize concealed fastener systems on all facades, and of a minimum of 22 gauge for panel widths less than 12", and a minimum of 20 gauge for panel widths of 12" or more.
 - E. No field changes allowed.

Staff Planner: Hannah Bryant

Decision rendered by:  **on October 18, 2018**
By authority of the Director of the Bureau of Development Services

Decision mailed: October 23, 2018

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 March 23, 2018 and was determined to be complete on April 30, 2018.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore, this application was reviewed against the Zoning Code in effect on March 23, 2018.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A.2. Unless further extended by the applicant, **the 120 days will expire on: April 30, 2019.**

Some of the information contained in this report was provided by the applicant.

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

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

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

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on Tuesday, November 6, 2018** at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all

information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

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

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

Recording the final decision.

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

- *Unless appealed*, the final decision will be recorded on or after **November 7, 2018** 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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

EXHIBITS

NOT ATTACHED UNLESS INDICATED

A. Applicant's Submittals

1. Original Submittal, dated March 19, 2018
2. Extensions, dated May 30, 2018, June 8, 2018 and June 12, 2018
3. Response to Incomplete letter, dated May 4, 2017
4. Stormwater Report
5. Geotechnical Report
6. Phase 1 Environmental Site Assessment
7. Revised Submittal, dated June 24, 2018
8. Presentation to Neighborhood Association + Neighborhood Contact Info
9. Email from Applicant, dated May 21, 2018

10. Revised Narrative and Appendices, dated September 18, 2018
- B. Zoning Map (attached)
- C. Plans/Drawings:
 1. Site Plan (attached)
 2. Stormwater Plan
 3. Utility Plan
 4. Landscape and Tree Plan
 5. North Residential Setback Diagram
 6. Plant Legend
 7. Level 1 and Level 2 Floor Plans
 8. Level 3 and Level 4 Floor Plans
 9. Ground Floor Plan: Option 1
 10. Ground Floor Plan: Option 2
 11. Ground Floor RCP: Option 1
 12. Ground Floor RCP: Option 2
 13. Typical Unit Plan
 14. Roof Plan
 15. Roof Details
 16. South Elevation
 17. West Elevation: Option 1
 18. West Elevation: Option 2
 19. North and East Elevation
 20. Building Sections
 21. Parapet Detail
 22. Cladding Details
 23. Window Details
 24. Window Details
 25. Ground Floor Details
 26. Ground Floor Details
 27. Canopy and Storefront Details
 28. Curb at Metal Panel Wall Detail
- D. Notification information:
 1. Mailing list
 2. Mailed notice, dated May 4, 2018
 3. Second Mailing list
 4. Mailed notice, dated September 6, 2018
- E. Agency Responses:
 1. Bureau of Environmental Services
 2. Water Bureau
 3. Fire Bureau
 4. Site Development Review Section of BDS
 5. Portland Bureau of Transportation
 6. Life Safety
- F. Correspondence:
 1. Beltrand, Cindy – April 11, 2018 – States the building is too tall for the context.
 2. Bettinger, Cory – May 23, 2018 – Feels the building is too tall for the context and would like more 2-3 bedroom units.
 3. Carlson, Amy – May 25, 2018 – Feels the proposal is too tall for the context; would like on-site parking; expresses support for more affordable units; wood at the ground level; eaves and cornices; aligned windows; more trees on site and pervious landscape surfaces.
 4. Chesnek, Charity – April 26, 2018 – Concerns about the height, materials and aesthetic.
 5. Chesnek, Steve – April 20, 2018 – Concerns about the height and the lack of on-site parking.
 6. Gehring, Wendy – May 25, 2018 – Concerns about the architecture, height, color and materials.
 7. Goranson, Nadine – April 16, 2018 – Concerns about the height of the building.
 8. Haas, Evan – May 8, 2018 – Concerns about the height of the building for its surrounding context, and the lack of on-site parking.

9. Hulse, Jose – April 10, 2018 – concerns about the height; the lack of setback; the assurance of affordable housing and the lack of on-site parking.
10. Jones, McKenna – April 15, 2018 – Concerns about the height; the industrial feel of the metal cladding; the grey color. She supports the gable roofline that was shown at the Neighborhood Association, the inclusion of ground floor commercial spaces, and the nine on-site parking spaces shown at the neighborhood association meeting.
11. Jones, McKenna – April 16, 2018 – States that the box-rib metal buildings in the neighborhood are light industrial buildings.
12. Medalia, Taizz – April 21, 2018 – Concerns about the height, and the metal siding. Would prefer wood siding. (Included a comment of a wood, three-story multi-family housing project.)
13. Meriam, Andrew – May 23, 2018 – Concerns about the lack of on-site parking, the height and the dark gray metal siding.
14. Merriam, Andrew – June 6, 2018 – Would like a shorter building, with a flat roof, and on-site parking, and would support reducing the required Special Setback.
15. Ormsby, Jonathan – April 10, 2018 – Supports the gable roof and the large windows. Does not support the box-rib metal siding and has concerns about it not relating to the neighborhood context and being highly reflective. Feels brick or wood siding would be more appropriate.
16. Ormsby, Jonathan – May 21, 2018 – Does not approve the changes made following the initial meeting with the neighborhood association. Does not support the lack of on-site parking, the flat roof, the metal cladding.
17. Overlook Neighborhood Association – April 3, 2018 – Supports the proposal, and feels its scale, design aesthetic and character are appropriate for the neighborhood. On-site parking, a ground-level courtyard and mixed-use at the street level are particularly appreciated.
18. Overlook Neighborhood Association – May 15, 2018 – Due to the elimination of on-site parking, the Neighborhood Association no longer supports the project. Concerns include the exterior materials and roof form.
19. Overlook Neighborhood Association – May 17, 2018 – Notes that Guidelines D7 and D8 are not yet met with this proposal.
20. Payne, Michael – April 17, 2018 – Feels the height and style of the proposal are not compatible with the surrounding context.
21. Speers, Alex – April 8, 2018 – Has concerns about the height, and its impact on his adjacent home. Would like a building that responds to the surrounding context.
22. St. John, Anna – May 23, 2018 – The proposed height is too tall for the surrounding 1- and 2-story structures; material and roofline are not compatible with the surroundings; concerns about no on-site parking; questions about the affordable housing provisions and how public infrastructure will support the proposal.
23. St. John, Anna – May 24, 2018 – Notes that the site was a gas station and that it may require soil remediation.
24. Sullivan, Robert and Sharon – May 25, 2018 – Feels an 11' setback from the adjacent residential zone to the north is insufficient; has concerns about impacts from residents parking on surrounding streets.
25. Thompson, Adam – April 9, 2018 – Concerns about the height, box rib metal siding, lack of eaves, an insufficient setback bordering the adjacent residential zone to the north, and the impact of a large building without on-site parking on the existing neighborhood conditions. Would like a 2-3 story building, with wood or brick siding, eaves and a deeper landscaped setback.
26. Thompson, Adam - April 10, 2018 – Has concerns about the height, materials and design, and does not feel they meet the purpose of Design Review.
27. Thompson, Adam – May 18, 2018 – Organizing a meeting with neighbors, the architect and developer, to discuss reducing the scale of the building, changing exterior cladding material, reinstating gable roof forms with eaves, adding wood siding to the ground floor, adding on-site parking, increasing landscape spaces and increasing the quantity of affordable units.
28. Thompson, Adam – May 24, 2018 – Concerns that the proposal is incompatible with the surroundings, and cites Community Design Guidelines D7, P1, D8, E4, D2 and D3. Specific concerns include the massing; height; roof form; type and application of

exterior cladding material; likelihood of perforated metal panels to trap dirt and debris; the treatment of the N. Denver/N. Killingsworth corner; the main entrances; small ground floor canopies; lack of protection for nearby trees; insufficient landscaped setback at north property line; negative social impacts due to limiting sunlight and increased use of on-street parking spaces.

29. Thompson, Adam – September 18, 2018 – sent in a letter dated May 24, 2018, originally mailed in response to the first Public Notice period.

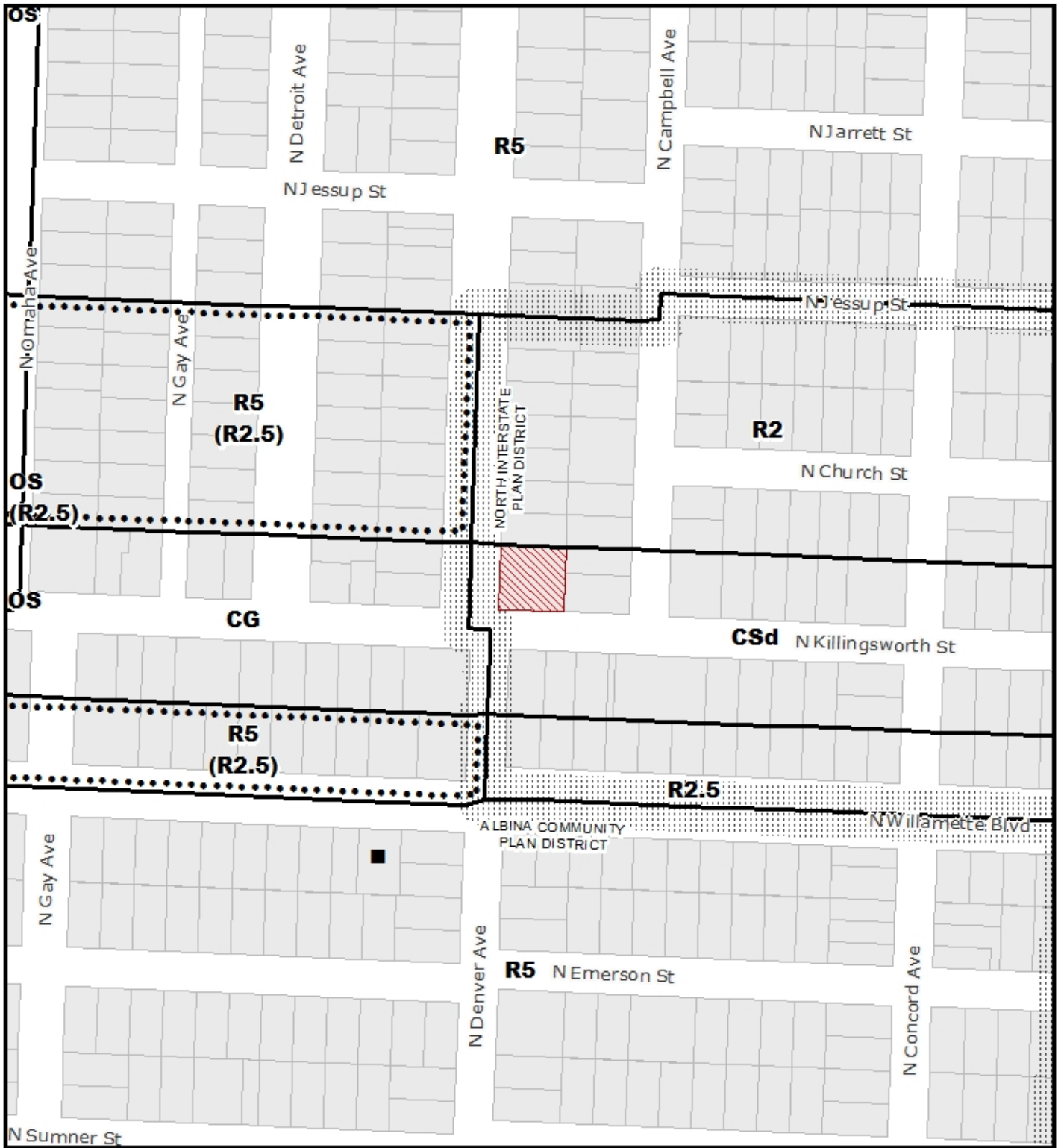
30. Ward, Rayner – May 8, 2018 – Suggests a maximum height of two stories.

31. Whitney, Holly – April 10, 2018 – Does not support a three or four-story building; the lack of on-site parking proposed; the gable rooflines or the metal siding.

G. Other:

1. Original LU Application
2. Incomplete Letter, dated April 6, 2018
3. Staff Memo to Applicant, dated June 5, 2018
4. Early Assistance Summary Memo, dated February 15, 2018
5. Ordinance 151740, dated June 15, 1981
6. Staff response to public comments

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



ZONING



THIS SITE LIES WITHIN THE:
NORTH INTERSTATE PLAN DISTRICT



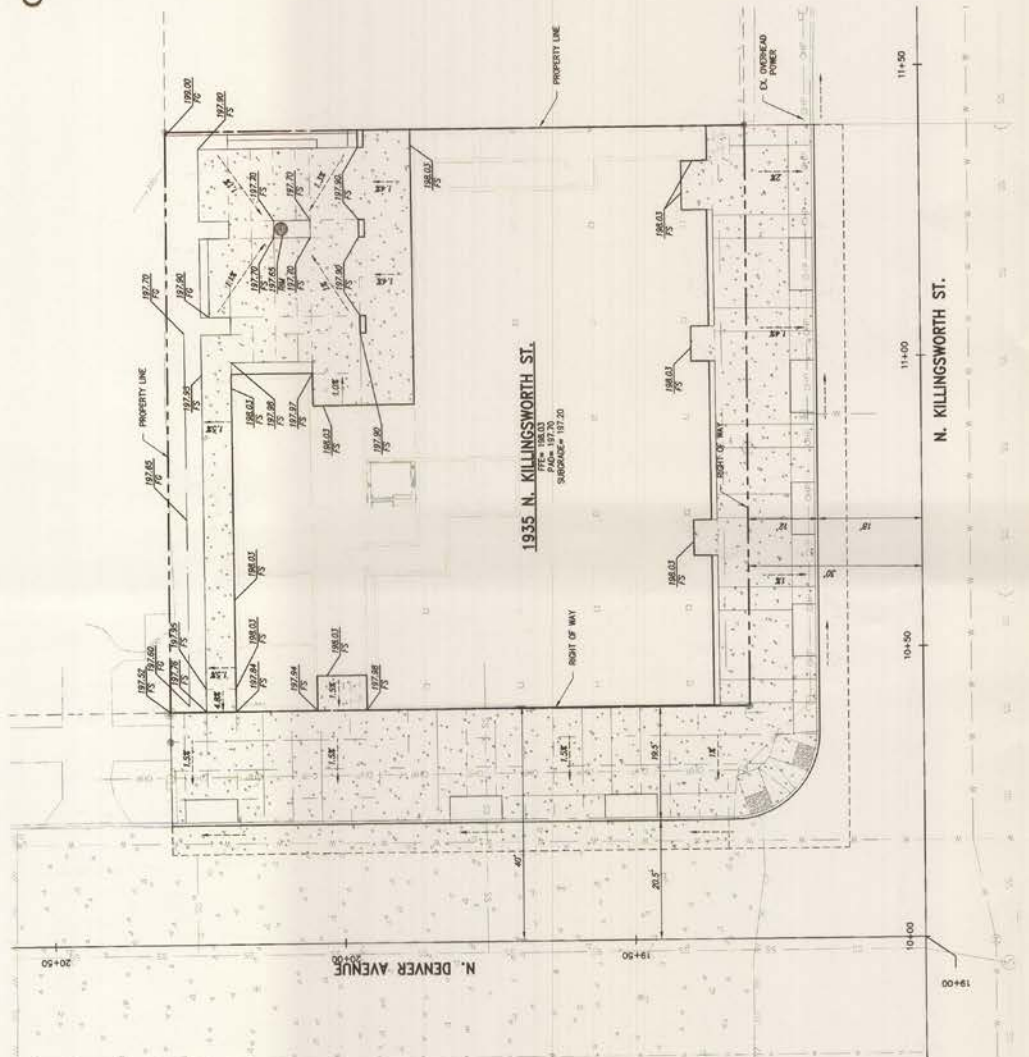
Site



Historic Landmark

File No.	LU 18-137884 DZM
1/4 Section	2428
Scale	1 inch = 200 feet
State ID	1N1E16DD 23400
Exhibit	B May 02, 2018

C2 SITE DRAWINGS
C2.2 GRADING PLAN



Approved
City of Portland - Bureau of Development Services
Planner: *[Signature]*
Date: 10-18-18
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

SCALE: 1/16"=1'-0"
N