



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

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

CASE FILE: LU 15-238635 DZM  
 PC # 15-179914  
**Field Office**

REVIEW BY: Design Commission  
 WHEN: December 17, 2015, 1:30pm  
 WHERE: 1900 SW *Fourth* Ave., Room 2500A  
 Portland, OR 97201

**Bureau of Development Services Staff:** Grace Jeffreys 503-823-7840 /  
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**NOTE:** Changes in this report from the November 19, 2015 staff report are boxed.

**GENERAL INFORMATION**

**Applicant:** Andrew Schilling and Stefee Knudsen, Hacker Architecture  
 733 SW Oak St St #100, Portland OR, 97205

**Owner:** Tom Cody, Project^  
 413 SW 13th Ave Suite 300, Portland, OR 97205

Park Office LLC  
 900 7th St NW #600, Washington, DC 20001

**Site Address:** **2030 NW 17TH AVE**

**Legal Description:** LOT 1-28 TL 100, WATSONS ADD; LOT 1-28 TL 100, WATSONS ADD,  
 LOT 1-28 TL 100, BILLBOARD SEE R298562 (R883805090) FOR LAND &  
 IMPS

**Tax Account No.:** R883805090, R883805091  
**State ID No.:** 1N1E28DC 00100, 1N1E28DC 00100A1  
**Quarter Section:** 2828  
**Neighborhood:** Northwest District, contact John Bradley at 503-313-7574.  
**Business District:** Pearl District Business Association, contact Carolyn Ciolkosz at 503-227-8519.

**District Coalition:** Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.  
**Plan District:** Central City - River District  
**Zoning:** **EXd**, Central Employment with 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 review body can be appealed to City Council.

**Proposal:**

The applicant seeks Design Review approval for a new commercial development in the River District Subdistrict of the Central City Plan District. Located on a vacant 90,441 square foot site, the 304,530 square foot proposal includes the following:

- Two new 6-story office buildings with approximately 7,068 square feet of ground floor retail;
- One level of below-grade parking with 85 valet parking spaces and up to 270 additional spaces with up to 355 spaces accessed off NW Front at NW 16<sup>th</sup>;
- Two type “A” loading spaces accessed off NW Front south of NW 16<sup>th</sup>;
- FAR total of 3.36:1, including base FAR of 2:1 allowed by base zone and bonus FAR of 1.39:1 earned through:
  - Ecoroof of 23,700 square feet, 40% ecoroof earns 2sf per 1sf ecoroof, or 47,400 square feet bonus per 33.510.210.C.10;
  - Locker Room of 1,940 square feet, earns 40sf per 1sf locker room, or 77,600 square feet bonus per PZC 33.510.210.C.8;
- Approximately 96 long-term bike spaces and 54 short-term bike spaces;
- A landscaped public plaza;
- Amenities include ground floor bike commuter area, locker rooms, various sized retail opportunities, and high level parks and roof terraces;
- Exterior finishes include corrugated metal panel siding and fiberglass windows at upper levels, reclaimed fir siding, aluminum curtain wall, steel plate column covers and steel canopies at ground level.

**One Modification request [PZC 33.825.040]:**

**1. Perimeter Landscaping at Loading** – To not provide the trees required for the minimum perimeter landscape screening at the lot line between the loading access and the street. (PZC Section 33.266.310.E);

New development within the River District Design District with a value that exceeds \$430,850 and over 1,000 square feet requires a Type 3 Design Review per Zoning Code Sections 33.420.041.A and 33.825.025.A.1 (Table 825-1).

**Relevant Approval Criteria:**

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

- Design Review PZC 33.825
- Modifications through Design Review, PZC 33.825.040
- Central City Fundamental Design Guidelines
- River District Design Guidelines

**ANALYSIS**

**Site and Vicinity:** The site is a large irregular parcel sandwiched between NW Front Avenue on the east, by NW 17<sup>th</sup> Avenue on the west, and the rail line, Terminal Street, NW Upshur Street and the Big Pipe access shaft area to the south. The site is industrial in nature and appearance, with parking areas and perimeter chain link fencing. The northern most portion of the site, immediately south and west of the adjacent Dockside Tavern building on the same block, serves as surface parking lot for the Dockside Tavern. There is little to no landscaping on the site, other than perimeter weedy shrubs and grasses that have grown up near the fence at the site perimeter.

The surrounding area has a mixed and diverse character, sitting as it does on the edge between the bustling mixed-use Pearl District to the south, and the older traditional industrial and marine

harbor industrial sites to the north. The Riverscape development and the Pacifica Condominium project just to the east across NW Front Avenue are fairly typical of the type and style of development that occurs to the south of the site in the Pearl District, although the immediately adjacent blocks at the north end of the Pearl just south of the site remain mostly undeveloped. There is a small retail node just west of the site along NW Thurman Street near NW 18<sup>th</sup> Avenue, but the majority of other uses to the west and north of the site are industrial warehouse or manufacturing type uses.

The adjacent rights-of-way in NW Front and 17<sup>th</sup> Avenue are improved with paved two-way roadways and curbing, but formal sidewalks only exist on a portion of the southern west site perimeter at NW 17<sup>th</sup> Avenue. Along NW Front Avenue, and on the north portion of NW 17<sup>th</sup> Avenue, there is a curb marking the edge of the roadway, and an asphalt paving surface, but no concrete sidewalk built to city standards or street trees. The southern right-of-way parcels identified on maps as NW Terminal Street and NW Upshur Street to the far south-east end are curving gravel stretches of land visually indistinguishable from the south edge of the site, and there is no physical barrier or condition change to mark the transition from the on-site container storage and work areas and this public right-of-way.

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

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

**Land Use History:** City records indicate one prior land use review:

LU 13-154170 ZC – Approval of a Zoning Map Amendment, in conformance with the Comprehensive Plan Map designation, from the Heavy Industrial base zone (IH) to a Central Employment base zone with Design overlay zone (EXd), subject to the following conditions of approval:

- For each building permit for new development submitted for the site, the applicant shall submit a trip generation letter from an Oregon licensed traffic engineer that includes PM Peak Hour trips. Each subsequent building permit for additional development must include a cumulative count of PM Peak Hour trips. Trip generation must be based on the latest edition of the ITE Trip Generation Manual. Once site development reaches 300 exiting PM Peak Hour trips, the applicant must submit signal warrant and LOS analyses. The analyses must be performed by a licensed Traffic Engineer.
- If installation of a traffic signal is determined necessary by the City Traffic Engineer, then the applicant will be required to install a traffic signal as a condition of the building permit approval. Performance guarantee, contract and fees must be provided to Public Works’ satisfaction prior to PBOT building permit approval.

**Agency Review:** A “Request for Response” was mailed **October 15, 2015**. The following Bureaus have responded with the following issues or concerns:

**Life Safety Section of BDS** responded with no concerns. (Exhibit E-1)

**Fire Bureau** responded with no concerns. (Exhibit E-2)

**The Water Bureau** responded with following comments. Please refer to complete response for additional notes. (Exhibit E-3):

- *There are a number of existing services to this site, which includes multiple properties. Where water services are to be shared between multiple properties, a Tax Lot Account consolidation will be required.*
- *If a single service will be used to provide for multiple units under single ownership, a separate service agreement will need to be signed with the Water Bureau.*
- *Any new sanitary laterals must which provide 5' minimum of horizontal skin to skin clearance from the existing or any newly installed water service and service line within the public right-of-way, and the same criteria applies to the placement of new water services with regards to existing sanitary lines.*

The **Site Development Section of BDS** responded with following comments. Please refer to complete response for additional notes. (Exhibit E-4):

- *The site is relatively flat, is not located in the Potential Landslide Hazard Area, and is not within the 100-year floodplain.*
- *Plans include a basement level for parking. A geotechnical report that addresses shoring and excavation, as well as complete shoring plans, will be required at the time of building permit application.*
- *It may be determined that additional geotechnical information is required following our review of the building permit application.*

The **Bureau of Environmental Services (BES)** responded, stating that they could not yet recommend approval. Please refer to complete response for additional notes. (Exhibit E-5) BES requested additional information regarding the following:

- *Stormwater Management - Ecoroof FAR Bonus*
- *Stormwater Management - Public Right-of-Way Stormwater Management:*
- *Site Considerations: The following information relates to specific site conditions or features that may impact the proposed project.*
  - *Upshur Westside CSO Tunnel Shaft Site: Proposed Development:*
  - *Upshur Westside CSO Tunnel Shaft Site: Proposed Street Vacation:*
  - *Sewer Tunnel Easement:*

BES has noted that with the further information and revisions provided since previous response, sufficient information has been provided to demonstrate the proposed design can accommodate BES requirements. Additionally, BES has no recommended conditions of approval. (Exhibit E-5.a and 5.b)

*Note that BES has no specific approval criteria related to Design Reviews. However, BES requirements can affect the design and layout of the site so it is important to account for them through this review so that additional land use reviews are not necessary at a later date.*

The **Portland Bureau of Transportation (PBOT)** responded, stating that they could not yet recommend approval. Please refer to complete response for additional notes. (Exhibit E-6). PBOT requested further information regarding the following:

- *Required frontage improvements to NW 17th and NW Front are currently under review under a separate public works permit.*
- *A traffic signal is likely to be needed for the intersection of the main vehicle entrance on NW Front with NW 16th Avenue.*

- *BES is not supportive of the hammer head turnaround for loading vehicles proposed in the unimproved section of NW Upshur ROW near their access to the big pipe.*
- *In addition, PBOT is not supportive of proposed bike/pedestrian pathway in the NW Terminal ROW that fully connects NW 17th to NW Front.*
- *PBOT Development Review continues to be supportive the required street vacation of NW Terminal.*

PBOT has noted that with the further information provided and the recent revisions, PBOT has no objection to approval. (Exhibit E-6.a)

*If the scope of the project increases significantly during the design review, PBOT will require and updated traffic signal warrant analyses as a condition of building permit review. Installation of a traffic signal at the main vehicle entrance on NW Front may be required if warrants are met the City Traffic Engineer determines a signal at the location is desirable.*

*NOTE: As conditions of building permit approval the dedications along NW Front and a bond and contract for the public works permit must be provided. Frontage improvements must be constructed under a separate public works permit to City standards per the requirements of the City Engineer. The applicant shall be required to provide signed Waivers of Remonstrance ensuring their participation any future LID (Local Improvement District) projects along the site frontages as a condition of building permit approval. An encroachment permit shall be required for a section of the loading hammerhead turn around in the unimproved SW Upshur ROW.*

The **Oregon Department of Transportation (ODOT)** responded with following concerns. Please refer to complete response for additional notes. (Exhibit E-7):

- *To address the safety concerns and the potential conflicts with the stopping sight distance of the public rail crossing, ODOT RPTD recommends that the proposed pedestrian-bicycle path and the site plan be modified to restrict, via fencing and landscaping, potential pedestrian-bicycle crossing across NW 17th Avenue.*
- *ODOT RPTD recommends that a contiguous fence (i.e. no gates) between the lot and the railroad right of way be constructed to prevent illegal trespass onto the tracks.*

ODOT has responded with the following comments supporting the December 12, 2015 revision of the proposed development at 17th and Front, regarding the rail related safety issues (Exhibit E-7.a):

- *Having the sidewalk connection further to the NW along NW 17th Ave (labeled NW 17th Ave ENTRY in red) is preferable to the previous proposal, as it moves the connection further away from the rail line (approximately 100+ feet from rail).*
- *As depicted, this iteration of the site would not need to go through the Crossing Order process, even as it is within the SSD of 155'. The Crossing Safety Manager within Rail Division has agreed to waive that as a necessary process based on these newly depicted site design elements.*
- *It is discouraged to include dense vegetation along NW 17th Avenue frontage near the rail crossing as it can create a sight distance impediment for a potential cyclist/pedestrian that decides to enter the roadway from the access labeled NW 17th Ave ENTRY*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on October 28, 2015. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Procedural History:** At the November 19<sup>th</sup> Design Commission hearing, the commission was generally in support of the massing and the landscape of the scheme. The staff report did not yet recommend approval due to the numerous outstanding bureau issues. Additionally, there was discussion regarding the following design issues:

- West Building, south elevation facing train tracks: There was some question whether the south elevation of West Building was as strong compositionally as other elevations.
- Materials: The commission supported the glass, metal and landscape concepts for this location, although they did provide the following comments: the sample metal panels looked too glossy and created a disconnect with site; the vertical wood paneling added warmth to the one-story entries, but was not as successful in the two-story entries. The commission asked for clarity on its relationship to the industrial context, and suggested considering other materials; finally, the columns seem precious and the commission suggested making an architectural statement equal to the rest of the building/s.
- Ground floor: The commission felt the ground floor treatment was not as elegant as the rest of building and the site design, especially the quality of 2-story main entries spaces. It was suggested to reconsider the form, mass, scale, and level of detail. What will these be like on a rainy day? This evolving industrial area needs warmth and a tactile quality at this level with more intimacy, and a more inviting and safer feel. Additionally, the wood was not well integrated and the canopies look clunky.
- Landscape: The commission felt the landscape scheme was overall a strong concept. They would like as much bike path as possible to stay but acknowledged that safety is an important issue to consider, and suggested to go beyond in terms of safety as trains are a real issue. Also, they encouraged consideration of safety in the plaza and the pathways for less able people when detailing, especially the paving and lighting. In this location, face recognition at night will be important. Finally, consider what happens to landscape elements on the building in the winter.
- Mechanical: Screen or not to screen? The commission suggested providing further illustration of mechanical would be helpful to understand proposal better. One commissioner voiced support of no screens, and suggested paint might help reduce its impact. Another commissioner pointed out that screens might reduce the need for future design reviews for replacement of mechanical equipment, as it would occur behind screens.

A follow-up meeting was held with the applicant, BES, PBOT ODOT and BDS staff to address the numerous outstanding bureau issues, and the applicant worked closely with all stakeholders to address and ultimately resolve these. The resulting scheme included the following revisions:

- Due to ODOT/PBOT safety concerns, along NW 17<sup>th</sup> the bike/pedestrian path has been redirected to exit further north away from the railway crossing;
- Due to BES maintenance access and BDS safety concerns, along the south end of the NW Front frontage, the bike path has been removed from crossing the loading access and right-of-way; and
- Due to BES maintenance concerns regarding the Big Pipe at the south end of the NW Front frontage, the applicant is providing a public access easement, as well as a Modification to the landscape buffer to not provide trees in this location so BES can access the Big Pipe from the loading access drive if needed.

The applicant further refined their design details to address the commission's comments at the hearing. Specifically:

- The chevron-milled, vertically-oriented reclaimed wood paneling has been changed to a flush-milled, horizontally-oriented application;
- The exposed column cladding has been changed from mesh to solid cold-rolled steel plate with cable guides to support the vegetation; and
- Further detail information was provided to illustrate maintenance of the vegetation incorporated into the building design, including planter depths and drip irrigation.

## ZONING CODE APPROVAL CRITERIA

### (1) DESIGN REVIEW – CHAPTER 33.825

#### Section 33.825.010 Purpose of Design Review

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

#### Section 33.825.055 Design Review Approval Criteria

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

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental Design Guidelines and River District Guidelines.

#### **River District Design Guidelines and Central City Fundamental Design Guidelines**

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

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

#### **River District Design Goals**

1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.
2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.
3. Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
4. Strengthen connections within River District, and to adjacent areas.

#### **Central City Plan Design Goals**

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

9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City Fundamental Design Guidelines (CCFDG) and River District Design Guidelines (RDDG) are addressed concurrently.*

**A1. Integrate the River.** Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

**A1-1. Link the River to the Community.** Link the Willamette River to the community reinforcing the river's significance. This guideline may be accomplished by:

- 1) Organizing land areas and groupings of buildings to visually define the river's linkage to the community.
- 2) Focusing and articulating roadways and pedestrianways to emphasize the river.
- 3) Developing projects that celebrate the river and contribute to creating centers of interest and activity that focuses on the Willamette.
- 4) Connecting the internal areas of the District to the Willamette Greenway Trail.

**Findings for A1 & A1-1:** The site is located two blocks west of the Willamette River. The massing of the buildings is intended to resolve the geometries of the grids of the Pearl District to the west and the River District to the east. The central plaza connects to the Riverscape Plaza across NW Front via the glazed, two story lobbies of the west building and spills into the new plaza. The roof terraces and "High Parks" provide views east of the river and west towards the west hills. The location of the lobbies and the central plaza connect the project to Front Avenue, to the Riverscape Plaza across Front, and to the river beyond. The crosswalks at NW 17<sup>th</sup> and NW 16<sup>th</sup> Avenues will provide direct pedestrian access through Riverscape to the Willamette River beyond.

*These guidelines are therefore met.*

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

**Findings for A2:** The proposal emphasizes the natural environment, which is central to the experience of living and working in and around Portland. The site will be a natural arrangement of gardens and plantings at the ground level with a large landscaped public plaza. The natural environment will extend into outdoor gardens within the buildings referred to as "High Parks", and up to the roofs in the form of both occupiable roof gardens and ecoroofs.

In addition to celebrating the natural environment, the proposal also encourages bike commuting, another theme central to living in downtown Portland. Proposal provides significantly more short and long-term bicycle parking than required, a bike "commuter lounge", and locker rooms at the ground floor.

*This guideline is therefore met.*

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

**A3-1. Provide Convenient Pedestrian Linkages.** Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods. This guideline may be accomplished by:

- 1) Using visual and physical cues within the design of the building and building entries to



express connections to the river and to adjacent neighborhoods.

- 2) Orienting integrated open spaces and trails that physically and visually link the river and/or surrounding neighborhoods.
- 3) Reusing or retaining cobblestone within the design of new development.
- 4) Encouraging flexibility and creativity along streets enhancing their historic or cultural role.
- 5) Creating visual and physical links across major corridors such as I-405, Burnside, and Front/Naito to strengthen connections to the river and other neighborhoods.

**Findings for A3 & A3-1:** The project is located at the collision of multiple geometries and block patterns. A 200' block grid is created by the new residential projects east of the proposal between Front Avenue and the River oriented to the river, and west of Front Avenue the blocks are oriented orthogonal to the Pearl District and intersect with Front at various angles and varying intervals. In addition, the project site is also bounded by the BNSF rail as it curves toward the river, introducing both a barrier to the block structure and an additional geometry to the site. The resulting site intersects with these various block grids. The project proposes to create 200' blocks picking up the spacing west of Front Avenue, and locates a public plaza between buildings in the middle of the site. The proposal has convenient pedestrian connections to adjacent streets, the surrounding neighborhood and towards the Willamette River. The new paved sidewalks along NW Front and NW 17<sup>th</sup> and the new landscaped plaza will contribute to an enjoyable pedestrian experience overall. The ample sidewalks, extensive landscaping and variation in building form and height will provide visual interest along the pedestrian journey.

*These guidelines are therefore met.*

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

**Findings for A4:** The architectural language and materials of the plaza and sidewalk elements use consistent materials of the surrounding context and river, and will unify the different areas of the site. The architectural language and materials of the building include custom corrugated metal panels and large window openings, referencing buildings found in this historically industrial area. The use of cobblestones found on site will reveal the site's history and create texture within the plaza. Main entryways for the buildings are oriented towards the street frontages and to the plaza, visually connecting the building interiors towards the landscaped open spaces, strengthening pedestrian connections towards the river as well as towards the Pearl District beyond.

*This guideline is therefore met.*

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

**A5-1. Reinforce Special Areas.** Enhance the qualities that make each area distinctive within the River District, using the following "Special Area Design Guidelines" (A5-1-1 – A5-1-5).

**A5-1-5. Reinforce the Identity of the Waterfront Area.** Reinforce the identity of the Waterfront Area with design solutions that contribute to the character of the waterfront and acknowledge its heritage. This guideline may be accomplished by:

- 1) Recognizing the area's industrial history by incorporating remnants of maritime and rail infrastructure and/or providing docking facilities for a cruise line.
- 2) Orienting buildings toward the waterfront and adjacent parks and trails.
- 3) Integrating an active mix of uses along the waterfront and making development open and accessible in order to maintain the publicness of the greenway.

**Findings for A5, A5-1 and A5-1-5:** The proposal is open, accessible and orients towards the public right of way as well as the waterfront beyond across NW Front. The buildings create

strong frontages to the public streets, as a well as the new plaza created between them. The proposal is consistent with the warehouses in the area in both proportions of openings as well as its industrial material palette of metal cladding and milled reclaimed wood siding materials. The extensive landscape proposal includes transition of plant materials across the site, mirroring the transition from riverscape to forest fauna, from east to west.

*These guidelines are therefore met.*

**A5-3. Incorporate Water Features.** Incorporate water features or water design themes that enhance the quality, character, and image of the River District. This guideline may be accomplished by:

- 1) Using water features as a focal point for integrated open spaces.
- 2) Taking cues from the river, bridges, and historic industrial character in the design of structures and/or open space.
- 3) Integrating stormwater management into the development.

**Findings for A5-3:** The proposal is designed to provide a landscaped public plaza and pedestrian linkages between NW 17<sup>th</sup> and NW Front, providing inviting landscaped spaces which incorporate stormwater basins and various stormwater planters around the site. In the building design, high gardens incorporate additional planters, and ecoroofs are proposed on both buildings integrating stormwater management into the development.

*This guideline is therefore met.*

**A5-4. Integrate Works of Art.** Integrate works of art or other special design features that increase the public enjoyment of the District. This guideline may be accomplished by:

- 1) Integrating art into open spaces or along pathways.
- 2) Incorporating art within the structure of the building.
- 3) Using “found objects” that are remnants from the area’s history.

**Findings for A5-4:** Works of art are provided in the form of extensive landscaping, and utilize materials indicative of the industrial heritage of the area including cobblestones found on site, custom finished weathered basalt boulders, weathering steel planters and wall trellis, and wood benches and furniture. The rich landscaped public spaces will increase public enjoyment of the immediate surrounding area as well as the entire district.

*This guideline is therefore met.*

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

**Findings for A7:** The buildings are located at street lot lines, creating a sense of urban enclosure along both NW Front and NW 17<sup>th</sup> Avenues. A buffer from the street lot line is created by generally setting back the one story ground level, with two story setbacks to indicate the main lobbies. The east side of the plaza is similar to the scale of the plaza at Riverscape across NW Front, and the height of the buildings is similar to the surrounding context. Pedestrian connections through and around the site are consistent with the sense of urban enclosure in the area.

*This guideline is therefore met.*

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

**Findings for A8:** The well-landscaped plaza contributes to an attractive, welcoming, green public face for the project that links the site to the Riverscape open spaces across NW Front,

and to the Willamette River beyond. The ground-level of the buildings are highly transparent and the central plaza is scaled for public enjoyment. **Ground-floor active retail spaces face both street frontages as well as the plaza, and** are designed to encourage a strong connection between in and out-of-doors. **The south side of the site is landscaped and fenced with an 8' high cable rail to provide a pleasant and safe frontage along the rail-line.** The main building entries face NW Front as well as the new plaza, creating strong physical and visual connections to the streetscape.

*This guideline is therefore met.*

**A9. Strengthen Gateways.** Develop and/or strengthen gateway locations.

**A9-1. Provide a Distinct Sense of Entry and Exit.** When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area. This guideline may be accomplished by:

- 1) Orienting building massing and form towards the intersection of a major district entrance.
- 2) Creating structures or art or using special historic structures to frame a key district or special area entry.

**Findings for A9 & A9-1:** The buildings are very transparent at their bases and welcoming with high parks on each upper floor creating connections at many levels. The east facing angle of the East Building creates a gateway heading northeast on NW Front from downtown to the industrial area northwest of the site, with open, transparent spaces. The west building creates a similar gateway greeting those coming from the Pearl to the River District neighborhood heading north on NW 17th. The two-story glazed entries of the buildings will pull pedestrians into the plaza, emphasizing the indoor/outdoor nature of the proposal.

*These guidelines are therefore met.*

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

**B1-1. Provide Human Scale to Buildings along Walkways.** Provide human scale and interest to buildings along sidewalks and walkways. This guideline may be accomplished by:

- 1) Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
- 2) Providing stoops, windows, and balconies within the ground floors of residential buildings.

**Findings for B1 & B1-1:** Proposal is designed as a campus with an ample plaza to provide space for socializing, special events, and public enjoyment. A large indoor event space opens out to the plaza, and retail tenants with indoor/outdoor presence will be targeted. The plaza landscape will include seating and shelter. Ground-floor transparency will create visual interest for passers-by.

The main pedestrian entries to the buildings front both NW Front Avenue and the new public plaza between them. The paving along the sidewalks **and on the path through the plaza** will contribute to an enjoyable pedestrian experience. The ample 14-16' setbacks and variation in building setback will provide visual interest along the pedestrian journey. The transparency of the ground floor encourages movement to and through the site. Features to encourage pedestrian interaction with the landscape include grouped benches, weathering steel wall trellis, and sunken seating areas with fire bowls are integrated into the project, creating a sense of human scale along key pedestrian routes. *These guidelines are therefore met.*

**B2. Protect the Pedestrian.** Protect the pedestrian environment from vehicular movement.

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

**Findings:** The proposal is designed as a campus and is designed to provide ample light and activity. The pedestrian plaza will have defined boundaries with site lighting to allow for safety during evening hours. The location of access to parking and the crosswalks at the intersections of NW Front Ave and NW 16<sup>th</sup> and NW 17<sup>th</sup> Avenues will calm traffic and provide pedestrians the opportunity to make safe transitions. On street parking will be integrated with the eventual “road diet.”

Two Type A Loading spaces are provided to the south of the east building and a smaller loading space is provided in the below-grade parking garage directly below the lift core of the west building. The exterior loading spaces are partially tucked behind the East building, and a landscape buffer is proposed to screen the vehicle access from the street frontage. A Modification has been requested to the L2 Landscaping screening standards to not provide the required trees due to BES requirements. The impact of this has been mitigated by numerous trees planted elsewhere on the site above and beyond the required standards.

Mechanical equipment is located on the roof or below grade, and impacts close to the pedestrian realm are limited to two locations. The wall mounted louvers above the canopies are perpendicular to the street above the pedestrian level, and the two vent openings for the below-grade parking are located flush-mounted with the ground level. One of these occurs within the landscape planting along NW 17<sup>th</sup> and the other is located in the loading bay. Neither location will detract from the pedestrian environment.

Trash collection and recycling areas are located within the buildings.

*This guideline is therefore met.*

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

**Findings:** New public sidewalks will be provided on the perimeter of the site, with extended curb-cuts at street crosswalks at NW 17<sup>th</sup> and NW 16<sup>th</sup> Avenues. Additionally, the active ground floor of the buildings and the new landscaped public plaza and walkways will connect pedestrians through and around the site, and provide improved access that complements the walkways across the street for the Riverscape development. *This guideline is therefore met.*

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

**Findings:** The proposal is designed as a campus with an ample plaza to provide space for socializing and public engagement. A large event space opens out to the plaza, and retail tenants with indoor/outdoor presence will be targeted. The plaza landscape will include seating and shelter, creating safe, comfortable places where people can stop, view the landscape, socialize with friends and neighbors, or sit down and rest. Ground-floor transparency will create visual interest for passers-by, and stopping and viewing spaces are also provided at each building entry. None of these spaces will conflict with the free flow of pedestrian traffic on the public sidewalks. *This guideline is therefore met.*

**B5. Make Plazas, Parks and Open Space Successful.** Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

**Findings for B5:** The plaza is located adjacent to the new public sidewalks and connects to the surrounding area. The main building entrances are oriented both toward the plaza, where events and retail activities are proposed, and toward the adjacent Riverscape open space and 16th Avenue. High Parks are oriented to face areas of interest, such as the river, Fremont Bridge, and the West Hills. The central plaza creates a special amenity open space for the neighborhood and office tenants. Extensive landscaping including seating and water features will enhance these new public open spaces, and create a welcoming amenity for nearby patrons. *This guideline is therefore met.*

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

**Findings:** The buildings step back at the ground level to provide cover, and the central plaza is oriented for sun exposure. Large overhangs and canopies are provided at building entries for additional weather protection. *This guideline is therefore met.*

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

**Findings:** The project is fully designed for ADA and universal accessibility where possible. The project will improve the accessibility of the area through the construction of new public sidewalks on the perimeter, as well as a new pedestrian plaza through the block, all of which will be accessible. These features are achieved seamlessly in an integrated manner with the overall design concept. *This guideline is therefore met.*

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

**C1-1. Increase River View Opportunities.** Increase river view opportunities to emphasize the River District ambiance. This guideline may be accomplished by:

- 1) Designing and locating development projects to visually link their views to the river.
- 2) Providing public stopping and viewing places which take advantage of views of River District activities and features.
- 3) Designing and orienting open space and landscape areas to emphasize views of the river.

**Findings for C1 & C1-1:** The project site is located at the edge of the River District and its view corridors; however those corridors do not extend to the neighborhood beyond the site due to the intersections of the different grid systems the Pearl District to the west to the River District to the east. Consequently, this project uses the view corridors as opportunities to locate points of refuge and observation at the High Parks to look out towards the river and as points of interest for views from the river. Additionally, the building locates the roof terraces to take advantage of views to the West Hills and potentially towards the river and mountains, and also to provide protection from the noise of the freeway on the Fremont Bridge as the viaduct curves around the site. The central plaza connects to the Riverscape plaza across NW Front Avenue, and the lobbies are located to connect the project to NW 16th Avenue and Riverscape Plaza.

*These guidelines are therefore met.*

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

**Findings:** The proposal uses a variety of materials inspired by the surrounding warehouse, industrial context, such as corrugated metal panel, steel, and glass. Proposed upper floor cladding includes: factory-finished, chevron-shaped, 18 gauge metal panels, 18 gauge sheet metal flashings, and fiberglass windows. Proposed ground level cladding includes: aluminum curtain wall and storefronts, re-claimed wood siding, 18 gauge sheet metal flashings, wood soffits, steel plate wrapped columns, painted steel overhead coiling garage doors, and exposed steel canopies. Additional materials proposed included steel planter boxes, structural glass guardrails, and stainless steel screens for vegetation. These materials are high-quality and permanent, and the details provided support this.

The restorative landscape is a strong theme in this proposal, and landscape has been integrated into the design of the buildings. As an integral aspect of the design, the success of the vegetated features such as the vine-wrapped steel columns at the ground level and the vegetated screens and planters at the high parks and roof terraces are important to the overall success of the proposal. While continuing maintenance will be an important aspect of the success of landscaping generally, the included details indicate that the soil filled planters with drip irrigation will contribute to the success of these plantings on the building.

*This guideline is therefore met.*

**C3-1. Integrate Parking.** Design parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by:

- 1) Designing street facing parking garages to not express the sloping floors of the interior parking.
- 2) Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians.

**Findings for C3-1:** All vehicle parking is proposed below grade. The parking entrance is accessed by ramp off NW Front Avenue at the junction with NW 16<sup>th</sup> Avenue. The painted steel overhead coiling door is set back 10 feet from the sidewalk, and the 10 foot returns at the garage are glazed and treated as extensions of the storefront. The garage door will remain open for business hours. The applicant has provided two options for the visible interiors of the parking entry. One is painted CMU and the other is a colorful graphic image looking down on a railway terminal. Given that the doors will remain open during business hours, staff considers that the second option, the graphic image, will better enhance the structure's relationship to pedestrians along NW Front than the painted CMU option. With the 10 foot setback, the garage entry is visually minimized when viewed from the street, and with the interior treatment, visual interest is added to an otherwise uninteresting opening in the building.

*With Condition A, that the visible walls inside the parking entry contain graphic images evocative of the industrial history of the site, this guideline can be met.*

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**Findings:** The design draws on the historic materials and forms of the area while introducing a restorative landscape that will provide the urban office spaces with strong connections to the natural environment. The two buildings on the campus will be clad in chevron-shaped metal panel akin to the weathered metal warehouses in the area, with an

irregular pattern of window openings between piers that recall the traditional window dimensions of neighborhood warehouses.

The extensive landscape design will also integrate well with the existing environment, including the Riverscape Development to the northeast. The extensive landscape design of the public plaza features seating and landscape elements that will add novelty and interest to the sequence of walkways and public spaces in the area. The use of found cobblestones in recessed outdoor gathering spaces and in parts of the plaza adds further connection with the site and surrounding area.

*This guideline is therefore met.*

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

**Findings for C5:** The simple materials palette of corrugated metal cladding, glass, painted steel and reclaimed wood recalls the industrial character of the River District, and is used on the building, street/retail level, and the plaza in a coherent composition and consistent manner. The earth-toned charcoal-gray colors and wood are similar to those found on the nearby buildings. The two buildings are similar to each other, with variations in massing to respond to their unique contexts. Changes in overall building massing and landscaped high parks carved out of building masses enlivens and breaks down the scale of the buildings.

The corrugated metal panels of the upper floors are mounted without visible surface fasteners through a clip system, and horizontal seams between metal panels are handled by creating an intentional horizontal seam with painted metal flashing at the window heads, resulting in a crisp relief and appearance on the buildings. Windows are strategically sized and placed to coincide with the shallow return of the corrugation.

To reduce the chance of pedestrian damage to the metal paneling material found higher on the building, aluminum curtain walling and re-milled wood are provided along the base of the building. These ground floors are protected from weather by setbacks from the building faces above. These street-level materials on both buildings create a cohesive, unified look at the pedestrian scale. Main entries are clearly defined through indentations in the buildings and two-story covered entry bays with full height glass windows and doors, which provide views through the buildings to the plaza and beyond. Secondary entry locations are articulated by painted metal canopies above the doors.

Signage has not been identified at this time.

Exterior site and accent lighting is used to highlight the building entries, clusters of trees and landscaping at the corners of each block, the pedestrian surfaces and seating in the public plaza, as well as the pathways surround the buildings. Interior and exterior luminaires have consistent color temperatures, intensity and mounting heights, the luminaires are shield point sources to prevent glare, and the lighting layout provides higher light levels at building entries and exterior gathering places, tapering to lower levels, creating to a coherent nighttime experience.

Both building also have exposed rooftop mechanical equipment which will be visible above the building parapets. Diagrams provided illustrate that due to the clearances needed for the mechanical equipment, screening of the rooftop mechanical would be much larger than the equipment, and be more intrusive into the roofscape than the mechanical equipment on its own. With the condition that the mechanical equipment is painted a warm grey, the mechanical can be integrated into the design.

*With Condition B, that the mechanical equipment is painted a warm grey, this guideline can be met.*

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings for C6:** The site design features a new public plaza open to NW Front designed with landscaping and seating surfaces in addition to playful elements such as water features, a wood bridge, sunken seating with fire-bowls, and weathering steel trellises. The plaza reinforces opportunities to transition into and through the buildings. The lobby entrances are set back to provide protected transitional areas and landscaping is integrated into the buildings, creating inside/outside spaces, and ample transition spaces.

*This guideline is therefore met.*

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

**Findings for C7:** The central park/plaza location in the middle of the site combined with vehicles accessing the below-grade parking at the NW 16th Avenue intersection means that the corners for the site’s “active intersection” are more focused at the plaza rather than at the street intersection of NW Front and NW 16<sup>th</sup> Avenues. Active building corners have been created by shifting the buildings back at the ground level and locating high, transparent glazing in the middle of the site to draw pedestrians into the park/intersection. The ground floor retail along NW Front Avenue, NW 17th Avenue and the plaza will promote a safe and active pedestrian environment.

*This guideline is therefore met.*

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

**Findings for C8:** The entire ground floor of the project is designed to have open, active, and transparent retail spaces. The main lobby entrances face NW Front Avenue with secondary access to the central park/plaza. The design of the retail spaces allow for both traditionally sized retail as well as “micro-retail” opportunities, introducing a variety of amenities that can serve the tenants as well as the growing number of residences in the area.

The ground floor of the proposal is taller than the upper floors, and is highly glazed to create a very transparent and inviting base of the building. Strategically located overhangs and canopies protect the pedestrians and differentiate the sidewalk level, and two-story setbacks at the main building entries further distinguish the ground floor. Extensive landscape features further differentiate the sidewalk level of the buildings.

*This guideline is therefore met.*

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

**Findings for C9:** The site is not currently active, but the ground level retail, the plaza, and



the scale and openness of the ground-level aspire to bring life to the site. The opportunity for micro-retail along the buildings edges will create a variety of scales and uses for the spaces. The proposed new plaza is dedicated to pedestrian activity and can be used for stopping, viewing, and resting by occupants and passersby, functioning as a park with opportunities to meet friends and socialize. The entrance to the underground parking is separate from the plaza to protect the pedestrians from vehicles.

*This guideline is therefore met.*

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

**Findings C11:** Ecoroofs and occupiable roof terraces are proposed on both buildings on the 6<sup>th</sup> floor rooftops, and will be visible from below and afar creating both an amenity as well as a means of storm water control. Recessed landscaped terraces, referred to as “High Parks”, are scattered across the different levels of the buildings, offering exterior spaces for refuge or observation, connecting the interior office space to the outside while bringing the outdoors into the buildings.

Roof terraces on both buildings both contribute to, as well as take advantage of, enhanced views of the City’s skyline.

Both building also have exposed rooftop mechanical equipment which will be visible above the building parapets. Diagrams illustrate that due to the clearances needed for the mechanical equipment, screening of this rooftop mechanical would be much larger than the equipment, and be more intrusive into the roofscape than the mechanical equipment on its own. With the condition that the mechanical equipment is painted to coordinate with the colors of the buildings, the mechanical can be integrated into the design.

*With Condition B, that the mechanical equipment is painted a warm grey, this guideline can be met.*

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

**Findings for C12:** Exterior site and accent lighting is used to highlight the building entries, clusters of trees and landscaping at the corners of each block, and the pedestrian surfaces and seating in the public plaza. Landscape illumination in the plaza is integrated with the landscape design, and includes pedestrian oriented lighting in the form of path lights, step lights and canopy mounted lights. Exterior building lighting at the buildings’ edges is integrated into the building design by recessed cans mounted in the soffits of the building overhangs, illuminating the entries. Poles with adjustable flood lights will provide lighting to the railway side of the buildings providing safe navigation.

Interior and exterior luminaires have consistent color temperatures, intensity and mounting heights, the luminaries are shield point sources to prevent glare, and the lighting layout provides higher light levels at building entries and exterior gathering places, tapering to lower levels.

*This guideline is therefore met.*

**C13. Integrate Signs.** Integrate signs and their associated structural components with the building’s overall design concept. Size, place, design, and light signs to not dominate the skyline.

Signs should have only a minimal presence in the Portland skyline.

**Findings C13:** No signage has been identified at this time.  
*This guideline is therefore not applicable.*

**(2) MODIFICATION REQUESTS – SECTION 33.825.040**

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

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

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

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

The following Modification is requested:

**Modification #1: Perimeter Landscaping at Loading** - To not provide the trees required for the minimum perimeter landscape screening at the lot line between the loading access and the street. (PZC Section 33.266.310.E);

*Requirement:* Loading areas must comply with the setback and perimeter landscaping standards of 5ft to L2 Standards along lot lines abutting a street or E zone lot line.

*Purpose.* The L2 standard is a landscape treatment which uses a combination of distance and low level screening to separate uses or development. The standard is applied where a low level of screening is adequate to soften the impact of the use or development, or where visibility between areas is more important than a total visual screen.

**Findings:** The proposal for a Modification to Perimeter Landscape Screening better meets Design Review Approval Criteria that speak to protecting the pedestrian environment from vehicular movement, Guideline B2 Protect the Pedestrian. The proposal is required to include L2 screening at south end of the site to screen the loading access drive from NW Front, thereby softening the impact of the development. Part of L2 perimeter landscape requirement includes planting trees, however BES have requested that no trees be included in this landscaped area to allow possible future BES maintenance access to the Big Pipe south of the site through the landscaped screen area, via the proposed loading access drive. Additionally, the applicant is providing a landscaped triangular-shaped public access easement on the corner of the site adjacent to the Big Pipe for possible longer term BES access. By providing this public access easement for long term access, and by designing the landscape so BES can obtain future intermittent access via the loading access drive, the need for another paved access drive south of this one for BES is eliminated. By not planting trees in this screen, the proposal allows shared use of this loading access drive and eliminates the need for an additional access drive along this part of NW Front. The proposal therefore better meets design guidelines, especially protecting the pedestrian environment from vehicular movement, Guideline B2 Protect the Pedestrian.

Additionally, the extensive landscape proposal includes landscaping beyond the required setback landscaped area to the edges of the site as well as the Upshur Right-of-Way encroachment triangle, thereby softening the impact of the development from NW Front.

*The criteria are met.*

**DEVELOPMENT STANDARDS**

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

**CONCLUSIONS**

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 building employs high quality materials and design details that add texture, interest, and a sense of permanence, and activation of the facades through the incorporation of active uses and clear views at the ground level, as well as high park and roof terraces above. With the extensively landscaped publicly accessed plaza, this commercial development will be an asset to the River District, the Waterfront area and the city. The proposal meets the applicable design guidelines and modification criteria and **therefore warrants approval.**

**TENTATIVE STAFF RECOMMENDATION**

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

Staff **recommends approval** of Design Review for the proposed development.

Staff **recommends approval** of the following Modification request:

Approval of modifications to Perimeter Landscaping at Loading - To not provide the trees required for the minimum perimeter landscape screening at the lot line between the loading access and the street. (PZC Section 33.266.310.E);

Staff recommends the following Conditions of Approval **A-B.**:

- A.** The visible walls inside the parking entry contain graphic images evocative of the industrial history of the site;
- B.** The mechanical equipment is painted a warm grey.

**Procedural Information.** The application for this land use review was submitted on September 18, 2015, and was determined to be complete on Oct 9, 2015.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on September 18, 2015.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or

extended at the request of the applicant. In this case, the applicant waived the 120-day review period as stated with (Exhibit G.3).

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

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

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

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This Staff Report will be posted on the Bureau of Development Services website. Look at [www.portlandonline.com](http://www.portlandonline.com). On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

**Appeal of the decision:** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record on hearing or if you testify 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.**

**Appeal Fee Waivers:** Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized

by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.** If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034  
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

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

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

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

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

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

**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).**

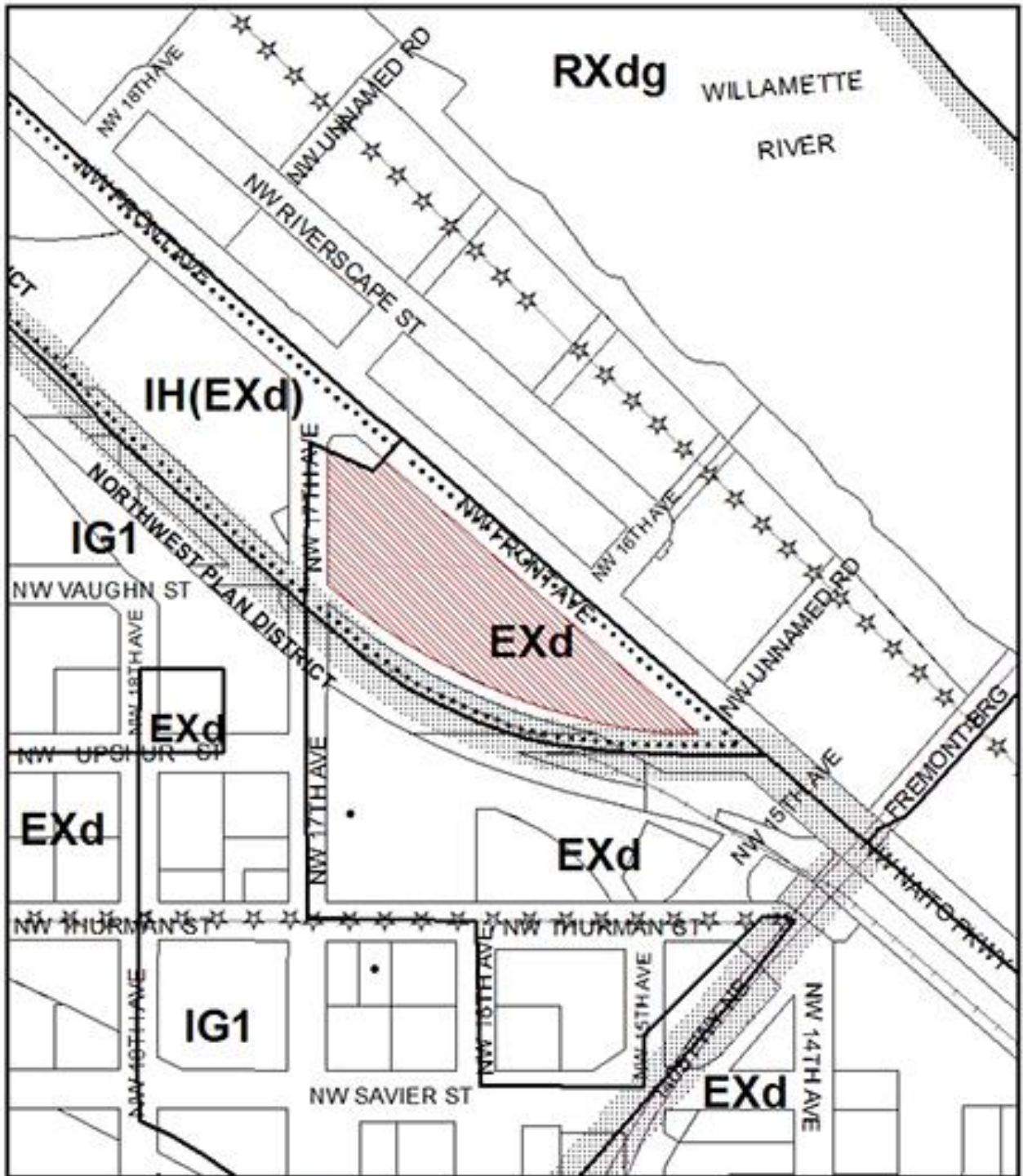
Planner's Name: Grace Jeffreys

Date: December 11, 2015

**EXHIBITS - NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement:
  - 1. Original submittal
  - 2. Request for an Evidentiary Hearing & 120-Day Waiver (signed), 9/27/15
  - 3. Revised drawing draft submittal, 10/8/15
  - 4. Revised stormwater, loading strategy and modification draft, 10/9/15
  - 5. Revised stormwater report and plan, 11/3/15
  - 6. Structural Report over Sewer Tunnel Easement, 11/4/15
  - 7. Updated drawing set for the November 19 hearing: November 3, 2015
- B. Zoning Map (attached):
  - 1. Zoning
- C. Plans & Drawings:
  - C.1-C.116 i1-i23 For Commission to Review,  
C1-C26 Architectural Drawings,  
L1-L20 Landscape drawings,  
A1-A45 Appendix  
(Dwgs. C.1, C.10-17 attached)
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant's statement certifying posting
  - 5. Mailing list
  - 6. Mailed notice
- E. Agency Responses:
  - 1. Life Safety Section of Bureau of Development Services, 10/19/15
  - 2. Fire Bureau, 10/21/15
  - 3. Water Bureau, 10/28/15
  - 4. Site Development Review Section of Bureau of Development Services, 11/3/15
  - 4.a Site Development Review for Completeness, 9/29/15
  - 5. Bureau of Environmental Services, 11/6/15
  - 5.a Bureau of Environmental Services Addendum, 12/7/15
  - 5.b Bureau of Environmental Services - Ecoroof FAR bonus Letter of Certification, 12/7/15
  - 6. Portland Bureau of Transportation, 11/6/15
  - 6.a Portland Bureau of Transportation, 12/7/15
  - 7. Oregon Department of Transportation, 11/6/15
  - 7.a Oregon Department of Transportation, 12/7/15
- F. Letters: none received
- G. Other:
  - 1. Original LUR Application
  - 2. Pre-Application Conference notes, 8/6/15
  - 3. ODOT Pre-Application Response, 8/18/15
  - 4. Public Works Alternative Review, 10/01/15
  - 5. Staff Memo to Design Commission, 11/19/2015
  - 6. Staff Report to Design Commission, 11/19/2015
  - 7. Email Summary of the November 19<sup>th</sup> hearing.

**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



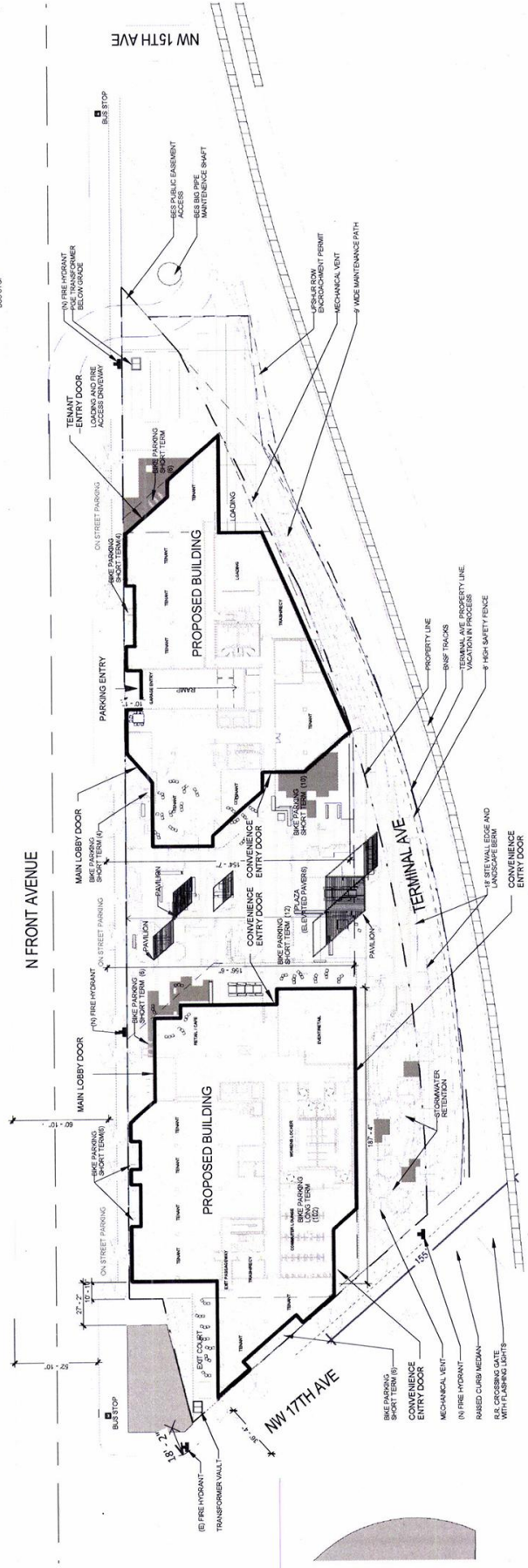
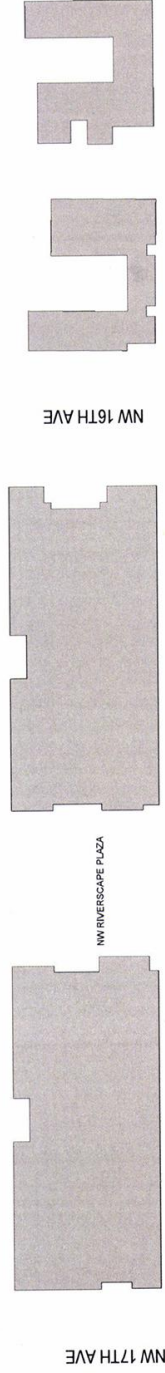
This site lies within the:  
CENTRAL CITY PLAN DISTRICT  
RIVER SUBDISTRICT

- Site
- Recreational Trails
- Historic Landmark

File No.	LU 15-238635 DZM
1/4 Section	2828
Scale	1 inch = 200 feet
State_Id	1N1E28DC 100
Exhibit	B (Sep 22, 2015)

# Site Plan

NW RIVERSCAPE ST



REQUIRED CONDITION OF APPROVAL B & C - CASE FILE LU13-154170 ZC

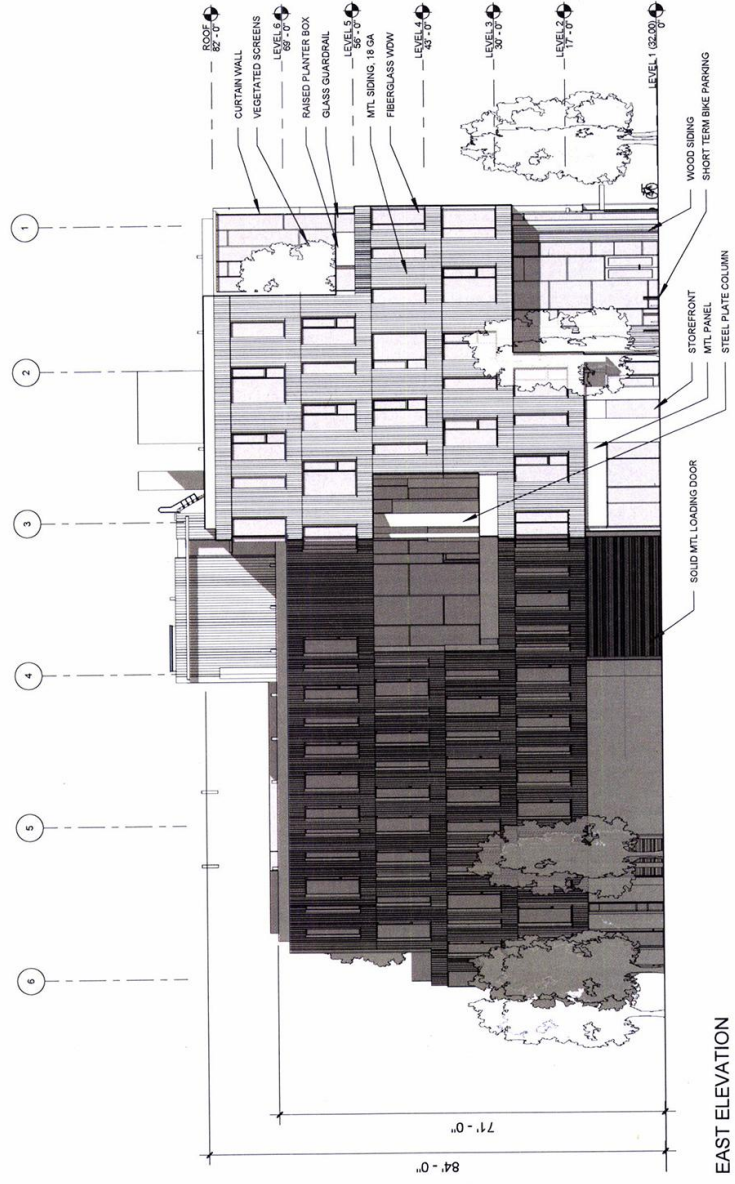
FIELD OFFICE • Land Use Review Submittal • LU15-238635 DZM • December 7th, 2015

## SITE PLAN

Exhibit C1



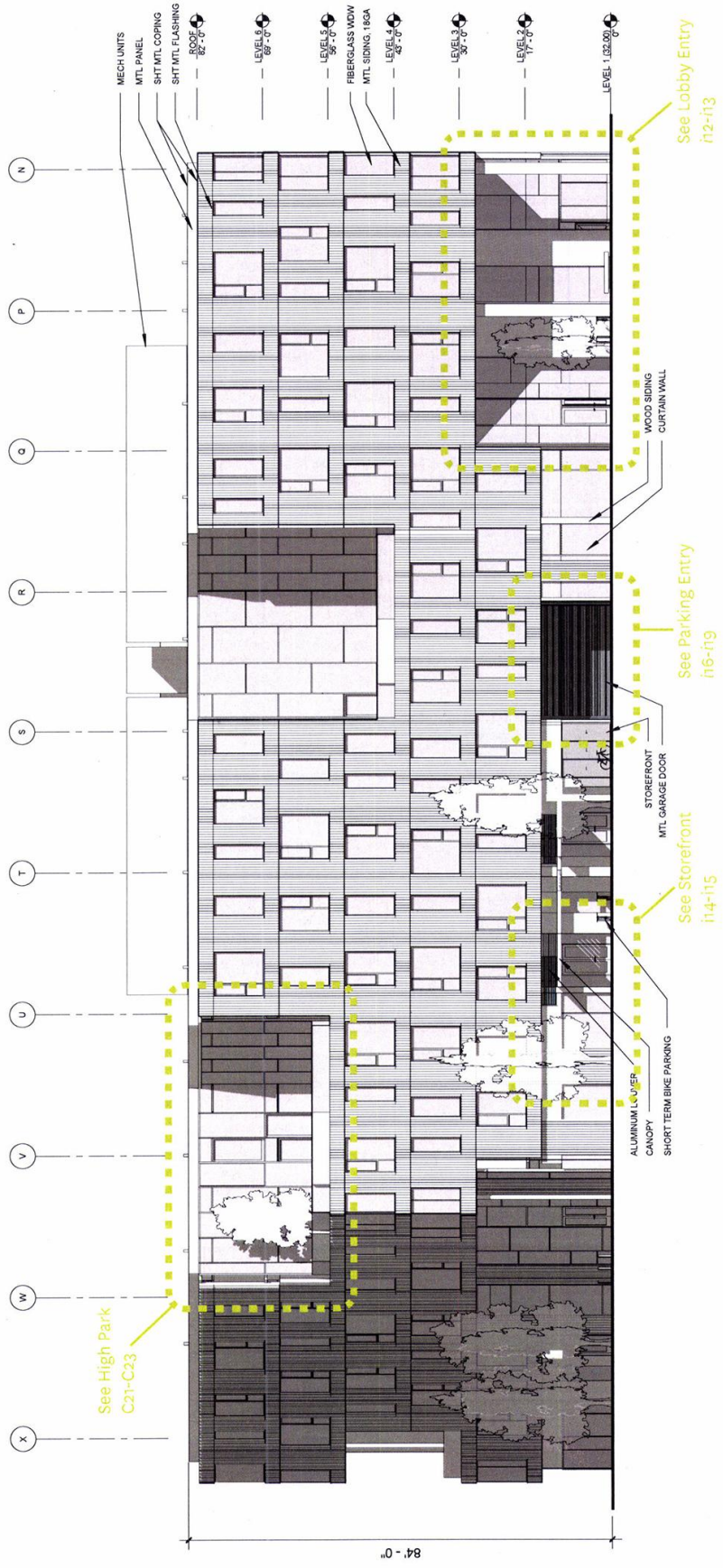
# East Building | East Elevation (NW 15th Ave)



EAST ELEVATION



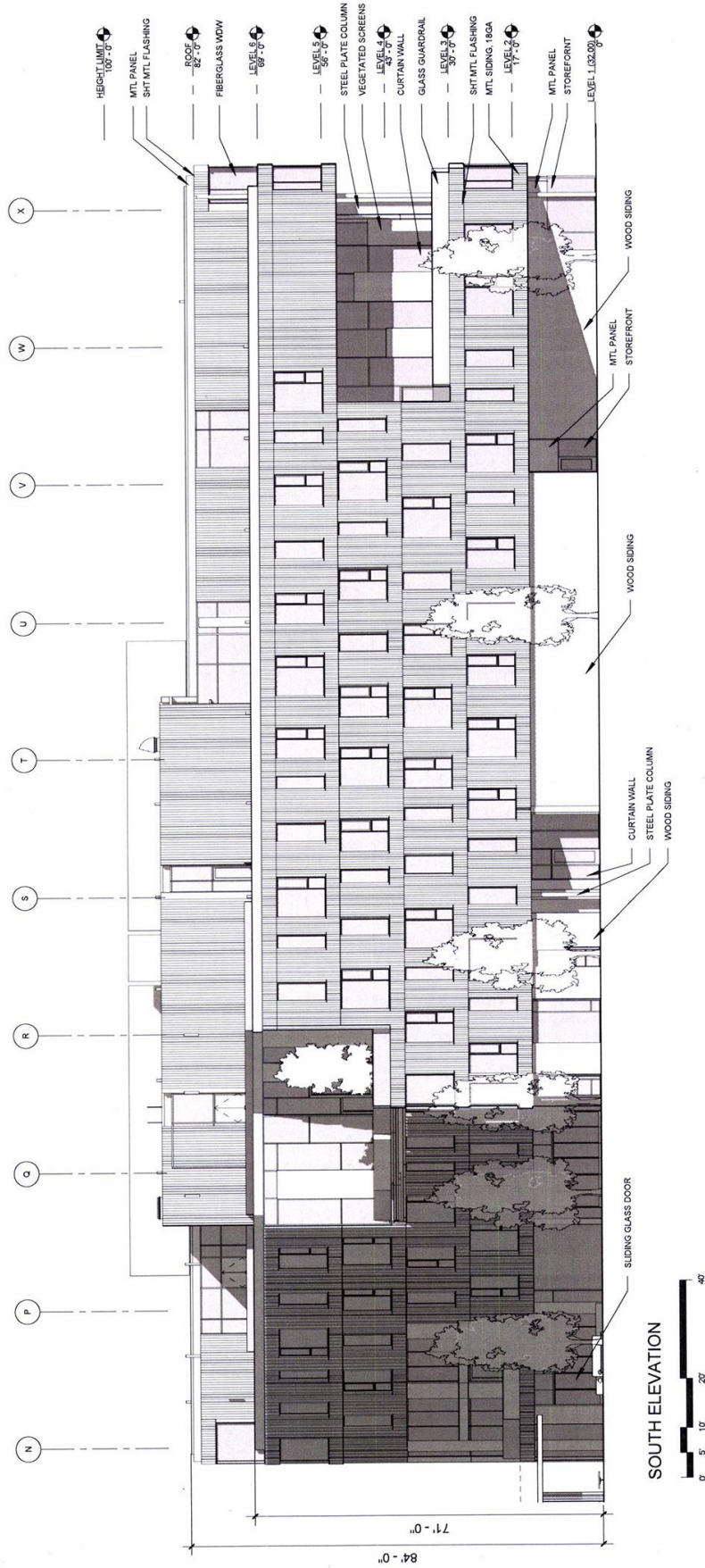
# East Building | North Elevation (Front St)



## ELEVATION

Exhibit C11

# East Building | South Elevation (Railroad Tracks)

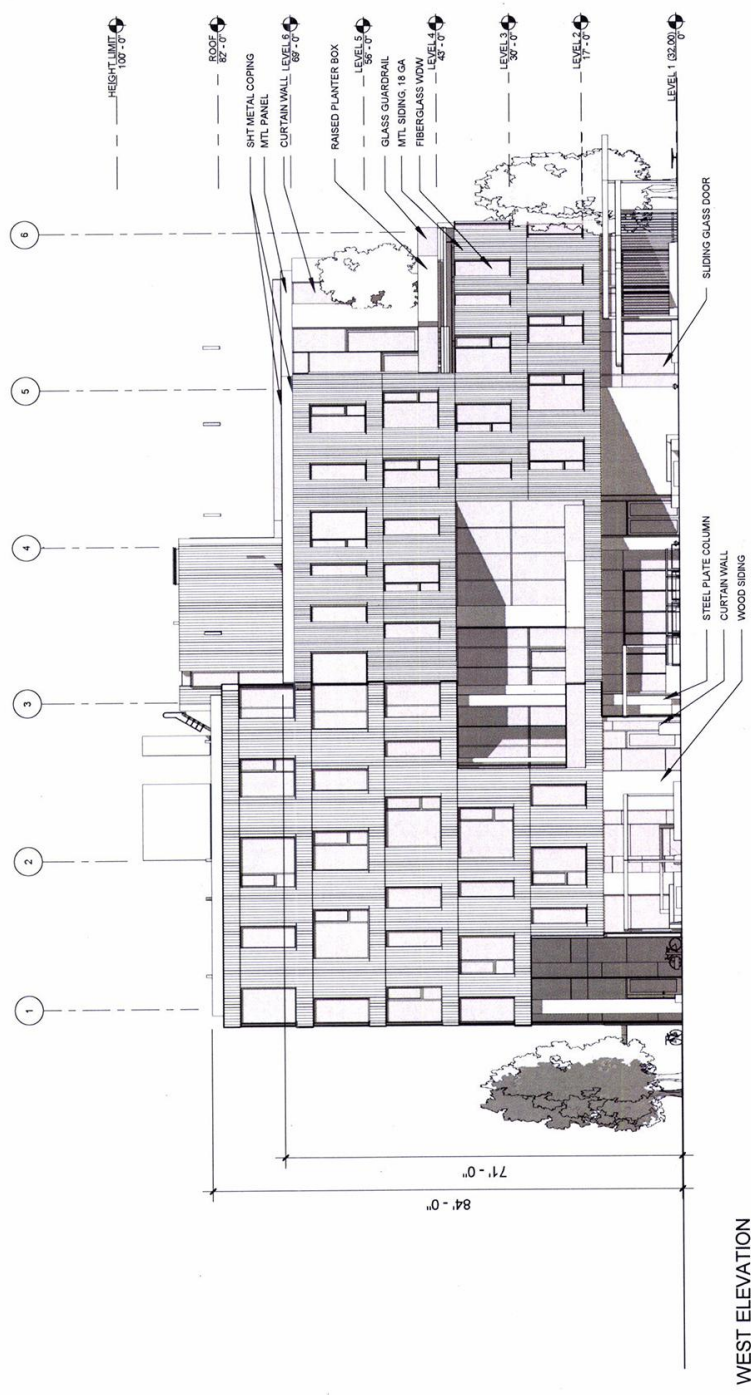


## ELEVATION

Exhibit C12



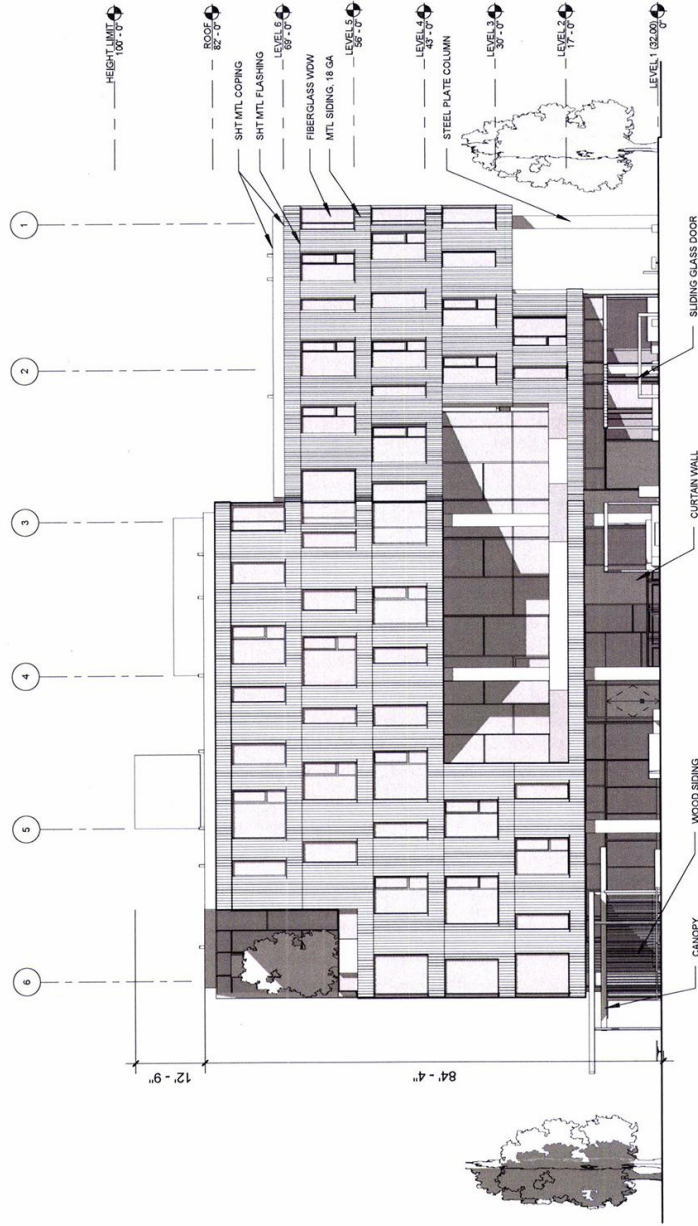
# East Building | West Elevation (Plaza)



WEST ELEVATION



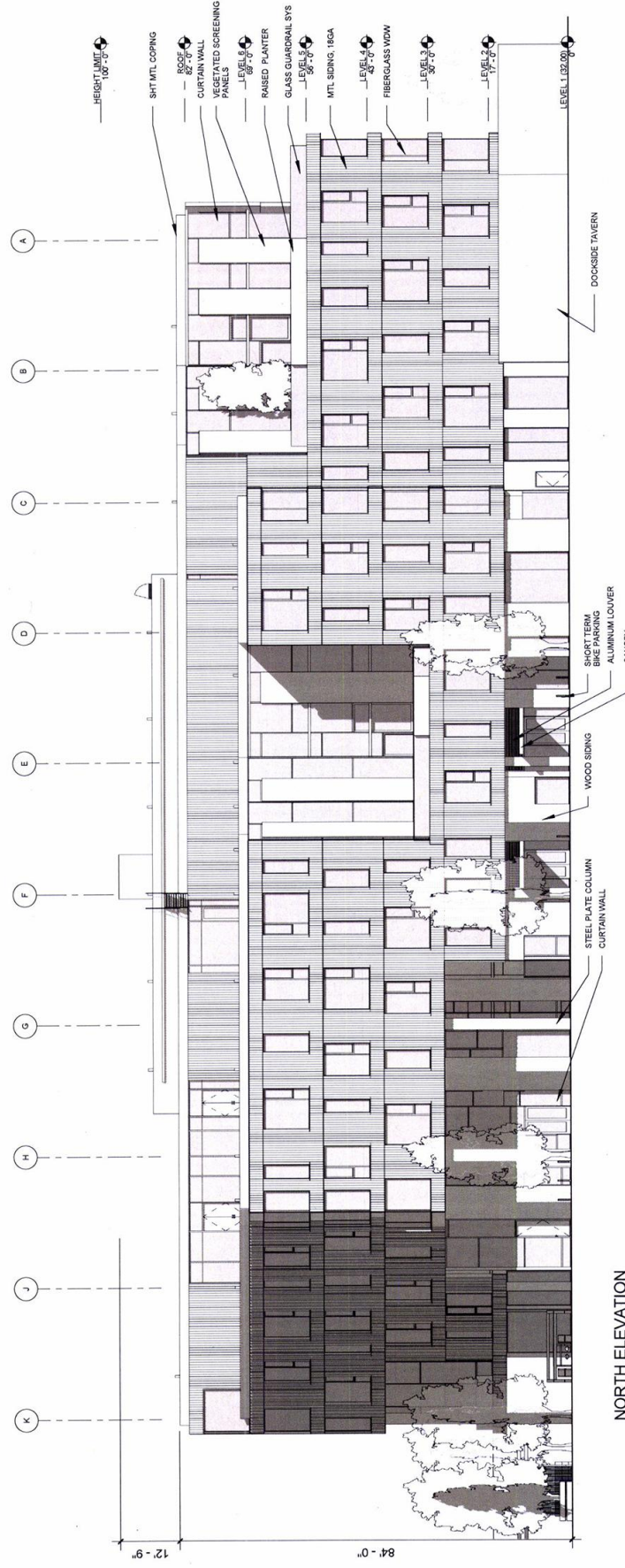
# West Building | East Elevation (Plaza)



EAST ELEVATION



# West Building | North Elevation (Front St)



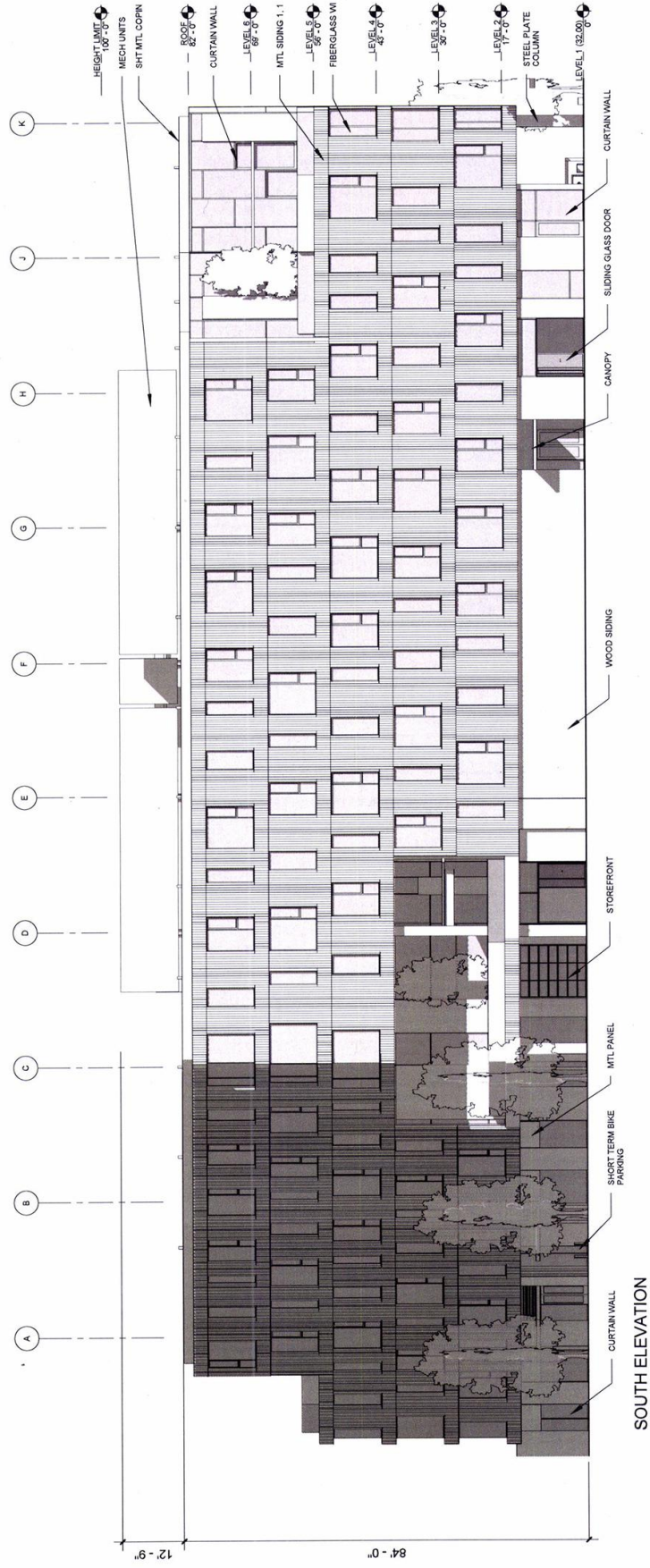
NORTH ELEVATION



## ELEVATION

Exhibit C15

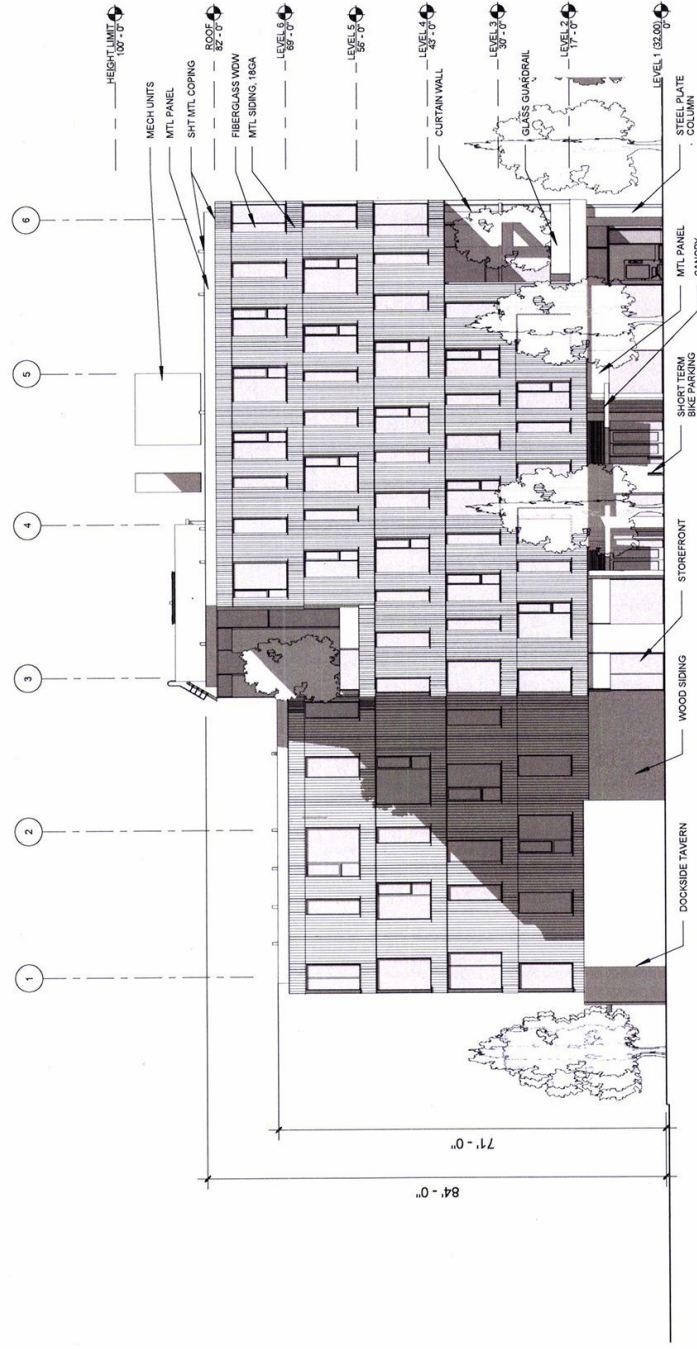
# West Building | South Elevation (Railroad Tracks)



## ELEVATION

Exhibit C16

# West Building | West Elevation (NW 17th Ave)



WEST ELEVATION

