



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

FROM CONCEPT TO CONSTRUCTION

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

**CASE FILE:** LU 15-241093 DZM  
PC # 15-160429  
1400 NW Raleigh

**REVIEW BY:** Design Commission

**WHEN:** January 7, 2016, 1:30 pm

**WHERE:** 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:** Jeff Mitchem 503-823-7011 /  
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### **GENERAL INFORMATION**

**Applicant:** Diller Properties LLC  
1400 NW Raleigh St  
Portland, OR 97209

Jeremiah Jolicoeur | Alliance Realty Partners, LLC  
1325 4th Ave, Ste 1005  
Seattle, Wa 98101

**Representative:** Christine Nagamine | Encore Architects  
1402 3rd Ave. Ste. 1000  
Seattle, Wa. 98101

Nancy Merryman | Merryman Barnes Architects, Inc.  
1231 NW Hoyt St #403  
Portland, OR 97210

**Site Address:** 1400 NW RALEIGH ST

**Legal Description:** BLOCK 248 LOT 1&4, COUCHS ADD; BLOCK 248 LOT 5-8, COUCHS ADD

**Tax Account No.:** R180222300, R180222340

**State ID No.:** 1N1E28DD 01000, 1N1E28DD 01200

**Quarter Section:** 2928

**Neighborhood:** Pearl District, contact Patricia Gardner at 503-243-2628.

**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 a Design Overlay

**Case Type:** DZM, Design Review with Modifications

**Procedure:** Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:**

The proposal is for a six-story mixed use building on a ¾ block site (29,400SF) with frontage on NW 14<sup>th</sup> Ave (200'), NW Raleigh St (200'), NW 15<sup>th</sup> Ave (100') and NW Quimby St (100'). The primary project components are:

- **Ground Floor Program.** 11 Live/Work Units (mezzanines + stoops), biker room (1,200SF), lobby (1,800SF), retail (800SF).
- **Upper Level Program.** 136 apartment units, amenity deck on level 6, eco-roof.
- **Parking.** Long-term Bikes – 231. Autos – 73 (.5 ratio) partially underground accessed via both NW Quimby and NW 15<sup>th</sup> Ave.
- **Loading.** One Std A stall (35'Lx13'Hx10'W) required/provided.
- **Height.** Allowed – unlimited. Proposed – approximately 70' to top-of-parapet.
- **FAR.** Allowed – 5:1 base, 2:1 Residential Bonus Option (205,800SF) per 33.510.210.C.1.a.(2) Proposed – approx 6:1 (172,330SF).

**Modifications.** The following three (3) Modifications are required:

- **Modification #1: Ground Floor Window** (33.140.230) – NW 15<sup>th</sup> Ave  
**Required:** 50% Wall Length, 25% Wall Area  
**Proposed:** 35% Wall Length; 22% Wall Area. Art panel proposed as mitigation.
- **Modification #2: Long-Term Bike Parking Spacing** (33.266.220.C.)  
**Required:** 24" spacing  
**Proposed:** 18" spacing, 6" vertical stagger
- **Modification #3: Required Parking Space Dimension** (33.266.130.F.)  
**Required:** 8'-6" parking space width  
**Proposed:** 73 total stalls, 54 proposed to be 7'-10" and 5 to be 7'-4".

Design Review is required because the proposal is for new construction in a Design Overlay Zone.

**Approval Criteria:**

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

- River District Design Guidelines
- Central City Fundamental Design Guidelines
- Modification Criteria (33.825.040)

## ANALYSIS

**Site and Vicinity:** The 29,400 square foot site occupies the block bound by NW Raleigh St and NW Quimby St and NW15<sup>th</sup> and NW 14<sup>th</sup> Aves in the North Pearl subarea of the River District which is itself a subdistrict of the Central City Plan District. The North Pearl District plan area was adopted in November 2008 and focuses on the creation of a pleasing and dynamic urban form, a mix of complementary land uses, creation of community-serving amenities, and providing a range of housing opportunities for the growing diversity of household types in the Pearl District. Northwest Naito Parkway is located to the east, the I-405 freeway is to the west, and the Fremont Bridge is to the north of the site. The property is currently developed with a

single story grocery warehouse building and surface parking lot that will be demolished for this project.

The surrounding area is also zoned EXd and is developed with a mix of single story warehouse buildings, some of which house older industrial uses plus some recently converted to design and production spaces, as well as new multi-story housing developments. Northwest Quimby Street, NW 14<sup>th</sup> Avenue and NW 13<sup>th</sup> Avenue are all classified as Local Service Bikeways and City Walkways. The site lies within the Northwest Triangle Pedestrian District.

**Zoning:** The EX, Central Employment 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 Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

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

**Land Use History:** City records indicate no prior land use reviews.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed November 25, 2015. The following Bureaus have responded with no issue or concerns:

- Life Safety Review Section of BDS (Exhibit E-1)
- Bureau of Environmental Services (Exhibit E-2)
- Water Bureau (Exhibit E-3)
- Portland Bureau of Transportation (Exhibit E-4)
- Site Development Section of BDS (Exhibit E-5)

**Neighborhood Review:** A “Notice of Proposal in Your Neighborhood” was mailed on November 25, 2015. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Procedural History:** This proposal was heard before the Design Commission at the following hearings: Design Advice Request – June 4, August 6, 2015; Land Use Review – December 17, 2015 and January 7, 2016.

## ZONING CODE APPROVAL CRITERIA

### (1) DESIGN REVIEW (33.825)

#### 33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

### **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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the particular project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

**Findings:** The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the River District subdistrict of the Central City Plan District, the applicable approval criteria are listed in the River District Design Guidelines and the Central City Fundamental Design 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.*

**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 pedestrian ways 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 proposed building is located several blocks from the Willamette River, and low rise buildings to the east allow only oblique views of the river from the upper floors of the building and the level 6 amenity deck. The design of the building takes advantage of these views by providing floor to ceiling glazing, balconies and common area oriented toward the river. The level 6 units will be able to see the river from the north and east-facing decks as well.

At the ground level fronting NW Quimby St, the building's main entry orients eastward toward the Fields Park and the river a short distance beyond. While NW Raleigh St currently stops one block to the east of the project site, it will be extended eastward as vacant sites are developed. A small retail space with an eroded corner for sidewalk spill-out is situated at this corner. All street faces of the building are designed with active uses that enhance the pedestrian experience and encourage pedestrians to walk in the neighborhood and help make a pleasant connection between the Alphabet District, the River District, and the parks and river. The bike lounge, dock, and retail space on the corners of the building fronting NW Raleigh St and the lobby/lounge uses fronting NW Quimby St all activate the streets leading to the river.

*These guidelines are therefore met.*

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

**Findings:** The proposed development integrates Portland and River District/Pearl District themes as follows:

- Monolithic tripartite building massing;
- Reinforcing the urban fabric and pedestrian scale with active frontages;
- The tradition of incorporating balconies and other outdoor spaces into housing buildings;
- Use of brick and metal;
- Loading docks and front stoops;
- Prominent architecture features at corners;
- Emphasizing Portland's bike culture through the incorporation and placement of the bike lounge on a prominent corner across from an existing bike shop; and,
- Referencing the vertical groupings of columns of the Fremont Bridge/I-405 approach ramps to the West through the use of the vertical organization of windows and metal panels.

*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 super blocks 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 proposed  $\frac{3}{4}$ -block development reinforces the traditional 200' block pattern predominant in the Central City. The L-shaped building is built out to the property lines with minor erosions at major entry points and residential stoops. The upper levels (2-5) extend to the property line, while the top 6th floor pulls back allowing terraces for the units and for south-facing communal building space. This also helps develop a tripartite reading of the building mass (base/middle/top.) The building provides interesting pedestrian features and spill-out amenity at the corners and between them with loading docks, all of which help promote linkages within and beyond the River District.

*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.

**A5. Enhance, Embellish and Identify Areas.** Enhance an area by reflecting the local

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

**Findings for A4 & A5:** The project incorporates building elements and site design features associated with the North Pearl Subarea of the River District and NW 13<sup>th</sup> Avenue. This formerly industrial edge condition of the central city is largely comprised of brick, concrete and metal warehouse and manufacturing buildings that presently contain a mixture of uses including ground floor active use such as office, live/work, or small-sale retail. The proposed building materials of brick, metal and glass are widely used throughout the district in traditional and contemporary buildings alike. The live/work units and other active floor area along the length of the project's loading dock on the NW 14<sup>th</sup> Ave and NW Raleigh St frontages repeats another common development pattern in the area. The covered, 10.5' deep dock, metal railings, and stair locations at the end and middle of the block are unifying features that also serve as sidewalks and pedestrian connections.

*These guidelines are therefore met.*

**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).

**A5-1-1. Reinforce the Identity of the Pearl District Neighborhood.** This guideline may be accomplished by:

- 1) Recognizing the urban warehouse character of the Pearl District when altering existing buildings and when designing new ones.
- 2) Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.
- 3) Designing buildings which provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines to acknowledge the historic building fabric.
- 4) Adding buildings which diversify the architectural language and palette of materials.
- 5) Celebrating and encouraging the concentration of art and art galleries and studios with design features that contribute to the Pearl District's "arts" ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the "arts" concentration.

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

**Findings for A5-1, A5-1-1 & C4:** The proposed building, which is within the North Pearl Subarea of the Pearl District, is consistent with a majority of the local design vocabulary especially at its western edges. The brick, metal, glass, and concrete materials correspond with material palettes of both older and newer developments in this subarea as well as within the larger Pearl District. The building's L-shaped form matches the form of similar L- and U-shaped apartment buildings recently constructed on the surrounding blocks. The height and scale proposed are supported in this Subarea which reflects a continuous 5 over 1 datum typical of the NW 13<sup>th</sup> and 14<sup>th</sup> Ave corridor. The raised dock provided along NW 14<sup>th</sup> Ave and NW Raleigh St, with occupied spaces running its entire length, is a common feature within the pedestrian environment of this street. These loading docks act as a raised sidewalk system offering entry points to active

spaces.

The building's mass is resolved as two forms split at mid-block with a recessed building face clad in a common material (pewter colored brick veneer) unifying the live-work units at the ground floor with the recessed level 6 units. The proposed building's two massing forms and the restrained mix of materials and patterns help to diversify the architectural language and palette of materials in the district while remaining contextually relevant. While modern in interpretation, the building provides a base/middle/top tripartite design by having double-height base volume that is divided from the middle by a consistent two-floor pick-up of metal banding reflecting adjacent building volumes. The middle portion of the building is accented with projecting balconies (approx 3'-6" x 8'), and a staggered patterning of window accent panels and profile metal framing around the openings. The upper level of the building is similarly clad in masonry and recessed by approximately 5' for terrace spaces which complements roof-top amenity context.

*These guidelines are 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:** The building abuts the property lines on the majority of the site which serves to define the public rights-of-way as separate from the development site creating a unique sense of urban enclosure with a combination of offset building walls, strong corner entries, loading docks with recessed entries and canopies, and new street trees. The wide (10.5') loading dock walkways, the prominent corners and the recessed entries with overhead building projections create a functional interplay of solids and voids that define the building's edge while allowing spaces for people to gather.

*This guideline is therefore met.*

**A8. Contribute to the Cityscape, Stage and the Action.** 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.

**A8-1. Design Fences, Walls and Gateways to be Seen Over.** Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction. This guideline may be accomplished by:

- 1) Elevating building entries higher than the public sidewalk or path.
- 2) Creating a low fence or wall to visually separate but not hide semi-private spaces.
- 3) Using a low or stepped-down planting area or terraces to separate private development from a public sidewalk.

**Findings for A8 & A8-1:** The orientation of active ground floor program captures the three primary corners reinforcing visual and physical connectivity between the public and private realm. The NW corner features a 'bike lounge' which includes a cyclist lounge/meeting space, a bar and soft seating with two roll-up doors which maximize the ease of bike and pedestrian movement between inside and out. The NE corner is proposed to be a small retail space (coffee shop) with storefront glazing on both sides. The walls of the retail space are set back from the property line, creating covered exterior space for public use. The SE corner features the main apartment entrance including a lobby lounge, meeting spaces and mailroom.



The lobby is designed as an amenity space programmed for seating and gathering at all hours of the day and night. In addition, the east and north block faces will be developed with deep, continuous docks including a landscaped edge, which further add to the richness and vibrancy of the streetscape.

*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.

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

**Findings for B1, B1-1 & B4:** The surrounding sidewalks will be improved to City standards with the redevelopment of the block. The raised docks along NW 14<sup>th</sup> Ave and NW Raleigh St provide seamless access for pedestrians to the height of the first floor level. The walkway is activated in part by live-work entries with ample depth (10.5') and all-weather protection (projecting upper floor building mass) to function as gathering space that can be used by passersby. A secondary residential entry is provided on NW 15<sup>th</sup> Ave, allowing residents to move through the building between active ground floor area and abutting sidewalks. This is an architectural pattern that can be found in many older multifamily buildings in northwest Portland and improves the pedestrian experience at the street by providing accessibility for residents and guests from block face to block face.

The building incorporates human scale design elements that provide visual interest to the surrounding pedestrian environment and encourage social interaction. These design features include brick veneer at the ground and top levels, generous fully glazed lobby, bike lounge (with roll-up door entries) and retail entrances with canopy above allowing views into these active areas, and live/work units that open onto the loading dock for public access. In addition, a well-lit exterior environment will encourage social interaction at the sidewalk.

Several elements have been incorporated into the ground level façade that create locations for visitors and residents to stop and experience the area without impeding sidewalk traffic. These include eroded entries at the project's three primary corners, protected by canopies with opportunities for spill-out.

*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.

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

**Findings for B2 and C9:** The transformer is proposed to be located within building on the west elevation (NW 15<sup>th</sup> Ave), separated from the adjacent ROW by a 5' deep glazed vestibule (intended as waiting room.) Staff has concerns that while this space may count toward meeting Ground Floor Window standards, it is insufficient to truly qualify as "active floor area" and provide the flexibility necessary to enhance this central city street front. Additionally, PGE has provided no sign-off that this as an acceptable location. Staff has advised the Applicant pursue a submersible vault in the NW 15<sup>th</sup> Ave ROW.

**Therefore, with the conditions of approval that**

- **the transformer shall be subterranean in the abutting public right-of-way pursuant to PBOT and PGE standards and**
- **the gas meter shall be located within the building or screened from public view,**

**these guidelines are 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 proposed development incorporates several design measures that ensure pedestrian safety. Vehicle access for cars and loading is at two locations – NW 15<sup>th</sup> Ave and NW Quimby St. These locations were supported by the Design Commission at the Design Advice Request (June 4, 2015) for the proposed development. The garage entries feature translucent garage doors, adjacent glazing and access into active floor area, and art panels. This allows for a sufficient level of activity on the project's two secondary frontages (NW Quimby St and NW 15<sup>th</sup> Ave) while minimizing potential pedestrian-vehicle conflicts on the project's two primary frontages (NW 14<sup>th</sup> Ave and NW Raleigh St.) The translucent garage doors enhance safety with sidewalk illumination.

Illumination of the sidewalks will also be provided by a combination of streetlights, interior illumination of the residential spaces on the first floor and exterior building and site lighting. The latter features wall-mounted lights at the live-work entries and commercial entries. The majority of the mechanical equipment is integrated into each unit with soffit-integrated vents and that are located above the sidewalk level.

The recessed entry with canopy at the residential lobby and the canopy over the retail and biker lounge provide shelter from the weather for residents, guests, and passersby accessing or utilizing the site. At the live-work entries, the projecting building mass will provide additional weather protection as well as shading. Street trees will be added to three of the four frontages, providing shading as well.

Mechanical equipment venting is routed vertically to the roof away from outdoor spaces and the transformer is located within the parking deck (NW 15<sup>th</sup> Ave side) separated from the exterior building wall with active floor area (approx 9' deep lobby extension containing seating).

*These guidelines are 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.

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

**Findings for B3 & B7:** All sidewalks will be improved to current city standards and the site will be fully connected to the pedestrian system reinforcing linkages throughout neighborhood. The raised dock along NW 14<sup>th</sup> Ave and NW Raleigh St will include accessible ramps as well as mid-block stairs. The raised docks are on-grade with the live/work units and the main lobby entry, providing a seamless transition between the public and private pedestrian system.

*These guidelines are 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:** Though designed to the property lines and not featuring ground floor plaza space, the building's balconies, docks, decks and active frontage zones are oriented to the public right of way offering the prospect that these spaces will be enhanced by the tenants in a richly expressive manner. In addition, plantings will be included within the building frontage zone providing a separation between the pedestrian way and the docks.

The property is located two blocks west and in alignment with recently completed Fields Park, the northern reach of the Tanner Park system. The orientation of the building's main lobby entry toward the east provides direct pedestrian connections to this district amenity.

*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:** Residential units on all floors are provided with floor to ceiling glazing for views toward the river, the central Pearl and the nearby Tanner Springs park system. Adjacent development to the east and north are similar in mass and scale preventing direct views to the river from the lower floors. However, river, city, west hills and mountain views will be possible from the rooftop amenity spaces and level 6 terraces.

*These guidelines are therefore met.*

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

**Findings:** Generally, the material palette is well unified and coherent including pewter colored brick veneer at the ground and level 6, profile metal panel at levels 2-5, floor to ceiling glazing, glass balcony guardrails, metal canopies, aluminum and VPI vinyl window systems, metal mechanical enclosures, and soffit-integrated vents. While these materials are generally of high quality and are located on the building to allow them to be durable and long-lasting, Staff has concerns with the following:

- Insufficient specification, clarity and detail have been provided intended to ensure that the metal panel will not oil can or maintain its appearance over time.
- The proposed large fields of flat metal panels beneath windows and at the level 2, 4, and 6 floor lines are excessively flashed with brake metal and large reveals (Detail 01, p 33).
- The gage of the vertical metal trim surrounding the windows on levels 2-4 is not specified (Detail 01, p 35).
- Insufficient detail and specification for the metal soffit panels at the roof and level one overhang over the live-work docks (Details 02, p31 and 02, p 35).
- Insufficient detail and specification for the unit vent louvers (Detail 01, p 29)
- Details illustrate the vinyl window frames are proposed to be installed proud of the abutting metal cladding (Detail 01, p 31).

***Therefore, with the condition of approval that the 22 gage corrugated metal panel profile shall be ¾" – 1" deep and the face of the horizontal metal banding at floor levels two, four and six shall be pulled back the same amount (¾"-1"), this guideline is 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:** The overall composition of the building is responsive to Design Commission DAR comments seeking better integration of overall building elements and greater clarity, simplicity and expression. The result is a project expressed as a well-resolved composition demonstrating restraint and elegance. The building's parti is rooted in a three-part massing configuration oriented to celebrate the site's three corners broken at mid-block by a recessed void which serves to unify base and top while framing the primary bulk of the building's middle 4 floors.

The building's recessed base and top (the void) are laid-up brick with inset windows with dark frames. The windows in the brick areas have a vertical expression with a horizontal top 'transom'. The middle 4 floors (the solid) are a combination of metal panels and windows with white frames, designed to create a visually active façade and one that has a complex reading while creating a strong bulk to anchor the overall composition. The windows and panels in the middle floors also have a vertical expression, playing up the floor to ceiling windows into the units.

*This guideline is therefore 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:** A number of design elements facilitate a clear transition between the public sidewalk and private development. These include recessed corner entries and elevated live-work entries which reinforce the block face while also providing a raised area for observing and socializing. The loading-dock character of the NW 14<sup>th</sup> Ave and NW Raleigh St frontages featuring ramps and stairs offers further visual layering between public and private space. The 10.5' loading dock depth creates several spaces along the two block faces that could accommodate passive gathering.

*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.

**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 C7 & C8:** The building's three corners are well activated and architecturally celebrated. The main lobby entry is located at a building corner and is recessed from the lot lines and marked with a continuous canopy that wraps the corner. Floor to ceiling corner-butted windows and the SE oriented level 6 amenity deck call attention to this important public corner of the building. The building's other two corners are similarly expressed with obliquely recessed building faces, corner-butted window and expansive canopies over entries and spill-out areas.

The building is designed to follow the tripartite architectural divisions of base, middle and top in a modern expression. The building base incorporates a regular series of ground floor storefront openings that are distinguished from the upper levels by the projecting residential volume of levels 2-5. The recessed main entry, loading dock and canopies, plus the upper story projecting massing and balconies further distinguish the sidewalk level of the building from the middle and top. Stairs and elevator towers are located inside the building and will not interrupt the building corners. The double height ground floor volume and loading dock live-work entries subtly differentiate the building face in between.

The loading docks along NW 14<sup>th</sup> Ave and NW Raleigh St is well protected by the projecting mass of levels 2-5 which helps divides the lower portion of the building from the middle and top while highlighting the locations of the live/work entries.

*These guidelines are therefore met.*

**C10. Integrate Encroachments.** Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

**Findings:** Though not within the public right-of-way, the projecting building mass of levels 2-5 serves to enhance the publicly accessible live-work unit entries on the raised loading dock. Additional corner canopies and upper-level balconies add visual texture, depth and rhythm to the façade while being held above the surrounding sidewalks so as to not impinge on pedestrian throughways. The loading dock is fully accessible via ramps and stairs and is open to use by the public as an integrated part of the sidewalk system. As a result, the facades have a greater sense of human scale and provide more visual interest for the pedestrian environment.

*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:** The level 6 program is configured to capitalize on rooftop access, amenity and views. A fitness room and lounge are oriented to the 1,600sf (16’ x 100’) south-facing amenity deck and all level 6 units feature rooftop terraces (approx 130sf ea) set-back from the roof edge by 5.5’. Additionally, the roof will feature eco-roof surrounding the mechanical units that serve the building units and common space. The extensive eco-roof will provide stormwater management functions for the property and the mechanical units will be screened with profile metal panel to match that used elsewhere on the building.

*Therefore, this guideline is met.*

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

**Findings:** Illumination of the development consists of a series of light up- and down-cast wall mounted fixtures flanking all ground floor residential and commercial entrances. Canopy-mounted or decorative lighting of architectural features is not a part of this proposal so the building will not have an adverse impact on the nighttime skyline. Roof deck lighting consists of the same up- and down-cast fixtures. Up-cast light will be blocked by the level 6 overhang to minimized glare impacts to the nighttime sky.

*This guideline is therefore met.*

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

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

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

adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

The following modifications are requested:

### **1. 140.230.A-D. Ground Floor Windows in the EX Zones**

#### **Standard**

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

**C. Qualifying window features:** Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 4 feet above the adjacent grade.

**Proposal.** The west elevation along NW 15<sup>th</sup> Ave does not meet the requirement for required windows, both for overall window length (45%) and area (22%). The project proposes to incorporate art panels into the southern 16 feet of the west wall concealing the generator room. The project is not proposing to coordinate that work with the Regional Arts and Culture Council, but will select their own artist. *Therefore a modification is required for length of ground floor windows on the NW 15<sup>th</sup> Ave ground floor frontage.*

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

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

**Findings:** As proposed, the project is 5% (6'-5") shy of the 50% length requirement of 48'-6" and 3% (26sf) shy of the percentage requirement of 219sf. To offset the reduction in glazing along this elevation, the applicant is proposing art panels set within a recess in a portion of the exterior wall of the generator room. The recess is approximately 8'-2" long and 74sf in area. As numerical mitigation, the proposal would increase glazing to compliance with the standard – approximately 65% of wall length (62'-9") and 30% of wall area (267sf). However, without PGE sign-off on the location of the transformer room, the possibility exists that the room could move to the skin, eliminating the glazing and exacerbating the lack of ground floor windows.

- A. *The resulting development will better meet the applicable design guidelines.* The three quarter-block site yields relatively compressed frontages of approximately 100' on both the NW Quimby St and NW 15<sup>th</sup> Ave frontages. Given this constraint and parking concerns on the part of the NWDA, the project seeks to meet two fundamental design objectives: the inclusion of a significant amount of vehicular parking (70 stalls for 147 units, .47 stall/unit) and the need to access parking from the same two frontages (stemming from high water table constraints). Glazing the generator room on NW 15<sup>th</sup> Ave exterior would not allow views of “working areas”.

In keeping with the City’s vision for active ground floor uses, the project proposes primary access to at-grade live-work units from both NW 14<sup>th</sup> Ave and NW Raleigh St via a “loading dock” feature. This feature is designed as a “front porch” set-back approximately 10'-6" from the back of sidewalk creating a consistently active frontage both of the project’s primary frontages. The loading dock entries reinforce connections to the public right-of-way, while the ground floor transparency creates a welcoming sense of enclosure and eyes-on safety.

Garage access (and the consequential reduction in the amount of ground floor windows) from NW 15<sup>th</sup> Ave will incrementally reduce the pressure for garage access on either NW 14<sup>th</sup> Ave (a Community Corridor) or NW Raleigh St (retail street with access to Alphabet District). Activating the ground floor in this manner is consistent with NW 14<sup>th</sup> Ave and NW Raleigh St ROW and abutting development context proximate to the site. Orienting access to the parking garage away from these frontages is contextually compatible given this street’s commercial character and higher multi-modal traffic volumes.

With certain assurances – (1) PGE support of the transformer room location and (2) more information on the art panels – it could be demonstrated that the proposed project would better meet guidelines along the NW 15<sup>th</sup> Ave frontage. However, because these assurances are pending

- (1) Transformer Room. Given the lack of PGE commitment to the transformer room location, it is not yet clear that the specific conditions on NW 15<sup>th</sup> Ave (lack of glazing and active use) are conducive to increased street vibrancy.
- (2) Art Panels. Because the project is not proposing to coordinate that work with the Regional Arts and Culture Council (but rather will select their own artist), it is essential that Staff and the Commission be provided with specific information related to the nature of the proposed artwork (artist, concept, sample, sectional detail, etc.). Details are especially critical given that the ventilation louver for the Generator Room is proposed to be integrated within the artwork. This information has yet to be provided by the Applicant.

***Therefore, with the conditions of approval that***

- ***the transformer shall be subterranean in the abutting public right-of-way pursuant to PBOT and PGE standards and***
  - ***that the public art panels on the exterior wall of the generator room will be approved by the Regional Arts & Culture Council (RACC),***
- the proposed treatment of the NW 15th Ave elevation better meets applicable design guidelines (B-1/B-1.1, B-2 and B-4.)***

- B. *On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.* Among the purposes of the required ground floor window standard are to provide a diverse pedestrian experience, encourage



surveillance opportunities by restricting fortress-like facades at street level, and to avoid a monotonous pedestrian environment. By providing well-glazed and active mixed commercial and residential frontages along NW 14<sup>th</sup> Ave and NW Raleigh St, many of these stated purposes are accomplished.

However, taking into account that PGE has yet to commit to the transformer room location, it is not clear that the NW 15<sup>th</sup> Ave frontage will contribute to creating a continuous and pleasant pedestrian experience. Therefore, absent PGE support for the transformer room location, the proposal is not yet consistent with the overall intent of the ground floor window standard.

***With the above noted conditions of approval, the overall solution is consistent with the purpose of the ground floor windows standard.***

***This Modification therefore merits approval.***

- 2. Standards for all Bicycle Parking (33.266.220.C).** All 231 of the long-term bike parking spaces provided in this proposal will be vertical in a shared bike room. The proposed vertical rack system provides spaces that are spaced 18” on center and staggered 6” vertically.

***Purpose:*** 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:*** Bike parking spaces must be 2’ wide x 6’ long.

***Findings:*** All residential units and commercial spaces will have access to a bike parking space either in their unit or in the bike rooms which are locations that are protected, therefore meeting the goals of security, convenience, and safeguarding. Vertically mounted staggered bike parking system allows residents to vertically hang and lock their bicycles, with 6” staggered clearances to adjacent bikes. The specified bike rack system staggers the frames at 20” on center. The 20” on-center separation may be a narrower dimension, but the stagger and allowance for sliding hangers will help assist hanging and locking a bike. Additionally, the loops to which the bikes are hung project out of the wall to further ease hanging and locking a bike. A 5’-0” minimum aisle is still provided behind each bicycle rack. 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 generous main lobby and leasable office spaces. The proposal better meets design guidelines C8. *Differentiate the Sidewalk-Level of Buildings, and C9. Develop Flexible Sidewalk-Level Spaces.*

*The criteria are met and this modification request is therefore approvable.*

- 3. 33.266.130.F & Table 266-4 Parking Space Width.** To reduce some parking space widths in the garage from the required 8’-6” wide to 7’-10” (54 stalls) & 7’-4” (5 stalls) wide due to structural column placement.

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

- Provide a pedestrian access that is protected from auto traffic; and
- Create an environment that is inviting to pedestrians and transit users.
- The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles.

**Findings:** The modification to reduce the width of 59 of the 70 garage parking spaces from 8'-6" to 7'-10" for 54 stalls and to 7'-4" for five stalls due to required structural column layout is in keeping with other parking garages of this type. The remaining parking spaces will be a minimum of 8'-6" wide. The drive aisles and other maneuvering spaces as well as bike parking, stairways, ADA parking spaces, and pedestrian walkways will comply with code requirements so that vehicles can enter and exit as well as pass each other within the parking garage in a safe manner. The narrower spaces can accommodate regular sized cars while larger vehicles may have to drive a bit farther looking for a wider space. This selection of parking space sizes is a common feature of parking garages around the city and allows for more spaces to be provided within this development. This in turn relieves some of the parking burden that would have to be accommodated by on-street parking which can in-turn help satisfy the parking demand for area visitors and other short-term parkers. Therefore the below-grade garage and its parking space totals and layout help the project better meet the following River District Design Guidelines: *B2 Protect the Pedestrian and C3-1 Integrate Parking*.

*The criteria are met and this modification request is therefore approvable.*

## 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 applicant has addressed most major concerns expressed by Staff and designed a building that partially embodies the spirit intended by the applicable design guidelines, and responds well to the natural, cultural and built context. As described in the preceding findings, with Conditions of Approval B-E the proposal will resolve Staff concerns thereby meeting applicable design guidelines and warranting approval.

## TENTATIVE STAFF RECOMMENDATION

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

Staff recommends **approval with conditions** of a six-story mixed use building on a  $\frac{3}{4}$  block site (29,400SF) with frontage on NW 14<sup>th</sup> Ave (200'), NW Raleigh St (200'), NW 15<sup>th</sup> Ave (100') and NW Quimby St (100'). The primary project components are: 11 Live/Work Units (mezzanines + stoops), biker room (1,200SF), lobby (1,800SF), retail (800SF); 136 apartment units, amenity deck on level 6, eco-roof; Long-term Bikes – 231. Autos – 73 (.5 ratio) partially underground accessed via both NW Quimby and NW 15<sup>th</sup> Ave; One Std A loading stall (35'Lx13'Hx10'W) required/provided; height of approximately 70' to top-of-parapet; and, an FAR of approx 6:1 (172,330SF).

And, **approval with conditions** of the following three (3) Modifications requests:

- **Modification #1: Ground Floor Window** (33.140.230) – NW 15<sup>th</sup> Ave  
**Required:** 50% Wall Length, 25% Wall Area  
**Proposed:** 45% Wall Length; 22% Wall Area. Art panel proposed as mitigation.
- **Modification #2: Long-Term Bike Parking Spacing** (33.266.220.C.)

- Required:** 24” spacing
- Proposed:** 18” spacing, 6” vertical stagger
- **Modification #3: Required Parking Space Dimension (33.266.130.F.)**
  - Required:** 8’-6” parking space width
  - Proposed:** 73 total stalls, 54 proposed to be 7’-10” and 5 to be 7’-4”.

Approval with conditions per the approved site plans, Exhibits C-1 through C-56, signed and dated December 30, 2015, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (A – F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled “ZONING COMPLIANCE PAGE- Case File LU 15-241093 DZM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled “REQUIRED.”
- B. The transformer shall be subterranean in the abutting public right-of-way pursuant to PBOT and PGE standards.
- C. The gas meter shall be located within the building and/or screened from public view.
- D. The 22 gage corrugated metal panel profile shall be ¾” – 1” deep and the face of the horizontal metal banding at floor levels two, four and six shall be pulled back the same amount (¾”-1”).
- E. The public art (in lieu of the required ground floor windows along NW 15<sup>th</sup> Ave) will be approved by the Regional Arts & Culture Council (RACC) and installed on, or adjacent to the southerly most wall of the NW 15<sup>th</sup> Ave elevation (exterior wall of the generator room) prior to approval of the issuance of a final certificate of occupancy. A covenant for the public art, following the regulations of Section 33.700.060, Covenants with the City, to ensure the installation, preservation, maintenance, and replacement of the public art must be submitted prior to approval of the issuance of a final certificate of occupancy.
- F. No field changes allowed.

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**Procedural Information.** The application for this land use review was submitted on September 23, 2015, and was determined to be complete on October 20, 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 23, 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 did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on February 14, 2016.**

**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.

**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. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**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 for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. 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 must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

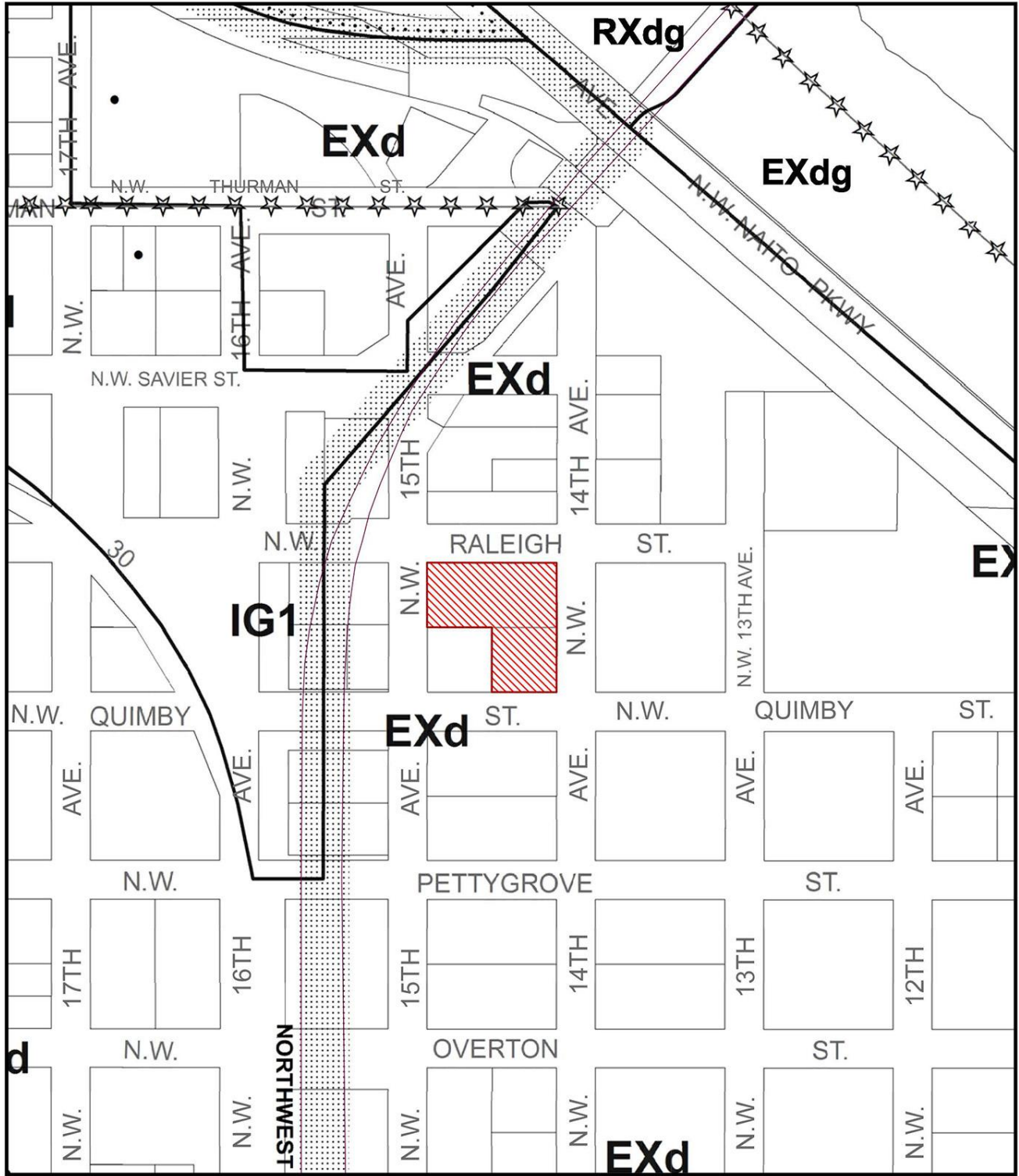
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Jeff Mitchem  
December 30, 2015

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant’s Statement
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Design Review Drawing Set (Sheet 1-35)
  - 2. Sheet 5, Site Plan (attached)
  - 3. Sheet 11, First Floor Plan (attached)

4. Sheet 22, East Elevation (attached)
  5. Sheet 23, South Elevation (attached)
  6. Sheet 24, North Elevation (attached)
  7. Sheet 25, West Elevation (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. Mailed notice
  6. Mailing list
- E. Agency Responses:
1. Life Safety Review Section of BDS
  2. Bureau of Environmental Services
  3. Water Bureau
  4. Portland Bureau of Transportation
  5. Site Development Section of BDS
- F. Letters-NONE
- G. Other
1. Original LUR Application
  2. DAR Summary Memo
- H. Post First Hearing



# ZONING

-  Site
-  Historic Landmark
-  Recreational Trail



This site lies within the:  
**CENTRAL CITY PLAN DISTRICT**  
**RIVER DISTRICT**  
**NORTH PEARL SUBAREA**

File No.	<u>LU 15-241093 DZM</u>
1/4 Section	<u>2828,2928</u>
Scale	<u>1 inch = 200 feet</u>
State_Id	<u>1N1E28DD 1200</u>
Exhibit	<u>B (Oct 22, 2015)</u>



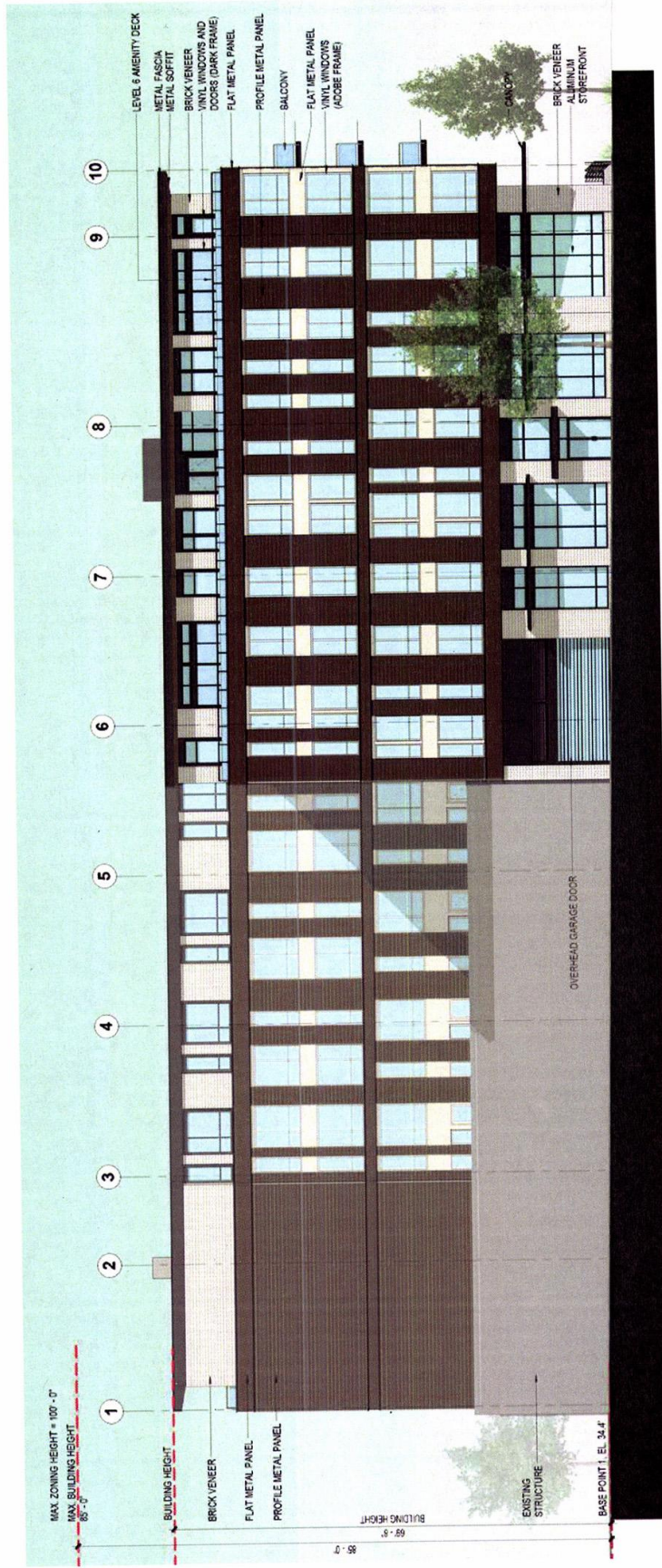




# EAST ELEVATION



# SOUTH ELEVATION



# NORTH ELEVATION



# WEST ELEVATION

