



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 16-128835 DZM, AD
PC # 15-251449
Framework
REVIEW BY: Design Commission
WHEN: July 7, 2016, 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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GENERAL INFORMATION

Applicant: Jonathan Heppner, Lever Architecture
239 NW 13th Avenue Suite 303, Portland OR 97209

Representative: Anyeley Hallova, project^
413 SW 13th Ave #300, Portland, OR 97205

Owner: Beneficial State Bancorp Inc.
1438 Webster St #100, Oakland, Ca 94612-3229

Site Address: **430 NW 10TH AVE**

Legal Description: BLOCK 61 LOT 6&7, COUCHS ADD
Tax Account No.: R180205510
State ID No.: 1N1E34CB 02300
Quarter Section: 3029
Neighborhood: Pearl District, contact Kate Washington at
planning@pearldistrict.org.

Business District: Pearl District Business Association, contact Tracy Morgan 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 (d) overlay
Case Type: **DZM, AD**, Design Review with Adjustment and Modification
requests

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

Proposal:

The applicant requests Design Review approval for a new 11-story, 143’ tall mixed-use building in the River Subdistrict of Central City Plan District. The building will provide 500 SF of ground floor retail, 31,260 SF of office (levels 2-6), and 60 apartments (levels 7-11). No vehicle parking is proposed (or required), one loading space is provided (one required) accessed off NW Glisan, and 109 long term bike parking for tenants (95 required) will be provided, 69 in a bike room on the ground floor and 40 in the studio apartments above. Short term bike parking requirements will be met by paying into the bike parking fund. Outdoor terraces and eco-roofs are provided on the second floor and the roof. Exterior finishes include aluminum composite panels, board formed concrete, aluminum curtain wall and storefronts, and fiberglass windows above.

The project also seeks bonuses for floor area and height. The 10,000 site is allowed a base Floor Area Ratio (FAR) of 6:1. The project is seeking floor area bonuses of 3:1 to reach a maximum floor area ratio of 9:1 for building total gross area of 89,896 sf. FAR of 2.7:1 is to be earned through the Housing bonus (PZC 33.510.210.C.1.a.(1)) and FAR of 0.3:1 is to be earned through the Eco-roof bonus (PZC 33.510.210.C.10). The maximum building height is 100 feet and is within an area eligible for general and housing height bonuses. The building is 142’-2” tall and seeks additional height of 42’-2”. For achieving a bonus floor area ratio of 3:1, a height bonus of 45 feet is earned. (PZC 33.510.210.D.2.c)

The following Modification is requested:

1. *Bike Parking* - To reduce the width of 60 long-term bike parking spaces from 2’-0” to 18” (PZC Section 33.266.220.C.3.b).

The following Adjustment is requested:

1. *Parking Access on a Restricted Street* - To allow access for the loading space off NW Glisan Street, a “Parking Access Restricted Street”. (PZC Section 33.510.263.G.6.c)

Design review is necessary because the project proposes new development within a design overlay zone.

Relevant Approval Criteria:

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

- Central City Fundamental Design Guidelines
- River District Design Guidelines
- Modifications – Section 33.825.040
- Adjustments – Section 33.805.040

ANALYSIS

Site and Vicinity: The site is located in the River District in the heart of the Pearl District. The project location has ideal pedestrian and transportation connections. The site is located directly on the northbound Portland Streetcar line for connections to NW 23rd Avenue, Good Samaritan Hospital, and the Nob Hill neighborhood and is one block from the southbound Portland Streetcar line for connections to the downtown core, Max light rail, and the South Waterfront District. It is also located on NW Glisan and two blocks north of NW Everett streets, which provide key east-west car and bus connections. The site is also within five blocks of Interstate 405.

The site is the quarter-block at the northwest corner of the block bounded by NW Glisan, NW 10th, NW Flanders, and NW 9th. The site has 100’ of frontage on NW

Glisan and 100' of frontage on NW 10th for a total of 10,000 square feet and is currently developed with a single story commercial building.

The north park blocks are two blocks further east. Mixed-use developments surround the site, including the multi-story Gregory occupying the block to the west and the half-block, 16-story, mixed-use 937 Condominiums across NW Glisan. Other retail, commercial, and residential uses are located in an urban setting surrounding the site.

The site is located within the Northwest Pedestrian District. At this location, NW 10th as Traffic Access Street, a Transit Access Street, a Central City Transit/Pedestrian Street, a Community Main Street, and a Local Service Street for all other transportation modes in the City's Transportation System Plan (TSP). The TSP classifies NW Glisan St as a Traffic Access Street, a Transit Access Street, a City Walkway, and a Local Service Street for all other transportation modes in the City's Transportation System Plan (TSP).

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 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 Subdistrict of this plan district.

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

- EA 15-251449 PC – Pre-Application conference for this proposal.
- LU 03-125300 – Approval of a Type II Design Review with Modification for a proposal to renovate the exterior of a one-story building, including new storefronts and canopies, signs, lights, mechanical equipment, a new garage entry bay, and up to 9 interior parking spaces. Approval of the Modification to drive aisle width to a dimension of 17'-9" at one columnar location.
- LU 03-116541 – Approval of a Central City Parking Review for maximum of nine Preservation Parking stalls and approval of an Adjustment to allow a driveway access on NW Glisan Street, subject to the following conditions:
 - A. A final site plan shall be submitted for review and approved by Portland Transportation, as part of the building permit application, which demonstrates that:
 - 1) the parking stall and aisle dimensions meet all applicable parking development standards, or reflect the dimensions granted through an approved Modification or Adjustment to those standards; and
 - 2) the parking stall and aisle dimensions are of sufficient size to allow vehicles to maneuver inside the garage and exit the site in a forward motion for a maximum of nine parking stalls.

- B. The garage entry shall be a minimum of 18 feet wide.
- C. An audio/visual warning system must be installed at the garage exit to alert pedestrians of exiting vehicles, and to allow exiting drivers to see pedestrians on the sidewalks approaching the exits.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **June 13, 2016**. The following Bureaus have responded with no issue or concerns:

- Water Bureau (Exhibit E.1)
- Fire Bureau (Exhibit E.2)
- Site Development Section of BDS (Exhibit E.3)
- Bureau of Transportation Engineering (Exhibit E.4)
- Urban Forestry (Exhibit E.5)

The Bureau of Environmental Services responded with the following comments:

BES does not recommend approval of the design review application at this time. Although there are no BES-specific approval criteria, BES must be able to certify the proposed ecoroof for the purpose of granting bonus FAR prior to land use approval, per PCC 33.510.210.C.10.b. Additionally, it is in the applicant’s interest to propose an approvable stormwater management approach during this review so that the project’s stormwater obligations – which will still apply during building permit review – do not compel changes to the building’s design at a later date. **Note that the ecoroof FAR bonus calculations and stormwater management calculations must be provided (as described below) for both design options.** (Please see Exhibit E-6 for additional details.)

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **June 13, 2016**. A total of four written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Kate Washington, PDNA Planning and Transportation Committee Co-chair, June 1, 2016, stating support of both the design and the program.
2. Michael and Alice Shiffman, April 14, 2016, stating concern regarding the lack of parking proposed.
3. William Gumenberger, June 17, 2016, stating concern regarding the lack of parking proposed.
4. Mark Whitlow, June 29, 2016, stating concerns regarding the proposed design and materials.

Staff response: *With reference to concerns about the lack of parking, note there is no requirement for this proposal to provide parking. Please refer to findings below for findings regarding the design and materials.*

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

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

Section 33.825.055 Design Review Approval Criteria

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

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

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

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

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 A2, A4 and A5-3: The project includes a number of features that relate to Portland's identity. The proposal helps spotlight timber as a construction material. As one of the nation's first wood high-rise structures, the proposal will highlight new opportunities for using timber as a high-rise structural system. The design of the building is described by the applicant as "influenced by the surrounding forests in both structural design and facade inspiration. This specialized wood structure will be showcased at the sidewalk-level and inside the lobby. The ground level of the building is highly glazed and offers views directly from the sidewalk to this highly unique structural system. Additionally, the Tall Timber Exhibit space just inside the lobby will highlight the history of timber construction in Portland."

The façade design is also inspired by Oregon's natural context, and is described by the applicant as "comparable to the variegations of budding tree leaves, the façade is animated and creates visual interest through its response to daily and seasonal variations in light."

Additionally, the project integrates ecoroofs into the development expressing and responding to the rainy climate of the Pacific Northwest. The ecoroofs at the second and twelfth floors will add landscaping and critical stormwater functions that are attractive with or without water. The second floor ecoroof can be experienced from the office spaces and the twelfth floor ecoroof can be experienced from the terrace. Views will be enhanced for south facing units that look down on the 2nd floor terrace. Finally, the project supports the bike culture of the City by providing more than the required number of bike parking spaces and a dedicated and secure bike room on the ground floor for the building's occupants. *These guidelines have been 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.

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

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 A3, A7, and B4: The project develops the full 100' x 100' footprint of

the site producing a standard ¼ block development. The structure above the ground level holds the street edge along NW Glisan Street, and along NW 10th the angled faces of the building reach to the property lines. Along the south property line the building is pulled back 15'-0" to allow for glazing at office and apartment floors. The south setback also allows for a roof terrace at the second floor. At the ground floor, the building extends to the property line along NW Glisan with the exception of recessed entries at the loading and service entry, that are setback 3'-0". Along NW 10th, the building is setback 4'-0" from the building's street façade, with a deeper recess of 9'-0" at the main lobby entrance on the corner. These setbacks at the building entries provide areas off the sidewalk to stop and visit or rest, enhancing the pedestrian environment. *These guidelines have been 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.

A5-4. 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.

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 A5, A5-4, and A8: Active spaces are located along both street frontages. The main lobby is located on the corner of NW 10th and NW Glisan and the adjacent retail space fronts NW 10th. Both provide direct pedestrian access from NW 10th and contain full height glazing to visually connect these interior spaces with the adjacent sidewalks. Additionally, full height glazing is provided at the CLT structural system to showcase this unique application to passersby.

The fully glazed double height main lobby serves both the office and apartments, and connects to the second floor community room. A terrace has been provided off this community room, which faces down to NW Glisan activating the busy street below.

The lobby is sized and designed to be flexible and able to accommodate a variety of events, including First Thursdays and visitors to the Tall Wood Exhibit, located immediately adjacent to the lobby. This permanent exhibit will be open to the public, and "seeks to raise awareness of the benefits of using engineered wood products in construction, and will showcase the features, materials and structural system of the building, highlighting the safe application, practicality and sustainability of mass timber structures." *These guidelines have been 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, A5-1 and C4: Like many of the surrounding warehouse buildings in the Pearl District, the proposal utilizes a heavy timber structure. The interior office spaces will have exposed cross-laminated ceilings and glulam columns and beams. The apartment units will have exposed cross-laminated ceilings, similar to the vocabulary found in nearby loft spaces. While referring to traditional heavy timber construction, the proposal also adds cross-laminated timber technology to the palette of the area, referencing and expanding the existing architectural language.

The sidewalk level is defined by extensive glazing and the building above cantilevers beyond this base and is clad in metal panel with deeply recessed punched window openings, differentiating it from the ground floor. Full height, floor to ceiling windows will provide well daylit spaces, acknowledging but also reinterpreting the deeply punched, large window openings found in traditional warehouse buildings. While referencing and complementing the urban warehouse character of the Pearl District, this proposal also adds a modern interpretation and a level of sophistication to the local design vocabulary. *These guidelines have been 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.

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 for B1, B1-1, and B2: The project will improve both the NW Glisan and NW 10th sidewalks and define the zones per district standards, including new street trees and lighting. The building wall at the ground level will be articulated by full height glazing, bookended midblock by board formed concrete piers that anchor the project at the ground level. Building setbacks and overhangs, canopies, light fixtures, and glazing with views into active spaces will add human scaled elements along the base that provide visual interest for pedestrians.

The highest level of pedestrian activity will be on 10th Avenue, associated with the Streetcar stop and the main lobby and retail entrances. Safety will be enhanced by recessed soffit mounted light fixtures that will illuminate the entrances and abutting sidewalk. Interior lighting will also contribute towards sidewalk illumination through the fully glazed frontages.

The loading bay and services will be located on NW Glisan which has the lower classification. The required loading/trash/recycling functions as well as electrical equipment and gas meters will be located inside the loading area, so that there will be very limited exposure of pedestrians to these activities. Small louvers that provide ventilation for the loading area are located above the service door and in adjacent bay. The louvers are well integrated within the bays and located 8'-0" above the sidewalk so as to limit views and impacts on the pedestrian environment. The emergency generator is located in the southeast corner of the project, well away from both street frontages, and will exhaust vertically up. *These guidelines have been 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.

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 for B6 and C10: Weather protection is provided in a number of ways. The ground floor is recessed from the building above along both street frontages. Additional coverage will be provided by three steel canopies. The main lobby entry on NW 10th is recessed and a canopy above will provide additional coverage. Mid-block on NW 10th where there is no building overhang, a canopy will provide protection above the bank ATM. And along NW Glisan below the community room terrace, a canopy will provide further protection for passersby on NW Glisan.

The canopy on the NW Glisan Street frontage is the only element that projects into the right-of-way. It is 13'-6" above the sidewalk, with a depth of 4'-0", and length of approximately 23'-6", and will provide protection for pedestrians along NW Glisan. The canopy will be comprised of ¾" steel plate which is used on the other two canopies on the exterior, and is well integrated into the façade, contributing to a coherent composition. *These guidelines have been met.*

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

Findings for B7: All areas of the building are designed for accessibility. The retail space and the main lobby are accessible directly from the sidewalk. The main lobby entrance, two story lobby space and central elevator core provide strong visual cues to accessible movement throughout the building. The community room

on the second floor is open to the main lobby below, providing clear visual connections and accessibility via the elevator from the main lobby. *This guideline has been 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 and C1-1: The building massing and facades are designed to create visual connections at all levels. The second and twelfth floor roof terraces are placed on the south side of the building to allow for sunlight and view opportunities. Taller buildings surround the site and this placement also takes advantage of view corridors to downtown, the river and the southwest hills. The large expanses of glazing at the sidewalk level allow views into the active spaces of the ground floor. The placement of the entrance near the streetcar stop provides a visual a connection between the active sidewalk corner and the lobby. *This guideline has been met.*

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

Findings for C2: The primary facade material will be Aluminum Composite Material (ACM) panels with punched openings for operable fiberglass windows. ACM is a high quality material that ensures rigidity and the additional folding details of the panels increases this quality. Aluminum curtain wall will be utilized at the ground floor and at the slot window at the west facade. Board formed concrete mid-block will be durable and visually anchor the building.

The unique structural system is described by the applicant as a resilient design which “will be easily repaired after an earthquake. To achieve this goal, the lateral force-resisting system includes post-tensioned rocking CLT shear walls, with “Low Damage Design” features pioneered in New Zealand. These features include a pre-determined rocking plane at the base of the walls; replaceable energy dissipating “fuses”; special detailing at the floor-to-wall connections; and the self-centering characteristics of the post-tensioning system.” The structure, materials and detailing are all of a very high quality, and will contribute permanence to this busy urban location. *This guideline has been 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 proposal is a mixed-used building with office and residential uses. Each use has a different floor-to-floor height and desired window size. The ground floor is fully glazed designating the public nature of the uses at the ground level. The facades above unify the office and residential uses with a similar vocabulary of angled metal panel profiles that varies depending on window size.

The same system is used at the roof to screen the mechanical equipment. The overall material palette of the proposal is limited to composite metal panel, aluminum curtain wall and the wood structure within the building. The building is an elegant, straightforward and coherent design, and offers high quality materials, a unique structural solution, and meaningful details. *This guideline has been 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.

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.

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

Findings for C6, C7, C8, and C9: The design of the building and building entries provide numerous opportunities for transitions between the public and private spaces, activation of the corner, differentiation of the sidewalk level, and development of flexible sidewalk spaces.

As mentioned above, public to private transition spaces are provided at the street frontages. Along NW 10th the building is setback 4'-0" from the building's street façade with a deeper recess of 9'-0" at the main lobby entrance on the corner. Three metal canopies and recessed LED lighting are located at the main entry lobby, the bank ATM on NW 10th, and below the covered terrace on NW Glisan, providing further pedestrian protection. At the retail entry along NW 10th, recessed LED lighting is provided in the soffit above. These building setbacks and protected areas at the entries provide areas off the sidewalk to stop and visit or rest, enhancing the pedestrian environment.

The corner of the building is activated through form and program. The overall building mass is divided into north and south bars, and the north bar is "lifted" two stories adjacent to Glisan Street, creating a double height lobby space at the corner of Glisan Street and 10th Avenue. The main building entry into this lobby space faces the street car stop on 10th Avenue. The north bar also cantilevers 6'-0" west from the lobby, the main entry is recessed, and a metal canopy provides further entry coverage, providing a generous flexible covered area at the entry.

The sidewalk-level is differentiated from the building above by large windows that allow views of the structure and the interior spaces. The building above cantilevers beyond the base and is clad in metal panel with punched window openings, differentiating it from the ground floor. Vertical circulation has been located in the center of the building, allowing for a primarily glazed ground floor, and service spaces have been located mid-block along both frontages to allow for this fully activated corner. Above the ground floor at the junction between the north and south bars, daylit, west-facing corridor ends provide visual connections back to

the surrounding context.

Active ground lobby and retail spaces will open onto the sidewalk to connect the building to the community and the pedestrian realm. Common amenity space at the 2nd floor terrace facing NW Glisan is purposefully located on the exterior and faces down to the building entry and busy street. The project's activating elements (two-story main lobby on corner, retail entry, and second story roof terrace) are spaced regularly along the building's frontage reflecting the serial "happenings" which are a feature of the best of the blocks in the Pearl District neighborhood. The design provides connections to the adjacent context and a strong sense of entry, as well as highlights and activates the corner of NW Glisan and NW 10th. *These guidelines have been 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 for C11: The roofs are integrated elements within the overall design concept of the development. The roof at the top is divided into two zones. The north side will contain mechanical equipment, which is well screened by an extension of the metal facade from below. The south side will have an ecoroof, and there is an add-alternative that includes a roof terrace, community garden, and landscape plantings. Additionally, the roof on the second floor at the south side of the building will contain a terrace and eco-roof. *This guideline has been 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 lighting will emphasize both retail and building entrance areas using soffit mounted recessed down lights augmented by light spilling out through large windows from the interior. Additional soffit mounted recessed down lights lighting will be provided at the bank ATM midblock on NW 10th, and at the loading bay/ service door midblock on NW Glisan. The proposed lighting scheme will mark the entries and illuminate the sidewalks, without adversely illuminating the nighttime sky. *This guideline has been 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 for C13: Applicant has indicated that signage will occur at the two entries and are anticipated to be less than 30 square feet each, which is below the Design Review threshold and therefore would be exempt from review. *This guideline is not applicable.*

(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 modification is requested:

Modification #1 - Bike Parking - To reduce the width of 60 long-term bike parking spaces from 2'-0" to 18" (PZC Section 33.266.220.C.3.b).

Findings: 95 long-term bike parking spaces are required and a total of 109 long-term bike parking spaces are proposed, 14 more than required. 69 spaces will be in a common, secured bike room on the ground floor, and 40 will be in the studio apartments above.

In the bike room, 32 of the spaces will utilize a wall mounted "Ultra Space Saver" rack and 28 of the spaces will utilize a floor mounted "Ultra Space Saver" rack. For these systems, the spacing recommended by the manufacturer is 16" if the racks are staggered vertically. The modification request is for an 18" spacing with vertical staggering. It should be noted that the other 49 spaces will provide the required 2' spacing.

These racks are proposed to be used for long-term storage in a central controlled-access bike storage room intended for use by residents and tenants of the project. Because these racks will be used by residents and tenants, it can be assumed that they will have some familiarity with the rack systems. Transportation has considered the reduced 18" width on numerous projects and determined the stagger of the mounts allows for these racks to function as well as a rack meeting the 2' width. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles. As such, the proposal is consistent with the purpose statement of the bicycle parking standards. The proposed functional and space efficient system also better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as more generous lobby and retail space (Central City Design Guideline A8 - Contribute to a Vibrant Streetscape). *The approval criteria have been met.*

(3) ADJUSTMENT REQUESTS (33.805)

33.805.010 Purpose

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The

adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustment is requested:

Adjustment #1 - *Parking Access on a Restricted Street* - To allow access for the loading space off NW Glisan Street, a "Parking Access Restricted Street". (PZC Section 33.510.263.G.6.c)

- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: Both street frontages for this site, NW 10th Avenue and NW Glisan Street, are "parking-access-restricted streets", and are designated as "streets where access to parking will not be approved except when granted under Adjustment procedures".

The applicant has proposed a driveway/curb-cut on NW Glisan to provide access to the Standard A on-site loading space (10-ft wide, 35-ft long, 10-ft clearance) required by the standards. To support the Adjustment request, the applicant submitted a professional transportation analysis prepared by a professional traffic consultant. The applicant's traffic engineer conducted traffic counts on NW Glisan and found that vehicle volumes are highest between 8-9AM and 4-5PM and pedestrian/bicycle volumes are highest between 7AM and 9AM with the 8AM-9AM period having the highest volume during the three-hour peak period.

Access to the proposed loading space will be in the approximate location of the existing driveway on NW Glisan that currently accesses a parking garage. The applicant's traffic engineer conducted observational analysis of the existing parking garage usage and found that within the three-hour peak period (7AM-9AM) there were seven vehicles entering the site and three vehicles leaving the site.

As discussed in the analysis, use of the loading space, which is expected to include UPS/Fed Ex deliveries, tenant move-ins/move-outs and daily armored car deliveries to the bank, is anticipated to occur prior to the AM peak period or during the mid-day when volumes on NW Glisan are lower. Further demonstrated by the applicant's transportation analysis, the frequency and volume of access associated with the proposed loading space will be less than that experienced today with the existing parking garage serving the site. Therefore, a decrease in the number of interactions between vehicles accessing the site and pedestrians/bicycles traveling along NW Glisan is expected with the proposed change from parking garage access to loading space access.

The applicant's traffic engineer also conducted an intersection sight distance analysis which documented that there are no sight distance concerns with the proposed driveway location on NW Glisan. Further, the analysis included vehicle turning movements that confirmed that delivery vehicles will be able to enter/exit the space without impacting on-street parking.

Moreover, when considering the two frontages, NW 10th versus NW Glisan, the NW Glisan is the preferred frontage for access for several reasons. First, consistent with PBOT policy, driveways are typically preferred to be located on the lower classified street. NW 10th is classified as a Central City Transit/Pedestrian Street whereas NW Glisan is classified as a City Walkway and therefore represents the lower classified street. Additionally, TriMet operates Streetcar service along NW 10th and there is a raised platform and stop provided on NW 10th along the site's frontage. A driveway located in this area would result in potential conflicts with streetcar operations.

For the reasons stated herein and based upon the findings in the applicant's traffic analysis, PBOT has no objection to proposed Adjustment to allow vehicle access to the on-site loading space via NW Glisan. *This approval criterion is met.*

- B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: By allowing allow vehicle access to the on-site loading space via NW Glisan, the ground floor along NW 10th is retained for active uses which support the vibrant streetscape and pedestrian environment that characterize the River and Pearl subdistricts. Nonetheless, the Glisan ground level contains almost 60 lineal feet of ground level active use. *This approval criterion is met.*

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Only one Adjustment is requested. *This criterion does not apply.*

- D. City-designated scenic resources and historic resources are preserved; and

Findings: There are no city-designated scenic or historic resources on this site. *This criterion does not apply.*

- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: Because there were no impacts identified in the findings, *this criterion does not apply.*

- F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: This site is not within an environmental zone. *This criterion does not apply.*

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. While referencing and complementing the urban warehouse character of the Pearl District, this proposal also adds a modern interpretation and a level of sophistication to the local design vocabulary. The design provides strong connections to its context and a sense of entry, as well as activates NW 10th along the streetcar line and highlights the corner at NW Glisan. The building is an elegant, straightforward and coherent design, and offers high quality materials, a unique structural solution, and meaningful details. 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 to the Design Commission decision)

Design Review staff has found that the proposal meets all applicable guidelines, however, staff *recommends denial* of Design Review for the proposal at this time due to the outstanding letter of certification for the ecoroof FAR bonus as well as resolution of the stormwater management strategy.

Staff *recommends approval* of the following Modification:

- Bicycle Parking Standards - To reduce the width of 60 long-term bike parking spaces from 2'-0" to 18" (PZC Section 33.266.200.C.3.b).

Staff *recommends approval* of the following Adjustment:

- Parking Access on a Restricted Street - To allow access for the loading space off NW Glisan Street, a "Parking Access Restricted Street". (PZC Section 33.510.263.G.6.c)

Staff *recommends* the following Conditions of Approval:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.39. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 16-128835 DZM AD. No field changes allowed."

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Procedural Information. The application for this land use review was submitted on March 1, 2016, and was determined to be complete on **May 20, 2016**.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on March 1, 2016.

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.5.

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 (one-half of the application fee for this case, up to a maximum of \$5,000).**

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).

Grace Jeffreys
July 1, 2016

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Initial Submittal – Narrative & drawings, 3/1/16
 - 2. Initial Submittal – Specifications, 3/1/16
 - 3. Initial Submittal – Stormwater & Geotech reports, 3/1/16
 - 4. Incompleteness response - Narrative, Stormwater, Ecoroof, Transportation 5/23/15
 - 5. Incompleteness response – Drawings, 5/23/16
 - 6. Canopy study, 6/14/16
 - 7. Revised ecoroof, ground floor, landscape and bike parking drawings, 7/1/16
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Cover Sheet
 - 2. Index
 - 3. through C6 - Civil
 - 7. through C18 - Landscape
 - 19. Site plan
 - 20. Ground Floor Plan (attached)
 - 21. through C38 - Plans
 - 26. through C29 - Elevations (attached)
 - 30. Section
 - 31. through 38 - Details
 - 39. Lighting Plans
- 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. Water Bureau
 - 2. Site Development Review Section of BDS
 - 3. Life Safety Review Section of BDS
 - 4. Bureau of Transportation Engineering and Development Review
 - 5. Bureau of Parks, Forestry Division
 - 6. Bureau of Environmental Services
- F. Letters
 - 1. Kate Washington, PDNA Planning and Transportation Committee Co-chair, June 1, 2016, Support of design and program.
 - 2. Michael and Alice Shiffman, April 14, 2016, Concern with lack of parking.
 - 3. William Gumenberger, June 17, 2016, Concern with lack of parking.
 - 4. Mark Whitlow, June 29, 2016, Concerns with proposed design and materials.
- G. Other
 - 1. Original LUR Application
 - 2. Request for Completeness and responses, 3/8/16
 - 3. Pre-Application Conference Summary
 - 4. Incomplete Letter, 3/22/16
 - 5. Request for an Evidentiary Hearing, 3/10/16



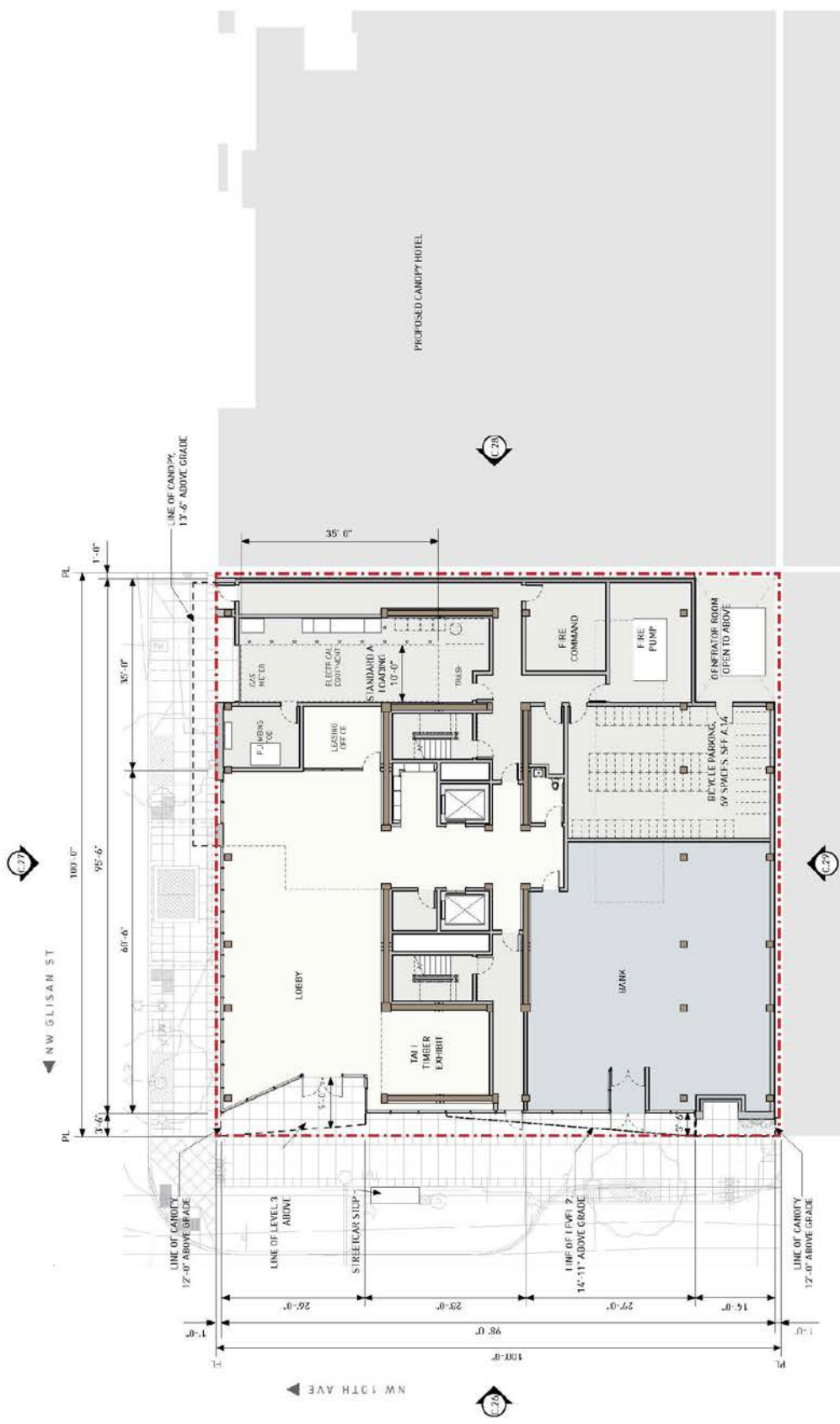
ZONING

- Site
- Historic Landmark



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

File No. LU 16-128835 DZM AD
 1/4 Section 3029
 Scale 1 inch = 200 feet
 State_Id 1N1E34CB 2300
 Exhibit B (Mar 02, 2016)

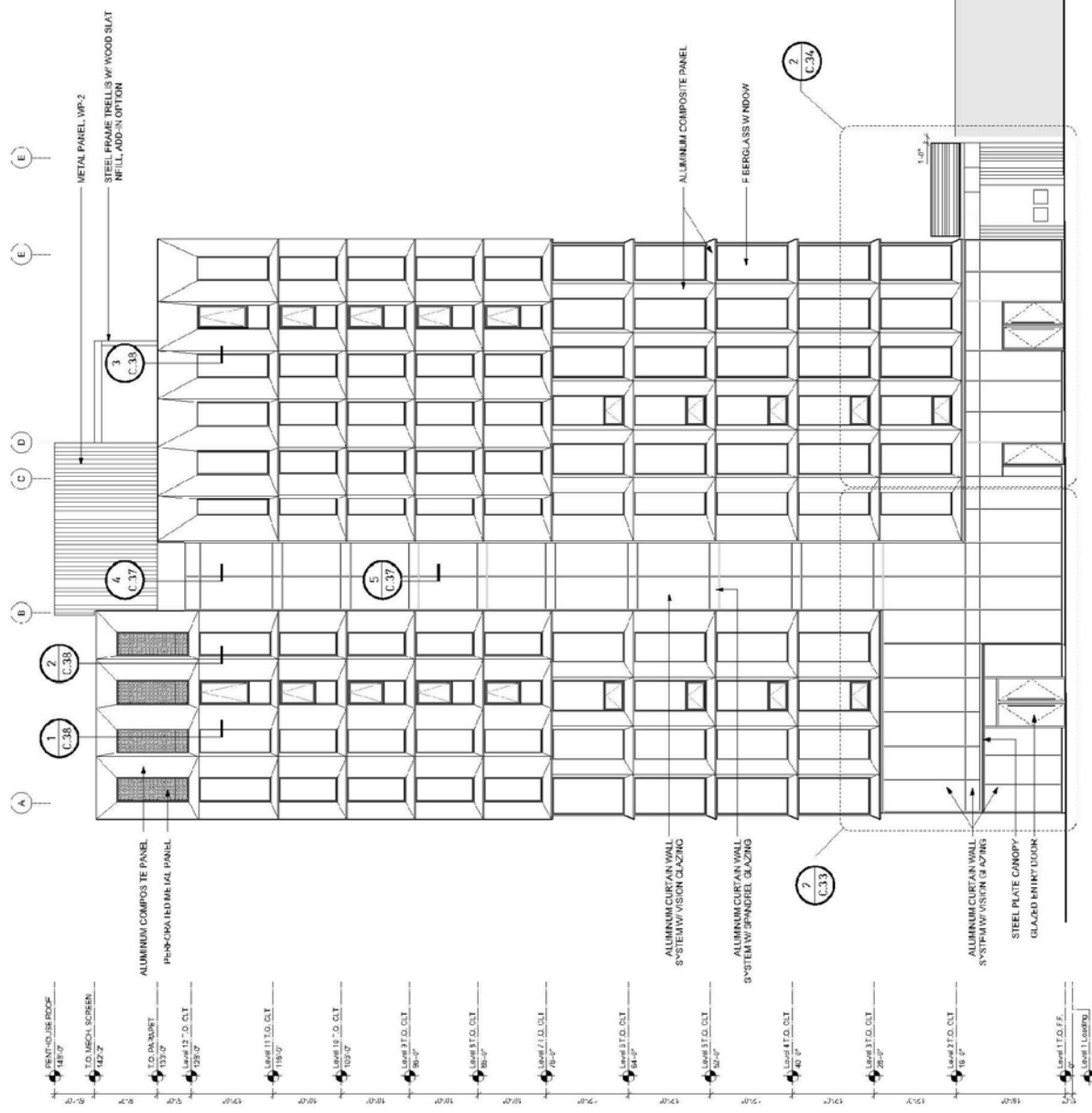


GROUND FLOOR PLAN

EXHIBIT C.20

FRAMEWORK | LU 16-128835 DZM | JUNE 20, 2016

LEVER ARCHITECTURE



WEST ELEVATION

EXHIBIT C.26

FRAMEWORK | LU 16-128835 DZM | JUNE 20, 2016

LEVER ARCHITECTURE

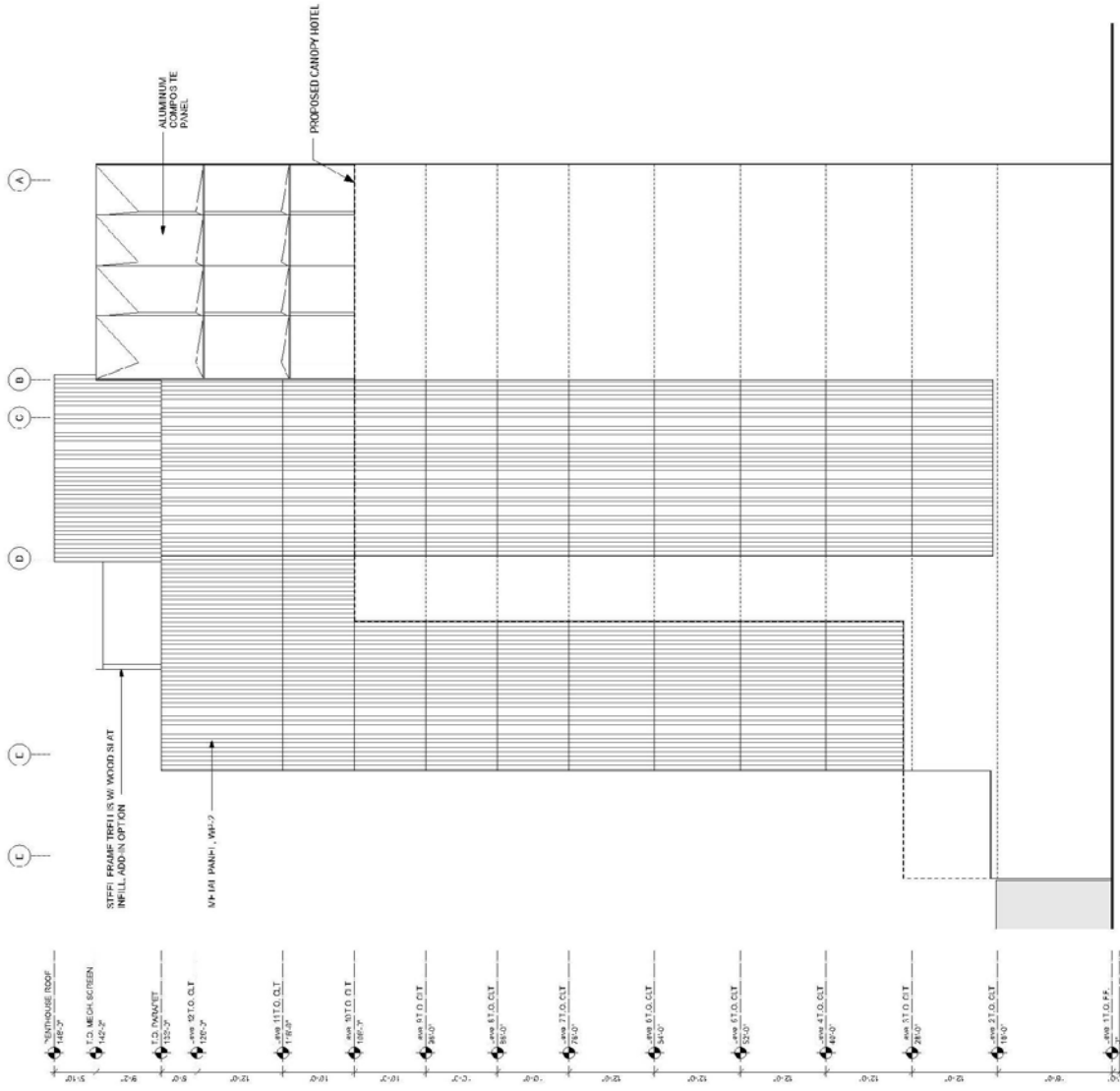


NORTH ELEVATION

EXHIBIT C.27

FRAMEWORK | LU 16-128835 DZM | JUNE 20, 2016

LEVER ARCHITECTURE



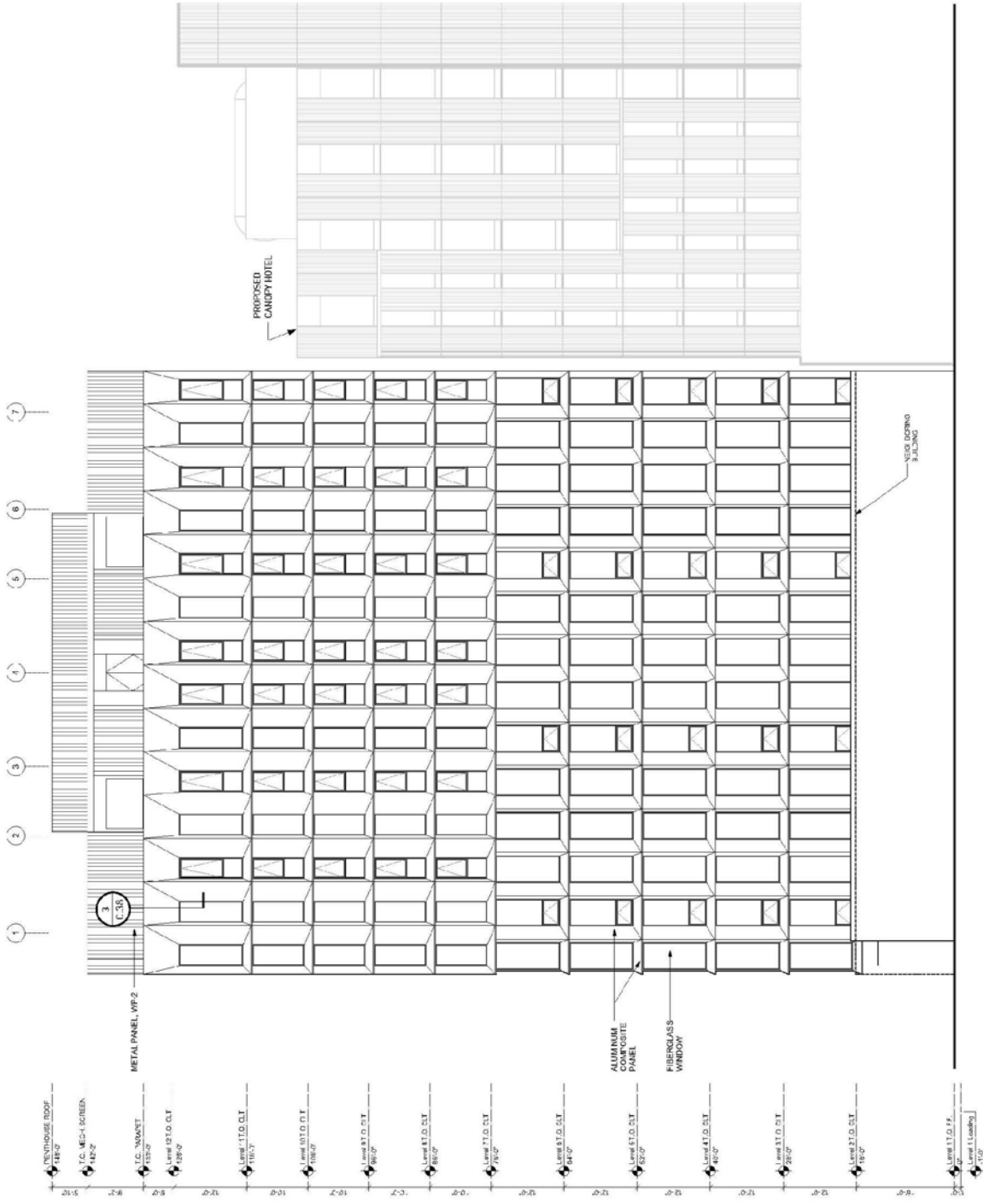
1' 6"

EAST ELEVATION

EXHIBIT C.28

FRAMEWORK | LU 16-128835 DZM | JUNE 20, 2016

LEVER ARCHITECTURE



SOUTH ELEVATION

EXHIBIT C.29

FRAMEWORK | LU 16-128835 DZM | JUNE 20, 2016

LEVER ARCHITECTURE