



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 16-174250 DZM AD
PC # 15-225430
NW 14th & Glisan
REVIEW BY: Design Commission
WHEN: August 25, 2016 @ 1:30pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Hillary Adam 503-823-3581 /
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GENERAL INFORMATION

Applicant: Scott Passman, Architect
Ankrom Moisan Architects
6720 SW Macadam, Suite 100
Portland, OR 97219

Doug Burges, Developer
Holland Development
1111 Main St, Ste 700
Vancouver, WA 98660

Lynch Properties LLC, Owner
2839 SW 2nd Ave
Portland, OR 97201-4736

15th & Glisan Investors LLC, Owner
1111 Main St #700
Vancouver, WA 98660

Site Address: 1402-1430 NW Glisan St & NEC 15th & NW Glisan St

Legal Description: BLOCK 98 LOT 5&8, COUCHS ADD; BLOCK 98 LOT 6&7,
COUCHS ADD; BLOCK 99 W 1/2 OF LOT 2 EXC PT IN HWY W
1/2 OF LOT 3, COUCHS ADD

Tax Account No.: R180209080, R180209100, R180209200, R180209080
State ID No.: 1N1E33DA 01500, 1N1E33DA 01600, 1N1E33AD 05100,
1N1E33DA 01500

Quarter Section: 2928 & 3028

Neighborhood: Pearl District, contact Kate Washington at
planning@pearldistrict.org.

Business District:	Pearl District Business Association, contact Carolyn Ciolkosz at 503-227-8519.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Central City - River District
Zoning:	EXd – Central Employment with Design overlay
Case Type:	DZM AD – Design Review with Modifications and Adjustment 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 proposes a 16-story mixed-use building with 230 residential units, 6,359 square feet of ground level retail, 4 levels of below-grade parking for 206 vehicles, and a rooftop community room and upper level terraces. The site includes a north parcel and a south parcel. Approximately 22,250 square feet of floor area will be reallocated from the north parcel to the south parcel. The south parcel is proposed to be developed as a tower and the north parcel is proposed to be developed as a pocket park. Exterior materials for the tower include glass fiber reinforced concrete panels, composite metal panel, fiberglass windows, aluminum window wall, aluminum storefronts, and glass railings.

The proposed building seeks to achieve the 174'-0" height through the housing height bonus 33.510.210.D and E which allows for a bonus up to 75' above the base height of 100'. A portion of this height is achieved by utilizing the 45' bonus height allowed outright per 33.510.210.D.2.c based on bonus 3:1 FAR earned with housing floor area. The additional 28'-10", which includes the 15th floor and the penthouse, is requested through discretionary review per criteria listed in Section 33.510.210.E.

Modifications are requested to:

1. 33.140.230 – to reduce ground floor windows from 50% to 27% of the length and from 25% to 20% of the area along NW 15th Avenue;
2. 33.266.220 – to reduce the width of required long-term bicycle parking spaces from 2'-0" to 1'-6";
3. 33.266.130 – to reduce the width of 25 of the 206 proposed parking spaces from 8'-6" down to 8'-1".

Note: The Notice of Proposal, mailed August 2, 2016, noted a requested Adjustment to reduce the number of required loading spaces from two Standard B spaces to one Standard B space. The applicant has since revised the proposed loading to accommodate one Standard A loading space, which meets the requirements of 33.266; therefore, the previously requested Adjustment is no longer required.

Design Review is required because the proposal is for new development in the Central City Plan District. Modification and Adjustment reviews are required because the proposal deviates from the standards of the Zoning Code.

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
- 33.825.040 Modifications That Will Better Meet Design Review Guidelines
- 33.510.210.E.4 [Bonus Height] Approval Criteria

ANALYSIS

Site and Vicinity: The subject property is located along NW Glisan Street between NW 14th and NW 15th Avenues and consists of two separate parcels. The primary parcel (to be occupied by the proposed building) is located on the south side of Glisan and extends the full northern half-block between 14th and 15th Avenues. This 20,000sf parcel is currently occupied by a 1-story commercial building with an associated surface parking lot fronting on Glisan Street. The second parcel is located on the north side of Glisan and is currently developed as surface parking lot. The site is 4,300sf (less than an 1/8 of the block) with the southwest corner cut off and rounded, easing vehicular movements onto I-405. The sunken portion of I-405 is located immediately west of NW 15th Avenue. One half-block to the east is the NW 13th Avenue Historic District, a narrow district consisting of approximately seven city blocks characterized by brick and concrete warehouses. Other multi-story warehouses, not located within the boundary of the historic district, abound in the immediate area as well as smaller buildings and a growing collection of office and residential towers.

The subject property is located within a pedestrian district and NW Glisan Street is designated a Transit Access Street in the City's Transportation Plan. The approach to the I-405, west of the parklet parcel, is designated a Regional Truckway and NW Glisan Street is designated a Major Emergency Response route and Traffic Access Street. NW 14th Avenue is a Major City Traffic Street.

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 Subdistrict of this plan district.

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

- EA 15-225430 PC – Pre-Application conference for the current proposal;
- EA 15-247852 DA – Design Advice Request for the current proposal.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **August 2, 2016**.

The **Bureau of Environmental Services** has not yet provided a formal response, but has indicated concerns with the applicant’s proposed stormwater management method. BES has requested additional information from the applicant and it is anticipated that these concerns will be resolved by the August 25, 2016 hearing. BDS staff’s recommendation is ultimately dependent on whether or not BES can recommend approval of the proposal, as designed.

The following Bureaus have responded with no issue or concerns:

- Bureau of Transportation Engineering
- Water Bureau
- Fire Bureau
- Life Safety Division of BDS
- Site Development Section of BDS

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **August 2, 2016**.

Two written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Tiffany Ruth, on July 20, 2016, wrote with concerns with the proposal for housing units adjacent to the freeway.
- Kate Washington, Chair of the Pearl District Neighborhood Association Planning, Transportation & Design Review Committee, on August 14, 2016 wrote in support of the proposal with comments. She stated that the parklet should be designed to be mindful of safety and visibility as well as flexible to any potential future development around the adjacent firehouse. She also stated that the committee preferred the previous design of the building, noting that the sheer drop on the west yields a fairly featureless wall, and that the exterior material is unresolved, suggesting better integration with the window framing system is required.

Staff Response: The current zoning allows residential units at this location; therefore, the applicant has the right to propose residential units at this location and potential tenants will ultimately decide whether or not to live at this location. Staff notes there are numerous existing residential properties along the I-405 corridor. Staff agrees with the PDNA’s comments regarding the parklet. Other concerns raised are addressed in the findings below.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

River District Design Guidelines and Central City Fundamental Design Guidelines

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

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

River District Design Goals

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

Central City Plan Design Goals

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

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

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

the Willamette River and Greenway.

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

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

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

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 A1 & A1-1, A2, C1, and C1-1: The proposed building is several blocks away from the river, therefore direct visual and physical connections are impractical; however, upper level balconies and terraces that face all four directions are proposed. Thus, private and communal views will be provided toward the river, the mountains, the west hills, and the cityscape. Providing opportunities to reach and view the outdoors is a tangible way to emphasize a core theme of the city which is proximity and access to the outdoors. *These guidelines are met.*

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

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

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

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

Findings for A3, A3-1, and B3: Sidewalks will be reconstructed to City standards. Curb extensions are proposed at multiple locations as part of the

proposal. These include: along NW 14th Avenue where the sidewalk is currently only 8'-0" wide whereas the property immediately south has a newly constructed 12'-0" sidewalk; at the northeast corner at the intersection of NW 14th & Glisan; and at the southwest corner of the parklet parcel at the intersection of NW 15th & Glisan. The sidewalk along NW 14th Avenue will be widened to 12'-0" to align with the sidewalk to the south and provide a safer pedestrian environment. Likewise, a 4'-0" dedication is required along the NW Glisan frontage which will widen the existing 8'-0" sidewalk to 12'-0". The curb extensions at the NE corner of the building parcel and at the SW corner of the parklet parcel will provide safer pedestrian connections across NW Glisan Street. The extension at the parklet increases the sidewalk area beyond the existing radius by several feet which will help to decrease the distance between curbs for pedestrians and potentially help to slow vehicles approaching the I-405 on-ramp. *These guidelines are 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.

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 A4, A5, A5-1, A5-1-1, and C4: The proposed building features a strong grid vocabulary that plays off the historic and vintage warehouse typology in a contemporary way. The grid is composed of horizontal bands that become narrower as they ascend and vertical columns that vary in width and also become narrower as they reach toward the top of the building. The result has an upward momentum that gives the building a certain grace not found in the older sturdier brick and concrete warehouses. The material of the horizontal and vertical elements is Equitone, an integral color glass fiber reinforced concrete panel, recently approved on Block 20 in the River District at NW 11th & Pettygrove. The proposed color is indicated to be an off-white or light gray color, reminiscent of many of the older warehouses between NW 14th and NW 15th Avenues, as well as nearby in the Pearl. This material is further discussed under guidelines C2 and

C5. *These guidelines are met.*

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

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

Findings: Stormwater planters are incorporated into the design as landscape features at the 2nd level and in the parklet. *This guideline is 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 proposed building is designed to the street lot lines, creating a strong building edge and maintaining a sense of urban enclosure. This is a significant improvement over the existing condition which is a surface parking lot in front of a 1-story building. On the north side of Glisan, on this relatively small and awkwardly configured parcel, urban enclosure would be challenging unless incorporated into a larger development project immediately adjacent to this parcel. As such, the proposal on this parcel is more organic and creates an intentional respite to the more solid city blocks; this is further discussed below. *This guideline is met.*

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

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

Findings for A8 and C6: The proposed building is designed to meet the street lot lines with recessed areas only at the lobby and retail entries. These thresholds provide minimal areas for the retail to spill onto the sidewalk, however, because the sidewalk will be widened to 12'-0" as part of this proposal, there is potential to obtain sidewalk café permits for outdoor seating. Views into the building are abundant through the ground floor windows which wrap the NW 14th and Glisan frontages as well as the northwest corner along 15th. The primary building entrance into the residential lobby features deeper and taller canopies to signify this entrance. The building also features balconies and terraces overlooking the right-of-way which help to bridge the public and private realms. *These guidelines are met.*

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

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

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.

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

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

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

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.

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.

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

Findings for A5-4, A8-1, A9, A9-1, B2, B4, and B5: The proposed development includes a new 16-story building on the southeast corner of the intersection of NW Glisan Street and NW 15th Avenue as well as a pocket park on the northeast corner of the intersection. Because the site is located on the first blocks experienced by pedestrians after crossing the sunken I-405 freeway from the Northwest neighborhood, it serves as a gateway location even though it is not designated an official “Gateway”. Both parcels at this gateway intersection are currently entirely or partially occupied by surface parking lots, with a 1-story building also located on the southern parcel. The proposed development will be a significant improvement to the site with the 16-story tower serving as a marker to the NW Glisan I-405 crossing and the building and parklet together will help create a distinct sense of entry into downtown from Northwest. While art features (beyond artistic landscaping) are not proposed, the parklet could serve as an opportunity for such features; however, staff does not believe that water features beyond the proposed stormwater planters would be necessary to make the parklet successful. On the contrary, the addition of a water feature may ultimately compete with the white noise of the freeway resulting in an uncomfortable cacophony.

At the previous Design Advice Requests, the appropriate use of the northern parcel was a point of discussion with the Design Commission stating that a building is preferred on the site. At that time, and adjacent development on the site immediately north was to result in a no-build easement along the northern property line, leaving little site area for construction of a building. That project has since been tabled and the easement was never recorded; nonetheless, the applicant has elected to move forward with the proposed parklet, stating that a

pocket park is desired by the PDNA. The applicant has also indicated that there have been preliminary discussions with the new developer of that site for joint use of the parklet by the proprietor of the Firehouse, which is expected to remain. Staff notes that approximately 1,200sf of developable floor area will remain on the north parcel which is approximately 4,300sf in area; therefore, the Commission may firstly wish to determine if a parklet, without a structure, on this site is accepted.

While the tower building does not provide seating opportunities integrated with the architecture, the parklet on the north side of Glisan will provide bench seating in both sun and shade. While the site, adjacent to the freeway, may not be the most desirable location for a park, the proposed vegetation will help to improve the air quality at this location. Also, because of its location adjacent to the freeway on-ramp, the safety of this corner is of utmost importance. Staff has encouraged the applicant to ensure that the southern edge of the parklet feels safe as well as porous to encourage its use while promoting a sense of safety from passing vehicles. The applicant has proposed a bench to serve as a barrier; however trees may be more welcoming. To block views toward the I-405 freeway and provide a subtle barrier, a low weathered steel fence is proposed, buffered from the touch zone by low plantings. The location of the parklet, along a well-traveled corridor, will help to ensure that it is well-used, and the addition of 230 residential units across the street will add at least that many potential users as well as eyes on the street to encourage a sense of safety. The abundance of ground floor windows will also help make the parklet successful as people in the park can look across the street to the building lobby and coworking corner, while those inside the building can look across the street to an alternative location for sitting, waiting, or working. Lighting does not appear to be currently proposed on the parklet site, but is proposed along the ground level of the building via sconces and canopy downlights. As such the pedestrian area along the building will be well-illuminated, but the parklet will be illuminated by a double standard light fixture in the right-of-way. Staff believes that additional lighting, through the incorporation of uplighting at the trees or some other means, should be provided to ensure nighttime safety in the parklet.

If the Commission accepts a parklet as an appropriate use for the north parcel adjacent to the on-ramp, and provided additional lighting in the parklet, trees at the southern edge, and an easement that allows public access, at a minimum during regular Parks hours, are provided at the time of Permit, these guidelines are 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.

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.

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 B1, B1-1, B6, C7, and C8: Canopies are provided at the corners, retail bays, and primary entrances to provide shelter for both those entering and exiting the building as well as for passing pedestrians. The canopies also help to provide human scale along the sidewalk. The sidewalk level is differentiated through the use of large aluminum and sliding wood storefront systems, steel plate canopies, sconce lighting, taller floor to ceiling heights, and a more extensive use of composite panel and wood accents at the storefronts and garage entry. Corners are highlighted with canopies and feature glazing, rather than substantial structural columns; the ground level corners feature retail and a coworking space while the upper levels generally feature living areas and balconies rather than sleeping areas. *These guidelines are met.*

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

Findings: All entrances are designed to be barrier-free, thereby providing access to all. Staff notes, however, that the entrance to Retail 3 from the adjacent sidewalk appears to be somewhat convoluted and indirect, and may be a drawing error.

With resolution of the entrance to Retail 3 with direct access from the sidewalk, this guideline is met.

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

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 C2 and C5: At the previous Design Advice Requests the Commission indicated that masonry was an appropriate material for the proposed building due to the number of existing masonry buildings in the area. The applicant is proposing a glass fiber reinforced concrete panel (Equitone) which was recently approved on Block 20 in the River District at NW 11th & Pettygrove. The panel is light gray in color and is designed to be face-fastened at floors 6 through 16. The applicant has proposed that the panels on the first five floors will be manipulated to have concealed fasteners, while the upper floors will have exposed fasteners, as described on sheet 60. The applicant has provided an example where the exposed fasteners exist on a constructed building at 1900 1st Avenue in Seattle, stating that the fasteners are not visible at upper floors. Staff has not been able to confirm this in person, however Google Streetview images indicate that the fasteners are visible to at least the 4th or 5th floor of that building. *Staff is supportive of this high quality material and of concealed fasteners on the first five floors but suggests that the Commission may want to consider whether exposed fasteners at lower levels is acceptable in the event that the applicant were to come*

back for a follow-up review proposing exposed fasteners at all levels.

The applicant has provided detail drawings on sheet 59 showing the corner conditions as well as the jamb, head, and sill conditions at windows with the proposed panels. While the window conditions seem fairly resolved, staff has concerns about the corner condition which is more open and will reveal the panelized nature of the material at the corners of the building including the columns that extend to the pedestrian level. Staff suggests that these corners may be better resolved if the corner gap is closed in a manner similar to the jamb condition.

The application of the Equitone panels, as designed with vertical columns and horizontal spandrels that become increasing narrow as they ascend, helps to create a lofty feeling with upward momentum on this otherwise large sturdy building. While the mass of the building is oriented to the west, with the mass stepping down to the east in response to Commission comments and bonus height requirements regarding stepping down toward the nearby NW 13th Avenue Historic District, the front of the building is oriented north. The juxtaposition of these orientations results in a rather nontraditional building but makes sense in this context as Glisan is the more active transit street as opposed to 15th Avenue. At the second Design Advice meeting, the Commission suggested that the mass of the building, which at that time included various volumetric shifts (as seen on sheets 14 and 15), needed additional simplification. The applicant has responded by shifting the main volume to the west which results in a shear drop from top to bottom on the west and a deeper setback at the 6th floor on the east. With the inclusion of balconies on the inset volume on the east as well as the main volume, staff believes that the mass is successful and inviting as one approaches it from the east, north, and south. In contrast, the west façade is proud with an essentially uninterrupted façade with the exception of the corner canopy. Many of the buildings fronting on NW 15th are massive with industrial canopies on the west façade ground level. Staff notes, however, that the 9-story Pearl West, which was approved in 2014 and also has a lofty design with columns and spandrels narrowing as they ascend, features only a small entry canopy on this façade, which is similar to the proposed condition for this building.

Since the last Design Advice hearing, the applicant has generally improved and simplified the design, including at the rooftop penthouse which no longer includes a deep overhang. Rather the penthouse is now designed to be more in keeping with the main body of the building while still allowing opportunities for sheltered outdoor areas. The result is a much cleaner, coherent, and more sophisticated design. Staff notes, however, that the mechanical enclosure could still be better integrated with the rooftop penthouse; provided that the 16-gauge composite metal panel at the rooftop mechanical enclosure is the same color as the Equitone panels, this proposed design may be sufficient. Staff also notes that garage area on the west façade seems unresolved as the exterior material changes from Equitone to precast concrete at approximately the centerline above the garage gate. Continuing the Equitone across the top of the garage and down the southern column would be more consistent and coherent with the overall design.

Provided the 16-gauge composite metal panel at the rooftop mechanical enclosure is the same color as the Equitone panels, and that the precast concrete at the garage entry is clad with the Equitone panels, these guidelines are met.

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

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

Findings for C3-1: The proposed parking is located within four levels of below-grade structure, with the only visible portion being the garage access gate at the NW 15th Avenue frontage. As such, the parking is hidden from view with access located on a relatively quiet street with minimal traffic. *This guideline is met.*

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

C9-1. Reduce the Impact of Residential Unit Garages on Pedestrians. Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets. This guideline may be accomplished by:

- 1) Locating residential unit garage access on alleys.
- 2) Locating garage access on less trafficked streets.

Findings for C9 & C9-1: The ground level is designed to accommodate the lobby, retail space, a coworking space, and service areas including the garage access and loading bay. The two retail areas along Glisan could theoretically be combined into one or additional divisions and another entrance could be added to Retail 2 if desired. Likewise the coworking area could be absorbed into the lobby or delineated as a separate retail space if desired. As discussed elsewhere, the location of the loading and garage access on NW 15th which is a quieter and less-traveled street is desirable in order to minimize impacts on pedestrians in the vicinity. *These guidelines are 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 various rooftops of the building are designed to accommodate stormwater, mechanical, and recreational needs. Private terraces are provided at the 2nd and 6th floors while more communal terraces are provided at the 14th and 16th floors. The 16th floor penthouse is oriented toward the west, continuing the momentum of the rest of the building, but provides views in all directions. The terraces at the 14th floor provide views primarily toward the east, while the 2nd floor terraces provide limited views to the south. In total, nearly all of the roof area is used for either passive recreation, mechanical equipment, or stormwater management. *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: Exterior lighting is incorporated into the design via recessed can and pin lighting at the undersides of canopies and through sconce lighting at pilasters. The sconces are mounted at the top of bronze finished vertical frames 8" (w) x 4"

(d) x 60" (l). The frames accentuate the verticality of the building and serve as a decorative element as well. Exterior lighting is not proposed at the balconies in order to minimize the impacts of building lighting on the night sky. *This guideline is met.*

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

The following modifications are requested:

1. **33.140.230** – to reduce ground floor windows from 50% to 27% of the length and from 25% to 20% of the area along NW 15th Avenue;

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

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

Standard: In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area.

Findings for Modification #1: At the previous Design Advice Hearings, it was acknowledged that concentration of the back-of-house services should be concentrated along the southern portion of the 15th Avenue frontage, which is a quieter, less-traveled street. Due to this concentration, the combination of the garage, loading and trash areas, has resulted in a reduction of ground floor windows below the standard. This allows that the concentration of more active areas and their associated ground floor windows will be continuous and located along the more populated pedestrian areas – NW 14th Avenue and NW Glisan

Street, thereby better meeting guidelines A8 *Contribute to a Vibrant Streetscape* and C9-1 *Reduce the Impact of Residential Unit Garages on Pedestrians*.

The purpose of the standard is met and guidelines A8 and C9-1 are better met; therefore, this Modification merits approval.

2. **33.266.220** – to reduce the width of required long-term bicycle parking spaces from 2'-0" to 1'-6";

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

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

Findings for Modification #2: Reduction of long-term bicycle parking width has become a fairly standard request. Reduction of the bike parking width from 24" to 18", provided it is accompanied with a 6" vertical stagger to ensure protection against damage from adjacent bicycles, allows the opportunity to provide less area overall dedicated to bike parking, which allows those areas to be dedicated to other uses. In this case, the bike parking is located in the basement which allows guideline C3-1 *Integrate Parking* to be better met as the bike parking is concentrated and integrated within the belly of the building rather than being provided in various location which may take away from more active areas.

The purpose of the standard is met and guideline C3-1 is better met; therefore, this Modification merits approval.

3. **33.266.130** – to reduce the width of 25 of the 206 proposed parking spaces from 8'-6" down to 8'-1".

Purpose Statement: "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.

The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;

- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.”

Standard: As listed in Table 266-4, parking spaces at a 90° angle to a 2-way drive aisle must be 8'-6" wide x 16'-0" deep.

Findings for Modification #3: The proposed reduction of the parking stall width to 8'-1" is limited to where structural columns intersect with the parking stall stripe at the entry point of the stall and affects only 25 stalls out of 189 total. Users of these stalls will be residents of the building with an assigned stall; therefore those who park in the reduced width stalls will be accustomed to safely parking in a narrower space. Again, by slightly reducing the width of some of the stalls, more parking can be provided, thus relieving pressure on on-street parking, thereby better meeting guideline C3-1 *Integrate Parking*.

The purpose of the standard is met and guideline C3-1 is better met; therefore, this Modification merits approval.

(3) BONUS HEIGHT

Height Bonus Option - 33.510.210.D & E

Base height allowed for this site is 100'. Additional height, up to a maximum of 75' over the base height, is allowed through general bonus heights and the bonus height option for housing. A portion of this height is achieved by utilizing the 45' bonus height allowed outright per 33.510.210.D.2.c based on bonus 3:1 FAR earned with housing floor area. The additional 28'-10", which includes the 15th floor and the penthouse, is requested through discretionary review per Section 33.510.210.E. The elevator overrun which extends above the 175' is allowed per 33.140.B.2.a.

Approval criteria (33.510.210.E.4) for the discretionary 75' of residential bonus height are as follows:

a. The increased height will not violate an established view corridor;

Findings: There are no established view corridors on or near the project site. *This criterion is therefore not applicable.*

b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands.

Findings: The site is not located within 50' of an R zone. *This criterion is therefore not applicable.*

c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.

Findings: The site is not included on map 510-3 as eligible for the Open Space performance standard. *This criterion is therefore not applicable.*

- d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.**

Findings: The site is not adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts. *This criterion is therefore not applicable.*

- e. The increased height will result in a project that better meets the applicable design guidelines.**

Findings: At the second Design Advice meeting, the Commission stated that the design, at that time, needed additional consideration before it could be found to meet the approval criteria. The Commission noted that as it was then designed the additional height being spent on increased area of glazing was nice but that a high quality material would be necessary. At that time, the Commission also stated that a fiber reinforced concrete panel could be appropriate and that a consistent material from top to bottom was desirable. Since that Design Advice, the building design has been refined in that the primary exterior material is now a quality product with a nice finish (rather than the wrinkly surface previously proposed), the volumetric shifts have been simplified into a cohesive tower with the desired step down at the east, and the penthouse has been refined to a simpler form through the elimination of the previously proposed “hat” which seemed to halt the upward momentum of the building façades. As a result, the building is much more successful in meeting Guidelines C2 *Promote Quality and Permanence in Design* and C5 *Design for Coherency*. The increased height also allows Guideline C1 *Enhance View Opportunities* to be better met in that it allows for views at higher elevations and allows for an increased number of residential units to be constructed thereby increasing the access to these views to a greater number of people. Lastly, Guideline A9 *Strengthen Gateways* is better met as the increased height of this building allows the building to serve as a visual marker for those entering or exiting the Pearl District, respectively, from and toward the Northwest Plan District at the Glisan Street I-405 crossing. *This criterion is therefore met.*

- f. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.**

Findings: The purpose statement of subsection 33.510.205.A is as follows: "The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City." The project design is consistent with the purpose of this section as follows:

- There are no established view corridors on or near the project site.
- In part because of the proposed height, the proposed building creates a step down of buildings as the buildings to the immediate east are shorter; however, in addition, the building features three different heights moving from west to east.
- The additional height will not cast any shadows on public open spaces given the distance and existing tall buildings between; however, part of the proposal includes development of a privately-owned but publicly accessible pocket park

where a surface parking lot currently exists. Shadows will occur on the parklet; however as was stated, this will be a privately-owned open space, available for public use.

- The building will be located 0.5 blocks west of the NW 13th Avenue Historic District. The building steps down from 175' at the NW 15th Avenue on the west to approximately 134' and then to approximately 53' in height at NW 14th Avenue. As such the building height steps down toward the historic district, with the portion closest to the district at a height comparable to many of the vintage warehouse buildings in the immediate vicinity.
- The project is not adjacent to residential neighborhoods.

This criterion is therefore met.

Because the above approval criteria are met, the requested bonus height of 28'-10" merits approval.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed design is responsive to prior Commission comments and will add vitality to a currently underutilized parcel as well as create a pocket park in an area of the Pearl District with relatively little outdoor space. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval with the suggested conditions.

TENTATIVE STAFF RECOMMENDATION

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

This recommendation is pending BES recommendation of approval, which is expected by the time of the August 25, 2016 hearing. If BES cannot recommend full approval by August 25, 2016, then staff must recommend denial until all outstanding issues are addressed.

Staff recommends approval of the proposed 16-story building with 240 residential units, 6,359 square feet of ground level retail, 4 levels of below-grade parking for 206 vehicles, and a rooftop community room and upper level terraces. Approximately 22,250 square feet of floor area will be transferred from the north parcel to the south parcels to be developed as part of the tower; the north parcel is proposed to be developed as a pocket park. Exterior materials for the tower include glass fiber reinforced concrete panels, composite metal panel, fiberglass windows, aluminum window wall, aluminum storefronts, and glass railings.

Staff recommends approval of the proposed parklet on the north parcel.

Staff recommends approval of the following Modification requests:

1. 33.140.230 – to reduce ground floor windows from 50% to 27% of the length and from 25% to 20% of the area along NW 15th Avenue;
2. 33.266.220 – to reduce the width of required long-term bicycle parking spaces from 2'-0" to 1'-6";
3. 33.266.130 – to reduce the width of 25 of the 206 proposed parking spaces from 8'-6" down to 8'-1".

Staff recommends approval of the discretionary height bonus of 28'-10" through 33.510.210.E.

This recommendation of approval is per the drawings submitted under exhibit C and subject to the following suggested conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through 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 16-174250 DZM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Additional lighting in the parklet, trees at the southern edge, and an easement that allows public access, at a minimum during regular Parks hours, must be provided at the time of Permit.
- C. The entrance to Retail 3 from the sidewalk shall be resolved with direct access from the sidewalk.
- D. The 16-gauge composite metal panel at the rooftop mechanical enclosure shall be the same color as the Equitone panels.
- E. The precast concrete at the garage entry shall be clad with Equitone panels.
- F. No field changes allowed.

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Procedural Information. The application for this land use review was submitted on May 17, 2016, and was determined to be complete on June 28, 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 May 17, 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 (Exhibit #A-3) Unless further extended by the applicant, **the 120 days will expire on: May 17, 2017.**

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).**

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).

Hillary Adam
August 15, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Narrative
 - 2. Original Drawing Set
 - 3. 120-Day Waiver
 - 4. Pre-Application Conference Summary Memo
 - 5. Completeness Response Letter, received June 28, 2016
 - 6. PBOT Completeness Response, received June 28, 2016
 - 7. Revised Drawing Set, received June 28, 2016
 - 8. Supplemental Stormwater Information, received August 4, 2016
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Drawing Set for August 25, 2016 hearing (sheets 25, 33, 34, and 35 attached)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted for August 18, 2016
 - 4. Revised Notice for August 25, 2016
 - 5. Applicant's statement certifying posting
 - 6. Mailed notice
 - 7. Mailing list
- E. Agency Responses:
 - 1. Not used
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Life Safety Division of BDS
 - 6. Site Development Review Section of BDS
- F. Letters
 - 1. Tiffany Ruth, on July 20, 2016, wrote with concerns about the proposal to locate housing units adjacent to a freeway.
 - 2. Kate Washington, PDNA, on August 14, 2016 wrote in support of the proposal with some comments suggesting additional consideration of some aspects of the design.
- G. Other
 - 1. Original LUR Application
 - 2. Incomplete Letter, dated June 16, 2016



ZONING



Site



Historic Landmark



NORTH

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

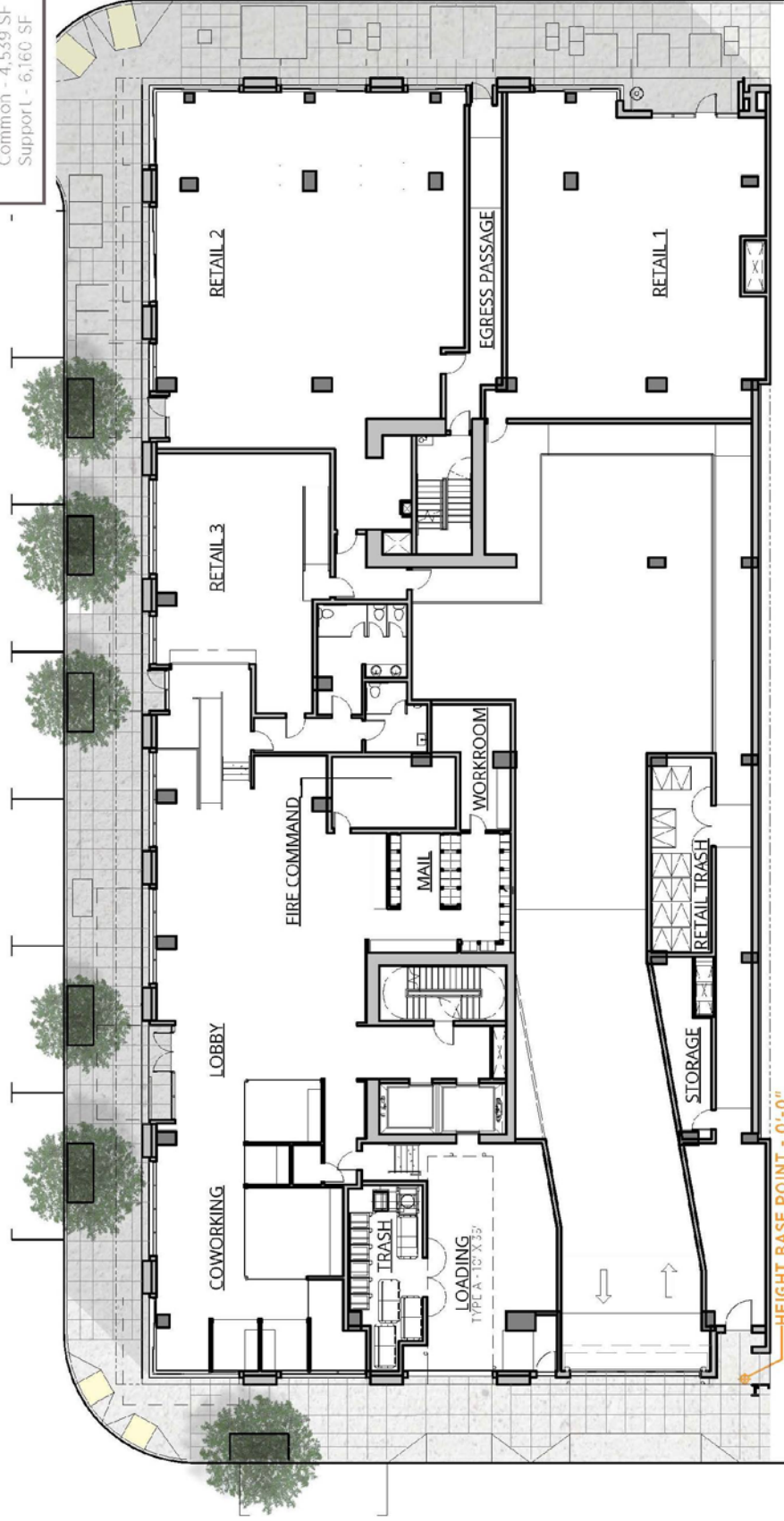
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Exhibit B (Mar 02, 2016)

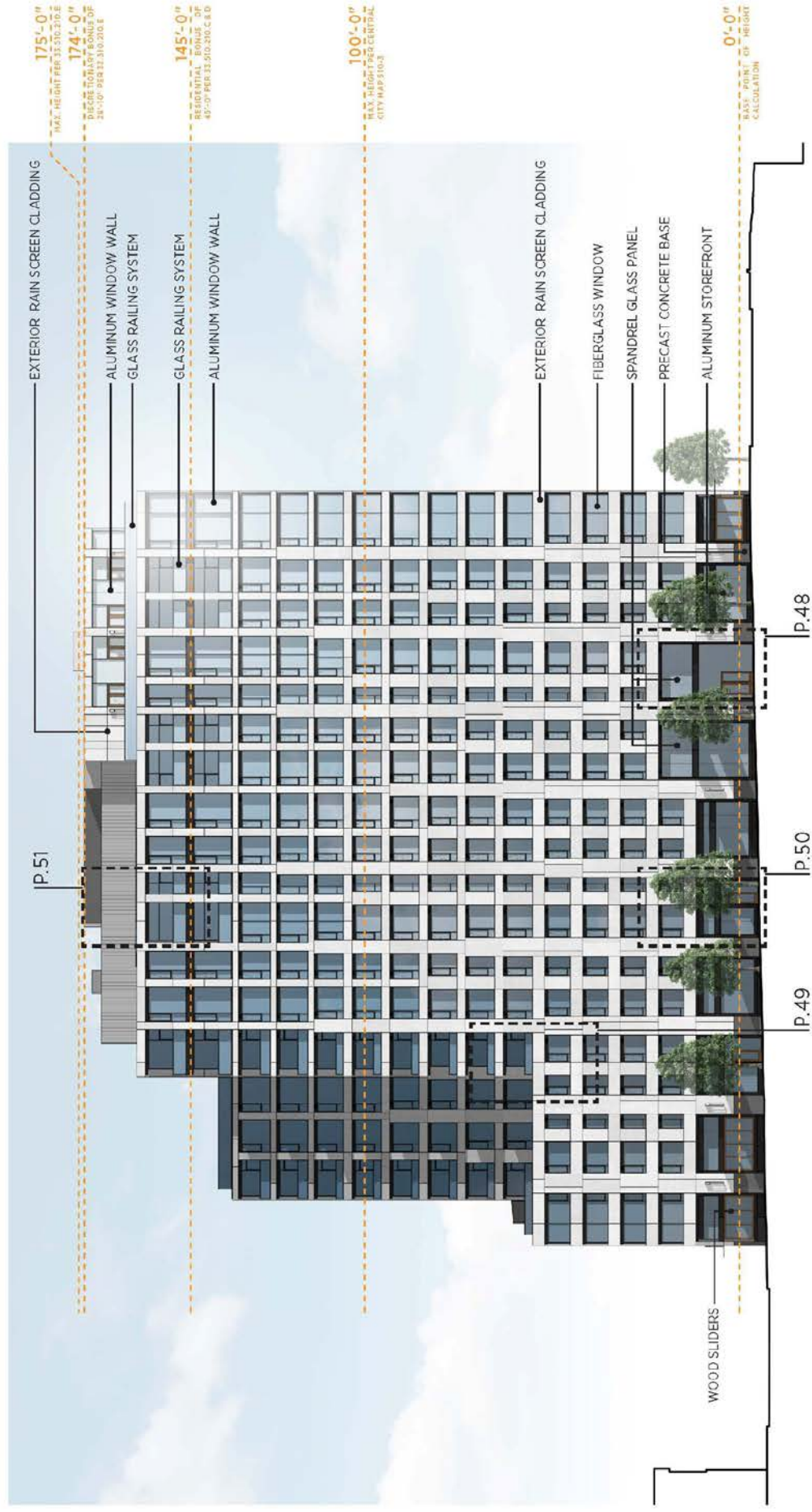
FLOOR PLAN - GROUND LEVEL

GROUND LEVEL SUMMARY

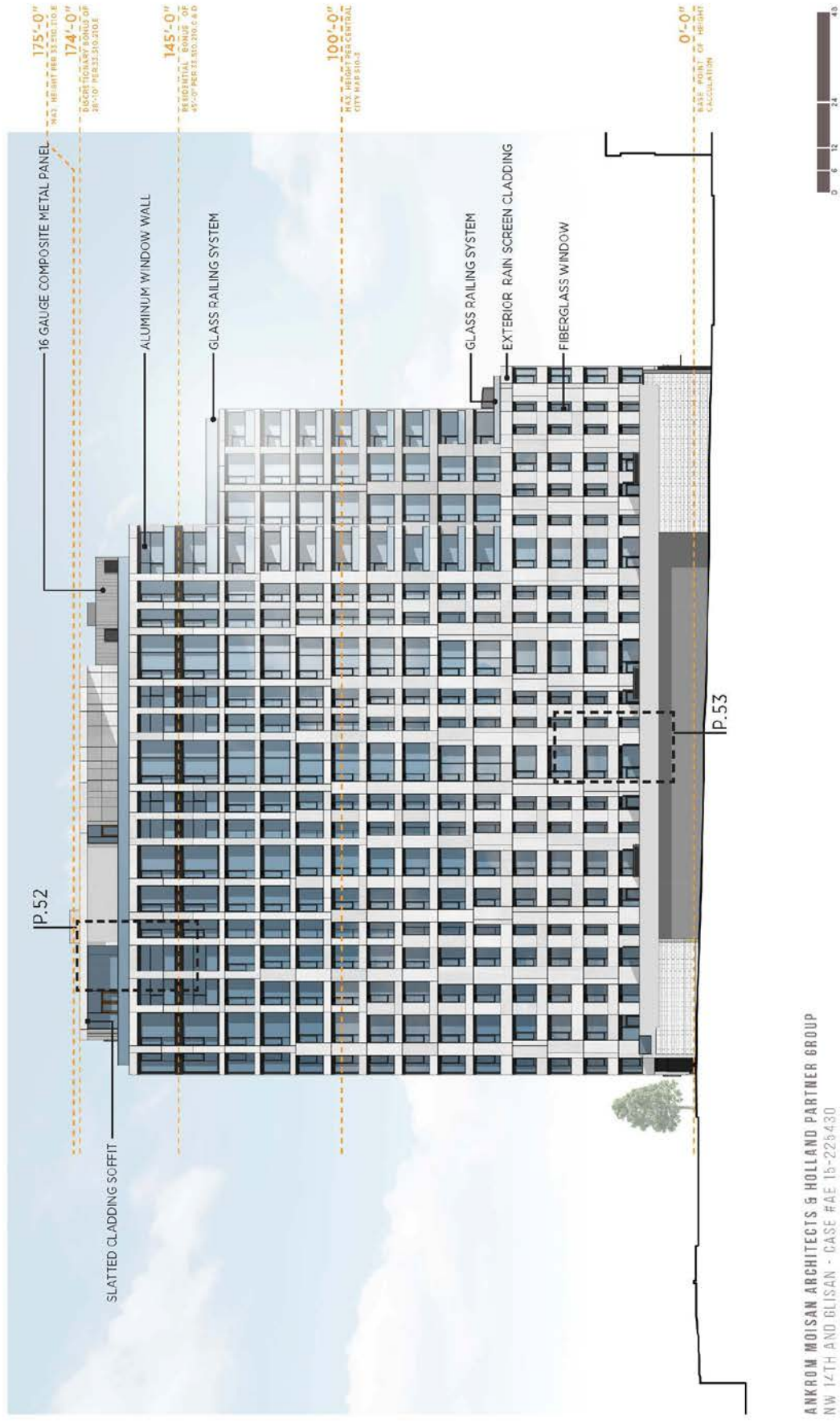
Floor Area - 16,497 SF
 Retail - 5,793 SF
 Common - 4,539 SF
 Support L - 6,160 SF



ELEVATION - NORTH



ELEVATION - SOUTH



ELEVATION - WEST AND EAST

