



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION – APPROVAL

CASE FILE: LU 17-104202 DZM AD
 PC # 16-236935
 Pearl Apartments
 REVIEW BY: Design Commission
 WHEN: July 20, 2017, 1:30 pm
 WHERE: 2020 SW Fourth Ave, Lincoln Room
 Portland, OR 97201

Bureau of Development Services Staff: Jeffrey Mitchem 503-823-7011 / Jeffrey.Mitchem@portlandoregon.gov

GENERAL INFORMATION

Applicant: Robert Thompson | TVA Architects, Inc
 920 SW 6th Ave #1500
 Portland, OR 97204

Owner: Andrew Paul | Paul Properties, LLC
 1325 NW Johnson St.
 Portland, OR 97209

Site Address: 1319 NW JOHNSON ST

Legal Description: BLOCK 137 LOT 1 S 10' OF LOT 4, COUCHS ADD
Tax Account No.: R180211850
State ID No.: 1N1E33AD 01500
Quarter Section: 2928
Neighborhood: Pearl District, contact 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 a Design Overlay
Case Type: DZM AD, Design Review
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:
 Type III Design Review for a 7-story building with 58 apartment units, ground floor retail, and 5 short- and 89 long-term bike parking spaces. No on-site parking or loading is proposed. Design Review is necessary because the proposal is for new construction in a design overlay zone. **Modification** to standards – 33.266.220.C3 Long Term Bicycle

Parking: This standard requires that rack systems store bicycles at 24” spacing. The Applicant requests a Modification to provide 89 bicycle parking spaces in a wall rack system that stores bicycles 18” apart in a high and low rack, with the lowest rack allowing bikes to rest on the floor. **Adjustment** to standards – 33.266.310 Loading Standards: This standard requires one Standard B loading stall (18’L x 9’W x 10’H). The Applicant requests an Adjustment to eliminate the requirement for one Type B on-site loading space.

Approval Criteria:

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

- Adjustment Criteria (33.805.040)
- Modification Criteria (33.825.040)
- Central City Fundamental Design Guidelines
- River District Design Guidelines

ANALYSIS

Site and Vicinity: The 6,000 square foot site is located in the River District, fronted by NW 13th Avenue and NW Johnson Street. The site is presently supports a 6,000 square foot single story concrete commercial to be demolished to make way for the proposed project. Over the past several years, the character of the neighborhood has significantly changed, providing increased opportunities for a variety of residential, diversified commercial/retail, and open space development. Vicinity developments include the Block 136 (former PNCA Goodman Building), two-story Rivertech Building (office/retail), the 5-story Kearney Plaza, the 6-story Riverstone, the Johnson Street Townhomes, the Armco Building (Downtown Self Storage), 24 Hour Fitness, the Stagecraft Building (Nossa Familia Coffee, PNCA Studios), and Lovejoy Square (retail/office).

The site lies within the Northwest Triangle Pedestrian District per the Transportation System Plan. Street designations are:

- NW 13th Ave is designated a City Walkway;
- NW Johnson St is designated as Local Service Walkways; and,
- NW Johnson St is also designated as a City Bikeway.

The River District was established as an Urban Renewal Area in 1998, selected as such for its proximity to the core of downtown and to correct blighted conditions that had overtaken the area. It was envisioned that transit and open space improvements, as well as the introduction of dense housing and commercial opportunities would bring new life into this area while meeting the state land use planning goals. Since 2001, the River District, and in particular the Pearl District at the heart of the URA, has transformed significantly into one of Portland’s densest and fastest-growing neighborhoods.

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.

Land Use History: City records indicate one prior land use reviews for this site.

- LU12-184335 DZ. Approval of storefront remodel.

Agency Review: A *Notice of proposal in Your Neighborhood* was mailed **June 20, 2017**.

The following Bureaus have responded with no issue or concerns:

- Fire Bureau (Exhibit E.1)
- Urban Forestry (Exhibit E.2)
- Portland Bureau of Transportation (Exhibit E.3)
- Life Safety (Exhibit E.4)
- Site Development (Exhibit E.5)
- Urban Forestry (Exhibit E.6)

The Bureau of Environmental Services (Exhibit E.7) responded indicating that storm water requirements have not yet been met and additional geotechnical information is needed. In order to ensure that all BES requirements are met, the following Condition of Approval is required:

If the Bureau of Environmental Services requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.

Neighborhood Review: A *Notice of Proposal in Your Neighborhood* was mailed on **June 20, 2017**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

Procedural History: This proposal was heard before two Design Advice Requests – November 14, 2016 and December 9, 2016. Following, is a summary of Design Commission comments and Applicant response:

1. **MASSING, SCALE and FORM.** *GUIDELINES: A5 Enhance, Embellish and Identify; C4 Complement Context; C5 Design for Coherency; C10 Integrate Encroachments.*
 - A. **Design Options.** *Of the three options presented by you at the November 3rd DAR, Commission prefer Option 2 (red masonry). Re-think the complexity of massing relationships and layering per Block 136 simplicity.*
 - B. **Oriels.** *Projections on NW 13th Ave are not supportable. An Oriel projection on NW Johnson St would be supportable IF well done – light and well-glazed.*
 - C. **Projecting Architectural Elements.** *Minimize projecting architectural elements (fins, brows, etc). Any projections should be well-integrated and serve an intentional functional purpose.*
 - D. **SE Corner.** *This critical corner of the building should be glazed to deliver unit views, lighten up the massing and celebrate the corner in spectacular fashion.*
 - E. **Lobby.** *The residential lobby entrance is too constrained by over-story massing. Push back wall plane above to visually queue entry.*
 - F. **5 over 2.** *Explore a 5 over 2 construction type to gain greater height (with comparable cost) and possibly eliminate need for an Oriel on NW Johnson St.*

APPLICANT RESPONSE: 5 OVER 2 CONSTRUCTION; PROJECTIONS REDUCED TO ENCLOSED BALCONIES; SE CORNER WELL-GLAZED; LOBBY REMAINS SOMEWHAT COMPRESSED BY OVERSTORY ENCLOSED BALCONIES.

2. **GROUND FLOOR.** *GUIDELINES: A5 Enhance, Embellish and Identify; A8 Contribute to a Vibrant Streetscape; C5 Design for Coherency.*
 - A. **Programming.** *The entry programming should be further studied to ensure a more distinct and better activated entry sequence.*
 - B. **Lobby.** *The lobby entry is too visually and physically constrained. Program changes could help increase visual/physical connectivity and prominence of expression at skin.*

- C. **South Elevation.** *The lobby and retail entries should be more distinct and/or more fully expressed in the south elevation.*
 - D. **Canopy.** *The continuous canopy appears excessively heavy and over-structured. Explore reducing scale and possibly depth on the NW Johnson St elevation. Commission support the depth of the canopy over the full loading dock.*
APPLICANT RESPONSE: ENTRY SEQUENCE BETTER RESOVELD; CONTINOUS CANOPY REMAINS.
3. **UPPER FLOORS.** *GUIDELINES: C1 Enhance View Opportunities; C1-1 Increase River View Opportunities.*
 - A. **Balconies.** *Balconies and jullettes are a must, and level 6 terraces would be ideal. Rooftop amenity not critical given small site.*
 - B. **Endwalls.** *Windows and/or skin details are necessary due to long-term prospect of Stagecraft Warehouse (north) and abutting surface parking lot (west) remaining.*
APPLICANT RESPONSE: BALCONIES + TERRACES ADDED (APPROX 18)
 4. **MATERIALS.** *GUIDELINES: C4 Complement Context; C2 Promote Quality and Permanence.*
 - A. **Cladding.** *Red brick (not too pink) is the preferred cladding material/color.*
 - B. **Quantity.** *Limit the number of finish cladding materials to three or less – primary: brick (red); accents: board-form concrete at base; metal panel at end-walls.*
APPLICANT RESPONSE: CLADDING MATERIALS ARE DARK BRICK + METAL ACCENT
 5. **MECHANICAL .** *GUIDELINES: B2 Protect the Pedestrian.*
 - A. **Rooftop .** *Commission support the mini-splits at roof and no horizontal unit venting. Rooftop mechanical should be well screened given low building height.*
 - B. **Ground Level.** *Transformer, generator, gas meter locations should be located underground and/or away from skin.*
APPLICANT RESPONSE: MECHANICAL MINIMIZED AT SKIN – LIMITED TO EAST CORNER
 6. **OTHER.** *GUIDELINES: C12 Integrate Lighting.*
 - A. **Lighting/Signage.** *Should be integrated and well resolved/detailed.*
 - B. **Loading Dock Door Swing** – *the out-swinging door will not be allowed per PBOT and should be recessed.*
APPLICANT RESPONSE: UNSPECIFIED

ZONING CODE APPROVAL CRITERIA

I. DESIGN REVIEW (33.825)

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 planned to become a place that is remarkable within the region. The area is intended to grow rich with special and diverse qualities that are, or will become characteristic of Portland. Further, the River District will accommodate a significant portion of the region's population growth. The plan calls for the creation of a new community of dense neighborhoods, housing a resident population of over 15,000 people, and providing jobs, services, and recreation to this population and others. This area is intended to emphasize the joy of the river, connections to it, and create a 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:

- a. Organizing land areas, and groupings of buildings to visually define the river's

- linkage to the community;
- b. Focusing and articulating roadways and pedestrian ways to emphasize the river.
 - c. Developing projects that celebrate the river, and contribute to creating centers of interest and activity that focuses on the Willamette; or
 - d. 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.
- 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.
- 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.
- 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 Opportunities.** Increase river and waterway view opportunities to emphasize the River District ambiance. This guideline may be accomplished by:
- a. Designing and locating development projects to visually link their views to the river and /or waterways.
 - b. Providing public stopping and viewing places which take advantage of views River District activities and features; or
 - c. Designing and orienting open space and landscape areas to emphasize views of the river and waterways.

Findings for A1, A1-1, A2, A3-1, B1, C1, and C1-1: *Conceptually, the project relates to contextual themes in two ways.*

- *Massing* – the monolithic expression with large punched glazing volumes is evocative of the warehousing typology evident throughout the Pearl District.
- *Materiality* – the use of dark brick and metal cladding, and board-formed concrete and wood storefront referencing the working character of the Pearl District.

The proposed development will support and enhance pedestrian activity within the public right-of-way in the following ways.

- *Retail* – the ground floor of the building features a large (approximately 3,400 SF) retail space intended for spill-out to the raised loading dock fronting NW 13th Ave.
- *Loading Dock* – the loading dock-fronted spaces will enhance pedestrian connectivity throughout the district and add a layer to the circulation hierarchy in the neighborhood.
- *Storefront* – the large sliding wood storefront system is a pedestrian-friendly resolution that will serve to enhance the mixed-use pedestrian character on NW 13th Ave and can help to reinforce the sense of place of the street.

The recessed terraces and unit balconies will have river and territorial views.

Many visual cues signifying river and greenway connections are evident from the abutting right-of-way including the arched span of the Fremont Bridge and the Union Station clock tower. These features and others like them (upper-story glazing volumes) serve to visually reinforce the residential building typology and provide views to the abutting public realm.

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.

Findings: The project is being developed to the lot lines, reinforcing the traditional 200' by 200' block pattern, with right-of-way improvements as per adopted River District standards. The project will further enhance pedestrian connectivity by continuing the loading dock connectivity abutting NW 13th Ave.

This guideline is met.

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

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

Findings for A4 and A5: The project will reinforce a unified streetscape through the use of established street elements such as historic light standards, street tree spacing, and loading dock. The material palette continues that found in the Pearl District, and the building is unified with its immediate context. The building relates in height to the buildings in the predominantly brick historic district immediately south and serves to embellish in the following ways.

- *Building Identity.* While the building differs from the abutting structure (northward) in height, program and contemporary expression (contributing to the diversity of the Pearl District), it shares several unifying features – large glazed storefront, brick cladding, steel canopies, galvanized railings and relational bays fronting the loading dock.
- *Loading Docks.* The project will include a covered retail dock along NW 13th Ave, contributing to the unique streetscape of covered loading docks along NW 13th Ave which are important symbols of the area's industrial past. The building will use cladding expressions similar to the NW 13th Ave Historic District: brick, punched openings and light steel elements.
- *Ground Floor.* The street-level is activated and will enhance the character of both frontages. The use of board-formed concrete, painted steel canopies, and soft landscaping reflect the Pearl District and enhance the pedestrian experience.
- *Public Character.* The public loading dock continues a vital Pearl District place-making tradition such as internally activated raised spaces, social pocket places and pervasive artistic expression (hand crafted materials at the ground-level).

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.

A5-4. Integrate Works of Art. Incorporate works of art or other special design features that increase the public enjoyment of the District.

Findings for A5-3 and 5-4: Though the relatively small project site (at 6,000

square feet) does not propose a water feature or public art components, the attention to detailed craftsmanship at the ground level will serve to enhance the quality of the street edge and increase public enjoyment.

- Eco-roof is planned for portions of the building.
- Board-formed concrete base.
- Operable wood storefront system abutting loading dock spill-out area.

These guidelines are 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: To continue the Pearl's sense of urban enclosure, the building will be built to the lot lines on both streets. The overall form of the building is kept at 75' tall to relate to the historic fabric around it. The retail space at the corner of NW 13th & Johnson steps with finished floor grade to reinforce the loading dock-level urban space pervasive pattern.

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.

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways.

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.

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

Findings for A8, B1-1, B2, and C7: Streetscape. Providing a round-the-clock mix of residential and retail uses on the block ensures diverse human activity in the streetscape throughout the day and night. Key elements include:

- loading dock level seating options;
- spill-out retail providing ample opportunities for seating, gathering and people watching;
- furnishing zone of the abutting streets has a mix of River District standard elements including trees, benches, bike racks and light poles separating pedestrians from cars;
- parallel parking on NW Johnson and 13th Ave will maintain an effective separation from the pedestrian and vehicular traffic;
- continuous canopy over the loading dock and other building entry points will provide weather protection; and,
- mechanical equipment isolated from pedestrian view on the roof or level of the building. No ground-level mechanical equipment or venting is proposed – all venting is proposed to be run vertically through the roof.

Human Scale. Key features of the ground-level will reinforce pedestrian scale:

- large sliding wood storefront doors for direct visual and physical access between inside and out;
- open-volume ground-level storefront (13' floor to ceiling);
- deep steel canopies (8' projection);
- custom entry doors with custom hardware to the residential lobby will provide human scale proportion adjacent to the sidewalk and raised dock; and,
- the NW Johnson St elevation features 2nd-level recessed balconies providing direct visual connection to streetscape retail spaces.

Pedestrian Protection. Both frontages are pedestrian-friendly:

- no on-site parking or loading is provided;
- recessed entries are provided on NW Johnson to abutting retail and residential lobby;
- all exhaust is vented vertically; and,
- ground level building detailing, proportions, materials, interior space configuration and entries with continuous canopy cover are human scaled and will induce conditions supportive of pedestrian interest, activity and safety.

Active Corners. The project's singular intersection of NW13th Ave and Johnson St has long been an important corner in the neighborhood with the active PNCA entry and artistic bike parking (now demolished to make way for the Block 136 development). In an effort to continue this use and energy, the NW 13th Ave dock features a wide entry stair to reinforce the corner.

These guidelines are met.

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

Findings: The street improvements on all frontages are consistent with the adopted street standards for the River District and will ensure a well-integrated and well-marked pedestrian system. At approximately 60' in length, the NW 13th Ave dock is consistent with PBOT's street standards. A single accessible ramp will be provided at the north end of the dock orienting to the corner of NW 13th Ave and Kearney Sts.

This guideline is met.

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

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

Findings for B4 and B6: The unique cross section of NW 13th Avenue provides opportunities to create places for people to linger that are different from most other places in the downtown grid. The pervasive "loading dock" feature is included for a majority of the NW 13th Avenue block face with steps at the south end. This will provide both formal and informal resting opportunities with tables

and chairs. The ground level is designed to accommodate a restaurant tenant and a continuous canopy is proposed around the entire storefront that will provide weather protection and opportunity to stop and rest.

This guideline is met.

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

Findings: All entries are accessible and the elevated dock features ramp access on the north to ensure accessibility for all people.

These guidelines are met.

B6-1. Provide Outdoor Lighting at a Human Scale. Provide outdoor lighting at a human scale to encourage evening pedestrian activity.

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.

C1-2. Integrate Signs and Awnings. Integrate signs and awnings to be complementary and respectful of a building's architecture. This guideline may be accomplished by:

- a. Placing signs and awnings to fit with and respect a building's architecture;
- b. Avoiding large, excessively illuminated or freestanding signs that contribute to visual clutter; or
- c. Integrating with a building's design, an exterior sign program/system for flexible sidewalk level space that accommodates changing tenants.

Findings for B6-1, C1-2, and C12: *Lighting goals* have been established for the project in order to enhance the pedestrian environment with the following treatments:

- Identify entry points – retail entry sconces;
- Provide ambient light – large glazing volumes for interior light spill-out illuminating oblique exterior façade elements;
- Define building edges – recessed lighting at unit balconies; and,
- Define circulation – recessed step lighting at loading dock.

Signage Integration. Reviewable signage (>32 SF) is not proposed at this time. Therefore, guidelines relevant to signage do not apply. The applicant understands that any future signage in excess of 32 square feet will be subject to design review per Portland Zoning Code Section 33.420.041.

These guidelines are met.

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

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

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, C4, and C5:

Quality and Permanence. Material choices are responsive to DAR comments, especially with regard to greater reference to Pearl District context – masonry instead of cementitious panel, simplification of architectural projections, increase of residential lobby prominence, etc. Primary material composition demonstrating compliance with standards for quality and permanence includes:

- dark Norman brick body;
- board-formed concrete base;
- ribbed metal panel accents;
- fiberglass windows at residential units;
- operable wood (Mahogany) storefront; and
- perforated metal balcony decking.

The dark brick proposed for the bulk of the building adds a long-lasting, human-scale layer of texture that can be experienced by pedestrians at the ground level as well as by those observing from other vantage points. Both buildings will include high quality detailing of light, small-scale steel elements such as steel railings and canopies.

Compliment Context. The Pearl District is mixed in use and styles. The proposed building takes its cues from different eras of construction observed in the Pearl.

- The building complements the 13th Avenue Historic District in massing, opening proportions and material.
- Interpreted with modern details, the building also repeats design elements that are common to the Historic District’s design vocabulary, such as a loading dock with canopy and human-scaled light steel elements like railings and canopies.
- The base of the building takes cues from successful adaptive reuse and new construction in the area, such as pervasive glazing and raised loading docks.

Coherency. The building is coherently composed as a masonry frame with large punched glazing volumes, subtly embellished with projecting balcony frames:

- the dark Norman brick is dedicated to structural grid;
- the grid dimension is defined by unit bays;
- floor-to-ceiling punched (5”) glazing volumes;
- inset box-rib metal panel colored to match metal elsewhere on the building;
- 3 and 4 level stacked balconies are framed by dark metal to match;
- upper level voids to highlight corner mass;
- unit window mullion color to match wood storefront; and,
- a well-glazed sliding wood storefront system.

The result is a contemporary expression of traditional materials referencing the solidity and industry of masonry, wood and glass.

These guidelines are met.

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

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

Findings for C8 and C9: The sidewalk level of the building is differentiated with a continuous retail storefront expression and associated canopy, the elevated dock on NW 13th Ave glazed retail entries, operable wall panels, and unique steel canopies.

The sidewalk-level is designed to be flexible, as tenants can be either demised east-to-west with access to the loading dock for each tenant, or ideally will accommodate a single restaurant space. Corner retail either can be added to the larger space, or can serve as smaller retail spaces. These spaces could include a restaurant, retail shops or professional services in the future life of the building.

These guidelines are met.

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

Findings: The building features a covered loading dock projecting into the right-of-way by approximately 12 feet for 60' of frontage. This type of encroachment is characteristic of the NW 13th Avenue Historic District adjacent to the site. In addition, projecting balcony bays are proposed at levels 2-5 on the south elevation allowing oblique views between the building's interior and the abutting public right-of-way.

The canopies, balconies and projecting window bays will conspire to shape and protect the at-grade pedestrian environment, while adding visual interest and relief to upper wall planes.

This guideline is 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: All mechanical equipment is organized into a singular mechanical enclosure which is integrated with elevator overrun, thereby being unobtrusive when viewed from other locations. Parapet voids and top-floor balcony recesses provide an interesting element to the local skyline.

This guideline is met.

II. 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 (1) is requested:

Bike Parking Space Dimension (33.266.220.C.3.b.) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes staggered vertical storage, dimensioned at 18” x 6’ with a 5’ walk aisle.

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

Findings: The project includes 89 total long term bicycle parking spaces. Accommodating the bicycle parking spaces within a 24” width module would consume considerably more floor area. Relying upon a staggered 18” wide vertical/wall hanging bike rack system is a far more efficient use of space and is identical to the parking system conventionally approved in the Central City. The proposed functional and space efficient system better meets design guidelines because it eases programmatic demand thereby allowing more active uses at the street – *A8 Contribute to a Vibrant Streetscape, C9 Develop Flexible Sidewalk-Level Spaces. This criterion is met.*

- A. Purpose of the standard.** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

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

Findings: The proposed Bike Rack system is engineered to stagger bikes vertically to allow the handle bars to overlap. This allows the racks to provide the same level of service that would be provided by a standard 24” on center spacing within an 18” space. The staggered clearance between adjacent bikes and allowance for sliding hangers eases the hanging and locking of a bike. Additionally the loops, to which the bikes are locked, project out of the wall approximately 18” to further ease hanging and locking bikes. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within secure bike storage enclosures below grade with lobby and bike lounge access. The bicycle parking system is safe and secure, located in a convenient area, and is designed to avoid initial or accidental damage to bicycles, so the proposal is consistent with the purpose statement of the bicycle parking standards. *This criterion is met.*

This Modification therefore warrants approval.

III. 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

All adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. have been met.

- A. *Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and*
- B. *If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and*
- 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*
- D. *City-designated scenic resources and historic resources are preserved; and*
- E. *Any impacts resulting from the adjustment are mitigated to the extent practical; and*
- F. *If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or*

The following Adjustment (1) is requested:

Quantity of Loading Spaces (33.266.310.C.). One on-site loading spaces meeting Standard B are required. The project proposes no on-site loading.

- A. *Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and*
Purpose Statement: *A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.*
Findings: The Applicant has submitted a Loading and Queuing Analysis (Exhibit A.2) as required by PBOT demonstrating that the proposed loading configuration at the loading dock on NW 13th Ave will sufficiently and safely serve the site, and will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way. *Therefore, this 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: The site is located in Portland's highest density employment zone, EX. Not providing loading as requested would result in the dedication of more on-site frontage dedicated to active floor area rather than garage access. As such, the entire ground floor contains pedestrian-scaled details like canopies, extensive glazing, light fixtures and materials detailing. Eliminating exposed loading access and featuring such design elements will further enhance the livability of the Pearl District neighborhood. *This criterion is therefore 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: As mentioned in the findings above, the no parking is required or proposed. vehicle activities will be screened by a high-speed perforated coiling garage door. Eliminating required loading spaces reduces the negative effects of an additional curbcut and blank wall surfaces and frees up the square footage to provide areas for more active leasable uses such as retail. The Applicant has submitted a Loading and Queuing Analysis as required by Portland Bureau of Transportation demonstrating that the impacts to traffic operations are mitigated to the extent practical. *Therefore, this criterion is met.*
- 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.*

Therefore, approval of this Adjustment is warranted.

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 applicant has addressed all major concerns expressed by Design Commission and staff and designed a building that embodies the spirit intended by the applicable design guidelines, and responds well to the natural, cultural and built context. The proposal meets, and in some cases exceeds the applicable design guidelines, and Modification and Adjustment criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends Design Review approval of a 7-story building with 58 apartment units, ground floor retail, and 5 short- and 89 long-term bike parking spaces.

Staff recommends approval of the following Adjustment and Modification:

Adjustment

Quantity of Loading (33.266.310.C.) One Standard B loading space is required. The applicant is proposing none

Modification

Bike Parking Space Dimension (33.266.220.C.3.b.) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes staggered vertical storage, dimensioned at 18” x 6’ with a 5’ walk aisle.

Staff recommends the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through 57) 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 17-104202 DZM AD". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. If the Bureau of Environmental Services requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.
- D. No field changes allowed.

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Procedural Information. The application for this land use review was submitted on January 10, 2017, and was determined to be complete on May 26, 2017.

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 January 10, 2017.

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 26, 2018.**

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 review body, only evidence previously presented to the review body will be considered by the City Council.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

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

Recording the final decision.

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

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

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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

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

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final

decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

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

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

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

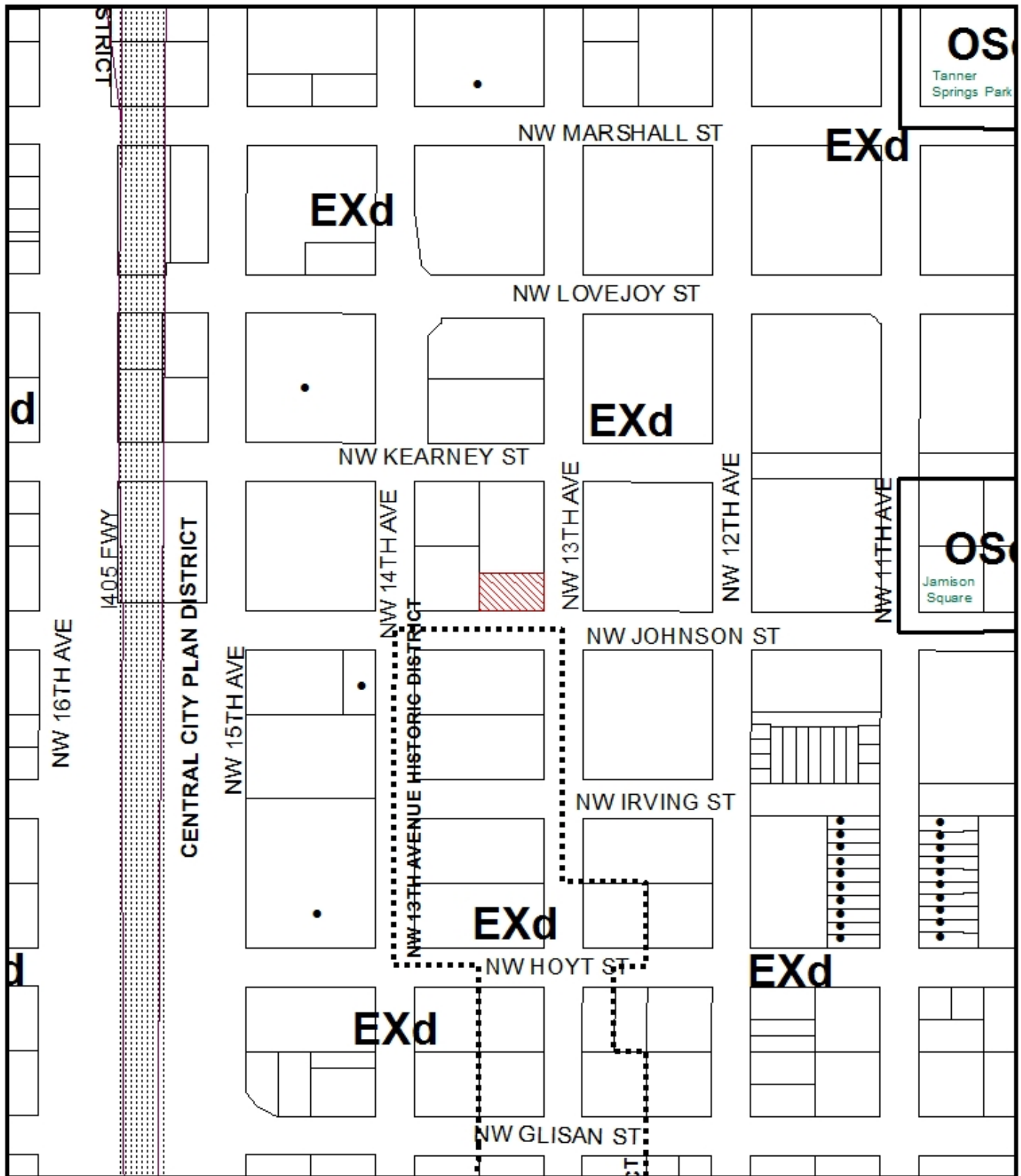
Jeff Mitchem
July 10, 2017

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Narrative
 - 2. Loading Analysis
 - 3. 120-Day Waiver
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. PROJECT
 - 2. LOCATION
 - 3. ARCHITECTURAL CONTEXT
 - 4. EXISTING SITE
 - 5. RENDERINGS
 - 6. RENDERINGS
 - 7. RENDERINGS
 - 8. RENDERINGS
 - 9. RENDERINGS
 - 10. RENDERINGS
 - 11. RENDERINGS
 - 12. RENDERINGS
 - 13. AREA PLANS
 - 14. CONTEXT SITE PLAN
 - 15. FLOOR PLANS (attached)
 - 16. FLOOR PLANS
 - 17. FLOOR PLANS
 - 18. FLOOR PLANS
 - 19. FLOOR PLANS
 - 20. FLOOR PLANS
 - 21. FLOOR PLANS
 - 22. ROOF PLAN
 - 23. ELEVATIONS (attached)

- 24. ELEVATIONS (attached)
- 25. ELEVATIONS
- 26. ELEVATIONS
- 27. SECTIONS
- 28. SECTIONS
- 29. SECTIONS
- 30. SECTIONS
- 31. CLADDING MATERIALS
- 32. WINDOWS & DOORS
- 33. FACADE COMPONENTS
- 34. ZONING SUMMARY
- 35. ZONING SUMMARY
- 36. NARRATIVE RESPONSE TO PREAPP.
- 37. RIVER CITY GUIDELINES
- 38. CENTRAL CITY GUIDELINES
- 39. CENTRAL CITY GUIDELINES
- 40. CENTRAL CITY GUIDELINES
- 41. EXTERIOR COMPOSITE SHEET
- 42. DETAILS
- 43. DETAILS
- 44. DETAILS
- 45. DETAILS
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- 66. CONSULTANT DRAWINGS
- 67. CONSULTANT DRAWINGS
- 68. CONSULTANT DRAWINGS
- 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. Fire Bureau
 - 2. Urban Forestry

3. Bureau of Environmental Services
 4. Portland Bureau of Transportation
 5. Life Safety
 6. Site Development
 7. Urban Forestry
- F. Letters - none
- G. Other
1. Original LUR Application
 2. DAR Commission Memo
 3. DAR Summary Memo
- H. Post First Hearing



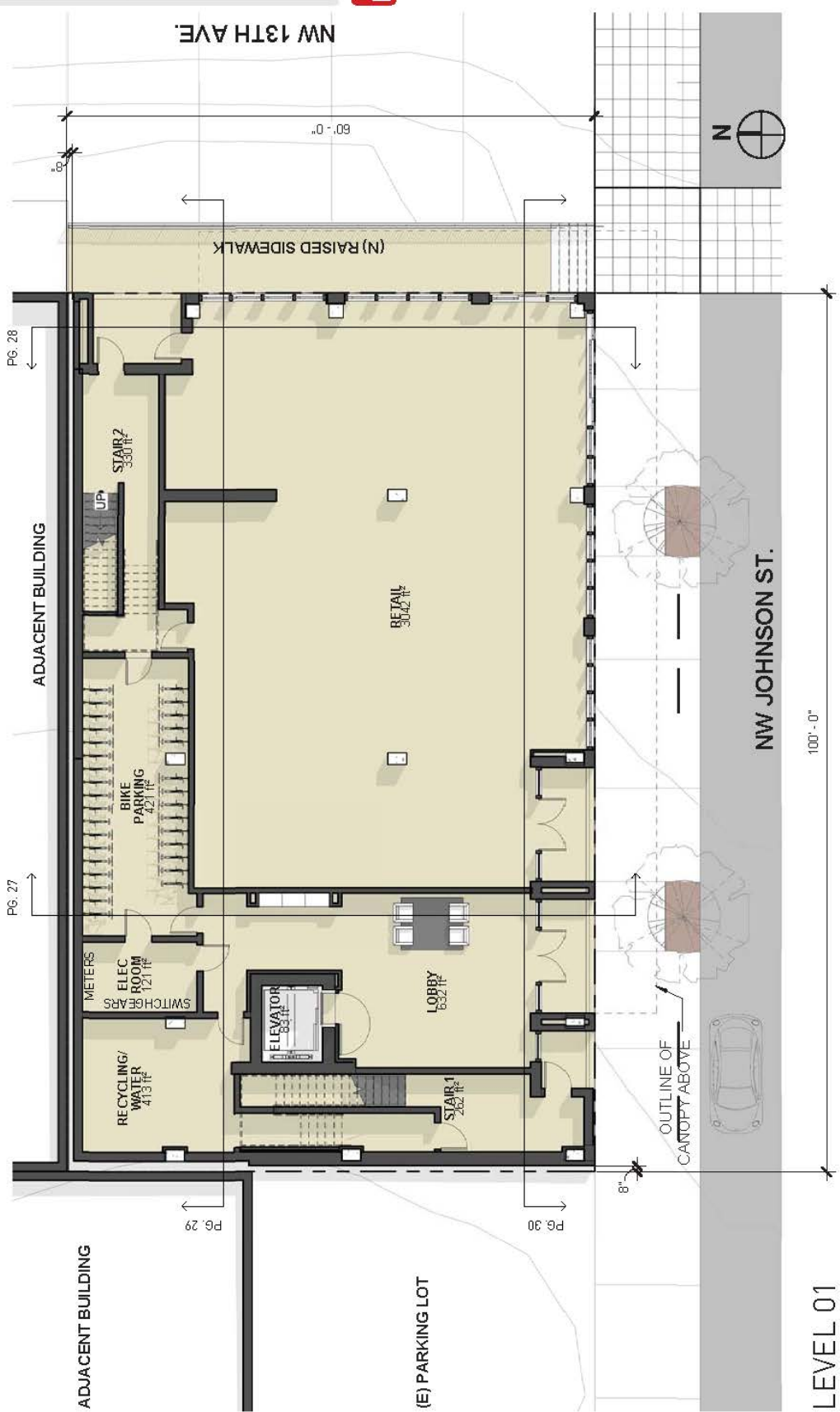
ZONING

-  Site
-  Historic Landmark

File No. LU 17-104202 DZM AD
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State_Id 1N1E33AD 1500
 Exhibit B (Jan 18, 2017)

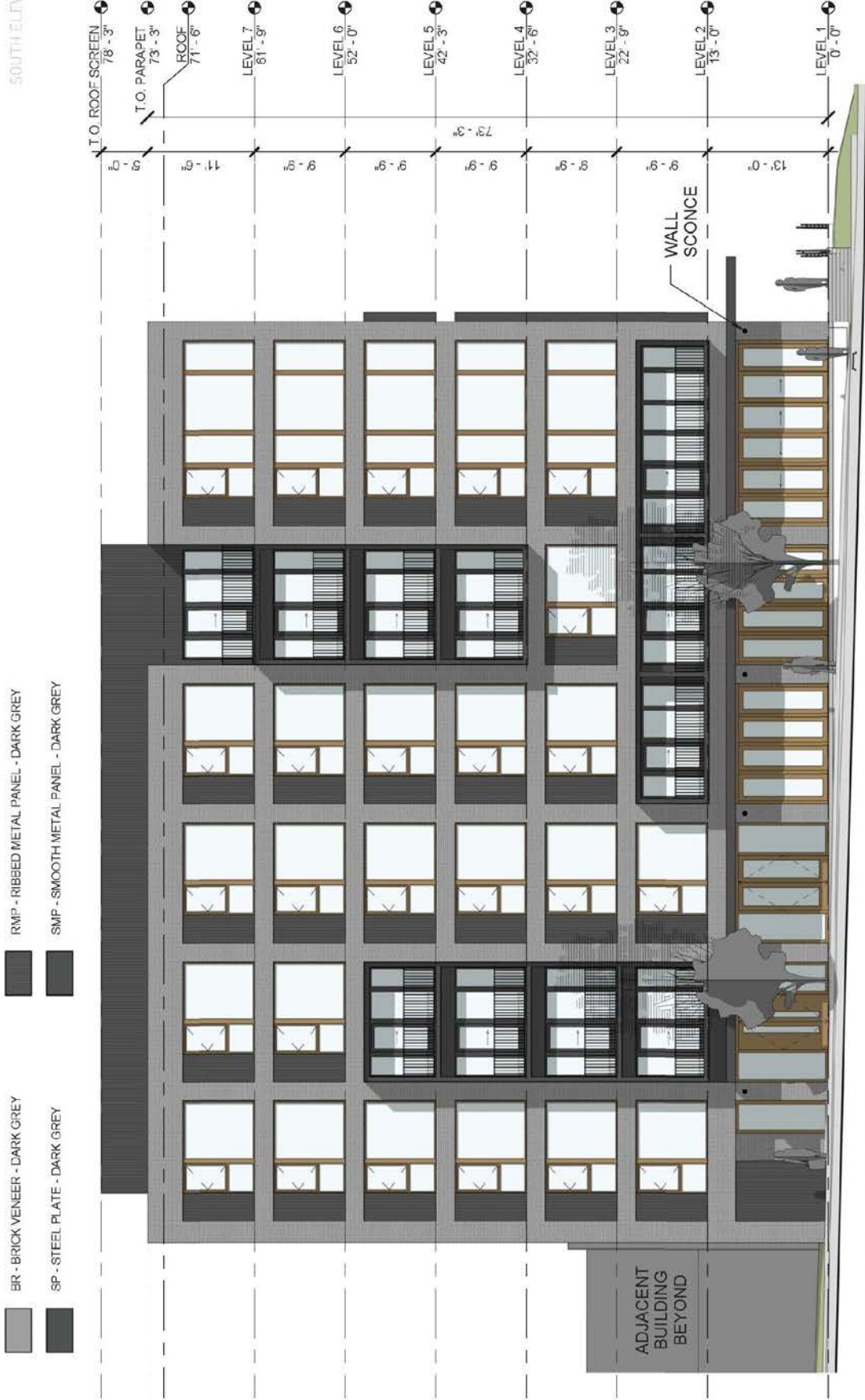




This site lies within the:
 CENTRAL CITY PLAN DISTRICT
 RIVER DISTRICT SUBDISTRICT



LEVEL 01

SCALE: 3/32" = 1'-0"

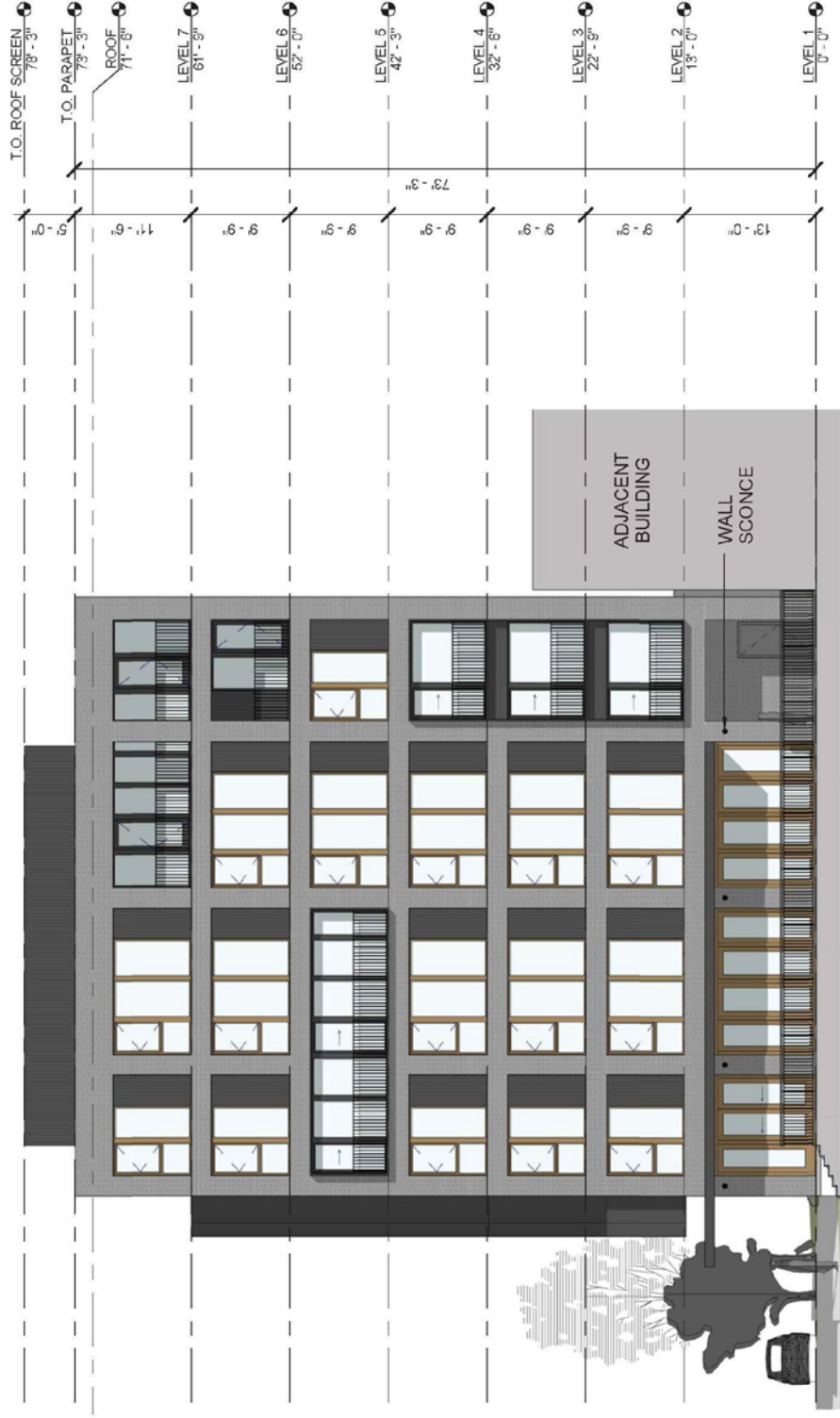


-  BR - BRICK VENEER - DARK GREY
-  SP - STEEL PLATE - DARK GREY
-  RMP - RIBBED METAL PANEL - DARK GREY
-  SMP - SMOOTH METAL PANEL - DARK GREY

ELEVATION SOUTH

SCALE: 3/32" = 1'-0"

-  BR - BRICK VENEER - DARK GREY
-  RMP - RIBBED METAL PANEL - DARK GREY
-  SP - STEEL PLATE - DARK GREY
-  SMP - SMOOTH METAL PANEL - DARK GREY



ELEVATION EAST

SCALE: 3/32" = 1'-0"