



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

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**Revised TENATIVE NOTICE OF FINAL  
FINDINGS, CONCLUSIONS AND DECISION  
OF THE CITY OF PORTLAND DESIGN COMMISSION  
ON AN  
APPEALED ADMINISTRATIVE DECISION  
(Type II Process)**

**CASE FILE: LU 16-286190 DZM – Williams and Cook Apartments**  
**LOCATION: 33 N Fargo Street**

The administrative decision for this case, published on April 9, 2018 was appealed to the Design Commission by E Michael Connors, Attorney representing Applicant and Property Owner.

A Public Hearing was held on May 17, 2018. At that hearing, new information was submitted to the Commission. A return hearing was scheduled for June 7, 2018 to provide time for assessment of this new information. That hearing was then rescheduled from June 7, 2018 to June 21, 2018 to allow the Commission sufficient time to review further new information.

A second Public Hearing was held on June 21, 2018. At that hearing, the applicant agreed to work with RACC to install public art on the blank wall facing N. Cook.

The original analysis, findings and conclusion have been revised by the Design Commission as follows. This decision is available on line:

<http://www.portlandonline.com/bds/index.cfm?c=46429>

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## GENERAL INFORMATION

**Applicant:** Architect of Record: Jennifer Nye, William Wilson Architects PC  
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Architect: Kenneth Moholt-Siebert,  
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**Owner:** Deborah D Parker, KDL LLC  
PO Box 861441, Los Angeles, CA 90086-1441

**Site Address:** **33 N FARGO ST**

**Legal Description:** BLOCK 3 LOT 1&2, WILLIAMS AVE ADD; BLOCK 3 N 26.9' OF LOT 3, WILLIAMS AVE ADD; BLOCK 3 LOT 8, WILLIAMS AVE ADD; BLOCK 3 LOT 6, WILLIAMS AVE ADD

**Tax Account No.:** R916400550, R916400590, R916400660, R916400720

**State ID No.:** 1N1E27AB 11100, 1N1E27AB 11200, 1N1E27AB 11500, 1N1E27AB 11000

**Quarter Section:** 2730  
**Neighborhood:** Eliot, contact Allan Rudwick at 503-703-3910, [lutcchair@eliotneighborhood.org](mailto:lutcchair@eliotneighborhood.org)  
**Business District:** Soul District Business Association, contact 503-841-5032, [info@nnebaportland.org](mailto:info@nnebaportland.org)  
**District Coalition:** Northeast Coalition of Neighborhoods, contact Jessica Rojas at 503-388-5030, [jessica@necoalition.org](mailto:jessica@necoalition.org), or [info@necoalition.org](mailto:info@necoalition.org)  
**Plan District:** Albina Community  
**Zoning:** **RXd**, Central Residential (RX) with Design (d) overlay  
**Case Type:** **DZM**, Design Review with Modification  
**Procedure:** **Type II**, an administrative decision with appeal to the Design Commission.

**Proposal:**

The applicant seeks **Design Review** approval for new development in the Albina Community Plan District.

The original Application included two buildings, the Williams and Cook building and the Fargo building. Since then, the Fargo building has been removed from the review per the Applicants Appeal Statement and Narrative (Exhibit H.1). The following review is for the proposed Williams and Cook building only.

The proposed Williams and Cook (W&C) building is a 6-story mixed-use building at the SW corner of N Williams Avenue and N Cook Street, with ground level retail (approximately 2,740 SF), 98 bike parking spaces (located in a dedicated bike room and in units), one Type B loading space, partially below-grade structured parking with 19 spaces, and 73 residential units with a raised internal courtyard above.

One Type B loading space, 25 vehicle spaces, 83 long-term bicycle spaces and 6 short-term bicycle spaces are required for this number of units and amount of retail. Extra long-term bicycle spaces and motorcycle parking spaces are proposed to reduce number of vehicle parking spaces.

Exterior materials include face-fixed, through-color fiber cement panels, painted metal paneling and accents, vinyl windows and doors above ground, aluminum storefronts, and board-formed concrete with bamboo siding accent at the ground level.

The overall Site includes 4 lots; however, the development is located on only three of these lots. The total site size area for these three lots is 16,293 SF, pre-dedication. With an allowed base FAR of 4 to 1, the allowed FAR is a total of 65,172 SF.

Three (3) **Modification** reviews were requested:

- Modification #1, 33.120.232 (and 33.130.230.B.2), Ground Floor Windows (GFW), RX zones, to allow a reduced amount of ground floor window length on the N Cook elevation, from 50% to approximately 36% length, and from 25% to 19% glazing (Exhibit C.37). *At the second appeal hearing, the applicant agreed to work with RACC to install public art on this wall (Exhibit H.43), meeting the Exception for Public Art under 33.130.230.d. **This Modification is no longer needed. However, a Covenant will be required. See Condition of Approval F.***
- Modification #2, 33.266, Size of Loading Space, to allow a reduced height of the required Standard B loading space from 10' high to 9' high so the loading space will fit in the basement parking area (Exhibit C.52). *The purpose of this Modification was to allow the loading to be in the basement to eliminate the need for the Modification to Ground Floor Windows (GFW) listed above. **This Modification is no longer needed.***
- Modification #3, 33.266.220.C.3.b, Size of Bicycle Parking Spaces, to allow a reduced spacing of 1'-5" rather than the 2' spacing required for the long-term spaces located in the dedicated bike room, and to allow a single hook style rack within the units.

Because the proposal is for new construction in a design overlay zone, Design Review is required prior to the issuance of building permits.

**Relevant Approval Criteria:**

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

- *Community Design Guidelines*
- *Modifications through Design Review, 33.825.040*

**ANALYSIS**

**Site and Vicinity:** The site is comprised of an ownership of collection of lots located on the block bound by N Williams Avenue to the east, N Vancouver Avenue to the west, N. Cook Street to the north and N. Fargo Street to the south. The original proposed development was comprised of two buildings, but was later reduced to just one building located at Williams and Cook, as noted above. The Williams and Cook Building (W&C), to be located on a 16,293 SF, “L” shaped collection of lots at the corner of N. Williams and N. Cook Street. The 1-story restaurant located here, The People’s Pig, was constructed in 1900, and will be demolished. North of the restaurant building is a community garden, which was formerly occupied by commercial and industrial buildings. The site also contains a 4,500 SF singular rectangular lot located mid-block on N. Fargo, which contains an existing building which will remain.

The property lies within the Eliot Pedestrian District. At this location,

- N. Williams Avenue is classified as a Neighborhood Collector, Transit Access Street, City Bikeway, City Walkway, and a Local Service Street for all other modes.
- N. Fargo Street is classified as a Local Service Street for all modes.
- N. Cook Street is classified as a Neighborhood Collector, and a Local Service Street for all other modes.

On the same block, to the west of the site, is the Century apartments constructed in 2016. To the south of the W&C parcel is a vacant parking lot which received Design Review approval for a new 6-story mixed-use building on 2014. To the north of the site, across N. Cook, is the recently completed Cook Street Apartments, a large, 6-story mixed-use building, and the north of that is the New Seasons grocery store with surface parking. Across N. Williams are 1-story commercial buildings built in 1986 and 1958.

The site is located within the Albina Community Plan District and Plan Area. The vicinity around the subject site is a mix of commercial, retail, medical, and residential uses.

Beyond the 100-foot deep strip of commercial properties fronting N Williams, and to the southeast across Williams, is the Eliot Conservation District, primarily comprised of single-dwelling residences built in the late 1800s and early 1900s. The Eliot neighborhood is in the heart of what was originally the sovereign town of Albina, platted in 1872 by George H. Williams and Edwin Russell, incorporated in 1887 as the City of Albina, and consolidated with Portland and East Portland in 1891. Because of its proximity to the river, the lower areas of Albina were developed for industrial and transportation uses, with the higher ground developed as residential subdivisions. Russell Street served as the area’s main commercial street, with the Russell/Williams intersection at the center. Growth was further stimulated by the development of an extensive streetcar system. In the first half of the 20th Century, the neighborhood experienced a growth in the Scandinavian, Russian-German and Irish immigrant population. After World War II, the many African Americans called Eliot home. In the 1950s and 1960s, much of the neighborhood was cleared for major projects such as Memorial Coliseum, the Minnesota Freeway (I-5), Emanuel Hospital, and Lloyd Center, forever changing the landscape of this significant neighborhood.

The Albina Community Plan is intended to combat the loss of employment base, disinvestment and dilapidation in the Albina Area. This district Action Plan provides a policy framework and long-term certainty to those that own property or that may wish to invest in Albina. Rezoning was consciously done to make investment and site assembly more viable so that the area would become more attractive for residential, commercial, industrial and institutional investments.

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally, the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high-rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

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

The Albina Community Plan District implements the Albina Community Plan. The plan district's provisions are intended to ensure that new higher density commercial and industrial developments do not overwhelm nearby residential areas. Infill housing compatibility and affordability is encouraged by eliminating off-street parking requirements for small multi-dwelling projects. The plan district's provisions also encourage the development of new housing along Martin Luther King Jr. Boulevard by allowing new housing projects to include ground level commercial uses that orient to King Boulevard.

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

- EA 17-261607 PC, A Pre-Application Conference to discuss a proposed mixed-use building, located on part of this current site.
- LU 10-198936 AD, An Adjustment to reduce the required density from 9 units to 4 units, located on part of this current site.

**Agency Review:** A "Notice of Proposal in Your Neighborhood" was mailed **February 1, 2018**.

The Bureau of Environmental Services responded twice (Exhibit E.1 and H.21), with a request for further information on March 5, 2018, and an addendum on May 21, 2018 in response to the submittal of additional information:

*This memo is an addendum to the initial BES Land Use Response issued by Bureau of Environmental Services (BES) staff on March 5, 2018 and is in response to the following new information that was received after those initial comments: Preliminary Storm Report (May 11, 2018).*

#### Comments

*Based on this additional information, BES has determined that sufficient information has been provided to demonstrate a feasible stormwater management plan will be possible for this project, however significant issues remain to be resolved. The storm report provided two possible stormwater management options, pending the results of investigating onsite infiltration.*

*With the recommended conditions of approval, BES has no further objections to approval of the design review application.*

#### Conditions of Approval

*If the land use application is approved, BES recommends that the following conditions be included in the decision:*

1. *Prior to building permit approval, the applicant must update the storm report to demonstrate that stormwater runoff from this project will comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee. The submitted storm report must be updated to address multiple outstanding issues, including infiltration testing, site characterization, and setbacks.*
  - a. *Infiltration Testing: Results of infiltration test(s) on the subject site performed by a professional engineer (PE), certified engineering geologist (CEG), or registered geologist (RG) in accordance with Section 2.3.6 (page 2-220) of the SWMM must be included.*
  - b. *Site Characterization: BES Pollution Prevention has identified through researching property records or other means that this property is known or suspected to have contaminated soil and/or groundwater, and is adjacent to a site that is known or suspected to have contaminated soils and/or groundwater. This property is a known contaminated site listed in the DEQ Environmental Cleanup Site Information (ESCI) database with the site ID 87 and is adjacent to site ID 5757. If it is determined that onsite infiltration of stormwater is feasible based on infiltration testing, then soil and groundwater characterization may be required within the areas of infiltration (PCC 17.38 and Section 1.12 of the Source Control Manual). It may be in the applicant's best interest to collect samples while completing infiltration testing as described above. The minimum test parameters for soil and groundwater analyses are listed in the Section 1.4.5 of the SCM. Other constituents of concern for the area or site must be added to the suite of analytes. The applicant must demonstrate using the data collected and any necessary modeling that contamination will not be further mobilized on or off site. The characterization must be submitted and approved by the City and DEQ.*
  - c. *Setbacks: Based on the Site Utility Plan provided, the proposed stormwater management system includes drywells that do not meet the setback requirements of the SWMM. At the time of land use review, BES recommends that the applicant determine if the conditions of the BDS Drywell Location Code Guide can be met, as changes at permit review could impact the design and layout of the site. Note that the project engineer must design the drywell(s) to at least the 100-year design storm if a safe escape cannot be identified.*

- **BDS Staff has added Condition of Approval D to address this requirement.**

The Bureau of Transportation Engineering, responded twice (Exhibit E.2a and E.2b), with an RFC on February 5, 2018 and again with final response on March 14, 2018. PBOT have no objection to this approval; however, a 5-ft dedication will be required on N. Williams Ave. PBOT also confirmed that they support a Modification to the reduced height for the loading space, per their email dated 6/5/18 (Exhibit H.32).

The following Bureaus have responded with no issues or concerns:

- Water Bureau, (Exhibit E.3)
- Fire Bureau, (Exhibit E.4)
- Site Development Section of BDS, (Exhibit E.5)
- Bureau of Parks-Forestry Division, (Exhibit E.6)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on February 1, 2018. One written response was received from either the Neighborhood Association or notified property owners in response to the proposal.

- Allan Rudwick, Eliot NA, 2/15/18, confirming applicant attended two NA meetings (Exhibit F.1).

**Procedural History:**

- The application was submitted on December 14, 2016.
- Applicant requested the proposal to be deemed complete, June 12, 2017. The Public Notice was not sent due to lack of information provided to assess scope of review.
- Three Requests for Extension of the 120-day Review Period were submitted - 90 days on June 12, 2017, 120 days on September 10, 2017 and 35 days on June 12, 2017. The 120-day period review with maximum extensions (245 days) then is due to expires on June 12, 2018.
- Fees for a Modification request were submitted on January 29, 2018.
- The Notice of Proposal was mailed on February 2, 2018.
- The Decision was mailed on April 9, 2018.
- The Decision was appealed on April 23, 2018.
- The first appeal hearing was held on Thursday, May 17, 2018 before the Portland Design Commission.
- The second appeal hearing was scheduled for June 7, 2018.
- A waiver of the 120-period was submitted on June 6, 2018 (Exhibit H.34).
- The second hearing to be rescheduled from June 7, 2018 to June 21, 2018 to allow the Commission sufficient time to review new information received on June 6, 2018 (Exhibits H.35 & 36).
- The second appeal hearing was held on June 21, 2018. At that hearing, the applicant agreed to work with RACC to install public art on the blank wall facing N. Cook.
- A second waiver of the 120-day period was submitted on June 22, 2018 (Exhibit H.44).
- A third appeal hearing is scheduled for August 2, 2018

**ZONING CODE APPROVAL CRITERIA**

**(1) 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 Community Design Guidelines.

**Community Design Guidelines**

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design

Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Additionally, staff has organized the findings under three tenets, "Context", "Public Realm", and "Quality and Permanence".*

## **Context**

**P1. Plan Area Character.** Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

**Findings:** The site is located within the Albina Community Plan District, and within the Eliot Pedestrian District. N Williams Ave. has the highest street classification.

In the original design, the following aspects of the proposal addressed this guideline:

- The proposed building is massed at approximately a quarter-block scale.
- Primary retail and the main lobby entrances front Williams, which is the historic streetcar alignment, and the garage entrance is located mid-block on N. Cook, away from the main frontage on N. Williams.
- Along N. Williams, highly-glazed storefronts open to active, flexible ground floor tenant spaces.
- The front entries are enhanced by awnings, recessed doors, and flanking light sconces.
- The top floor units facing the streets have tall glazed walls and a roof form that slopes up and out to take advantage of possible views towards the east and north. A roof terrace facing west will offer potential views towards downtown and the West Hills, depending on surrounding future development.
- The project includes 2- and 3-bedroom units, offering more family-sized units than typical of recent development in the area.

Additionally, the applicant advised that their intention was to provide a proposal both of its time and at the same time incorporate elements that recall the streetcar-era. These included:

- A traditional definition of base, middle, and top marked by different materials and ordering of elements, with cornices and trim courses acting as dividers.
- A cladding system of the upper stories using rain-screen technology (air gap behind ventilated by gaps at the edges of panels) but with the panels laid in courses with offset the vertical joints, as a reference to traditional masonry coursing.
- Narrow spacing of the ground floor piers, the concrete bases of the columns, and the verticality of the windows intended to reflect streetcar era construction.
- Articulation of the façade by recessing sections of the façade to add interest and depth (Exhibit C.38).
- Reveals at the windows to create shadow lines to add depth and shadow to the façade (Exhibit C.43).

At the time of the original Decision, however, insufficient detail was provided to illustrate how important building elements would be constructed and last over time, ensuring the building will continue to enhance and maintain the sense of place.

Since the original Decision, a revised design and further information have been submitted that better illustrate how this guideline is met. These include details for the storefronts, awnings, second- and sixth-floor false balconies, projecting cornices, fascia and flashings, sixth-floor glazing and the swooping roof forms, as well as cutsheets and general detailing for cladding materials (Exhibits C.27-29, 38-39, 42-47).

Additionally, the applicant has agreed to work with RACC to install a Public Art Piece reflecting the history of the site and local area on the blank wall facing N. Cook (Exhibit H.43), providing an important link to the plan area's history and traditions.

*This guideline is met.*

**D7. Blending into the Neighborhood.** Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

**Findings:** In the original design, the following aspects of the proposal addressed this guideline:

- The building is a similar in scale to other recent developments, and the upper level is articulated by a cornice below to tie in with other buildings that are somewhat less in height.

- The building is further articulated by material and bands of trim and molding into a base, middle, and top. The facades are further articulated by 1-foot recessed bays to create a rhythm along the frontage.
- The project includes cornices, reveals at windows and windows stacked vertically, horizontally coursed cladding with offset vertical joints, all of which are characteristic of older commercial and apartment structures in the neighborhood.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline. While effort was made to reflect some aspects of traditional development, insufficient detail was provided to illustrate how many of the important building elements would be constructed and last over time, helping the building remain blended into the neighborhood.

Since the original Decision, as noted above under the findings for P1, a revised design and further information has been submitted to better illustrate how this guideline is met.

*This guideline is met.*

## **Public Realm**

**E1. The Pedestrian Network.** Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that link destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

**Findings:** In the original design, some aspects of the proposal addressed this guideline:

- Awnings on both frontages will provide a sheltered zone on the sidewalks adjacent to the storefront windows and a special, larger awning at the main entrance will provide increased protection from rain and sun and mark the main building entry.
- Along N. Williams, the entrances are recessed to provide space to step out of sidewalk traffic before entering or upon leaving the building.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline:

- The required 5' dedication along N. Williams was not addressed.
- The required loading space was not accommodated.
- Parking was located within the building; however, it was only partially below grade and extensive display windows were proposed to hide it from the sidewalk. This resulted in most of the frontage along N. Cook in inactive use, creating a less pleasant and less safe condition along most of the frontage.
- A dedicated bicycle parking room was accessed from a side entrance on N. Cook; however, a 5' level difference between the sidewalk and the bike parking room made it difficult for cyclists to access the bike room.
- Along N. Cook, no entrance was provided to activate the frontage.

Since the original Decision, a revised design and information has been submitted to better illustrate how this guideline is met:

- The required 5' dedication along N. Williams has been identified.
- The required loading space has been accommodated.
- With Option #2, as noted under the Findings for P1 above, the frontage along N. Cook offers glazing into active uses, creating a more pleasant and safe condition along most of the frontage.
- A dedicated bicycle parking room is accessed from a side entrance on N. Cook; and, while the 5' level difference between the sidewalk and the bike parking room level remains, a welcoming secondary lobby has been located on N Cook, and convenient lift has been provided so cyclists will not have to carry their bikes up 5' of stairs to access the bike room.
- Along N. Cook, an entrance has been proposed into a secondary lobby to better activate the frontage.

Additionally, as noted above under P1, a Public Art Piece reflecting the history of the site and local area will be located on the blank wall facing N. Cook (Exhibit H.43), providing a pleasant pedestrian experience along the frontage.

*This guideline is met.*

**E2. Stopping Places.** New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.

**Findings:** In the original design, some aspects of the proposal addressed this guideline:

- Storefront entries are recessed from the sidewalk edge.
- The residential lobby entry has a slightly larger recess to provide additional stopping room at the building's main entry.
- Awnings along sidewalks on both streets will provide weather protection for people stopping to consider storefront windows. If these retail space(s) are occupied by restaurant tenant(s), the awnings will also provide weather protection for outdoor seating in the sidewalk's frontage zone.

At the time of the original Decision, however, most of the N. Cook frontage was programmed with inactive uses, creating a less safe or comfortable frontage to stop along or engage with.

Since the original Decision, a revised design and further information has been submitted to better illustrate how this guideline is met. Additionally, as noted above under P1, a Public Art Piece reflecting the history of the site and local area will be located on the blank wall facing N. Cook (Exhibit H.43), encouraging people to stop, visit, meet, and rest, and experience the art installation.

*This guideline is met.*

**E3. The Sidewalk Level of Buildings.** Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.

**Findings:** In the original design, the following aspects of the proposal addressed this guideline:

- The ground level is differentiated from the upper stories by large storefront windows, projecting awnings with transoms above, masonry materials and a tall ground floor.
- On N Williams, ground floor active uses with large storefront window areas and entries face the street.
- On N Williams, recessed entries into the retail spaces and the residential lobby allow for small, informal gathering spaces along the sidewalk.

At the time of the original Decision, however, most of the frontage N. Cook was programmed with inactive uses, creating a less visual interest along the sidewalk to engage with.

Since the original Decision, a revised design and further information has been submitted to better illustrate how this guideline is met. Additionally, as noted above under P1, a Public Art Piece reflecting the history of the site and local area will be located on the blank wall facing N. Cook (Exhibit H.43), adding visual interest to the building along the sidewalk.

*This guideline is met.*

**E4. Corners that Build Active Intersections.** Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas, and entrances.

**Findings:** The following aspects of the proposal address this guideline:

- The corner is occupied by corner retail with tall windows and awning cover overhead, with an entry on N. Williams located close to the corner.
- A strong masonry base helps to anchor and define the corner intersection.
- A special gestural roof treatment at the corner helps to create emphasis.
- Parking access is located away from the intersection.

*This guideline is met.*

**E5. Light, Wind, and Rain.** Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain.

**Findings:** The following aspects of the proposal address this guideline:

- Storefront entries on N. Williams are recessed behind the sidewalk edge.
- The residential lobby entry has a deeper recess to provide additional stopping room at the building's main entry.



- Awnings along sidewalks on both streets provide weather protection for people stopping to consider views in storefront windows.
- A larger awning at the main entrance will provide increased weather protection and identify the main entry.
- If the retail space(s) are occupied by restaurant tenant(s), the canopies would also provide weather protection for outdoor seating in the sidewalk's frontage zone.

*This guideline is met.*

**D1. Outdoor Areas.** When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians;

**D3. Landscape Features.** Enhance site and building design through appropriate placement, scale, and variety of landscape features.

**Findings for D1 and D3:** In the original design, the following aspects of the proposal addressed this guideline:

- The building fronts the sidewalk edge and the entries are recessed, creating an urban edge appropriate to the district context, rather than providing landscaped setbacks.
- The building shape creates a courtyard within the block which enhances the design of the project and allows the building massing to respond to the shape of other development in the block.
- The design of the courtyard and the roof terrace indicate hard and soft landscaped areas which have the potential to provide pleasant, accessible, and safe shared outdoor spaces for residents of the building to use.
- Some of the units will have private balconies, terraces, or shallow balconies to offer some tenants useful outdoor spaces or extensions of rooms.
- Street trees are proposed.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline.

- Insufficient landscape details were provided, and further information was needed to illustrate how the landscape plan will be successful.
- Of concern is the planting in the area which lies over the garage, which covers about two-thirds of the courtyard area. The landscape plan indicates planting in these areas; however, the sections do not indicate enough available depth to accommodate enough soil to ensure successful planting in these areas.
- The drawings indicate street trees to provide a buffer zone between the road and the sidewalk; however, species and sizes have not yet been provided.

Since the original Decision, the applicant has provided a revised landscape design which also includes further information, including trees and plantings with sizes and species to illustrate the proposal (Exhibit C.7).

*These guidelines are met.*

**D2. Main Entrances.** Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit-oriented.

**Findings:** In the original design, the following aspects of the proposal addressed this guideline:

- The entrance to the main lobby has its own, generous-sized awning and the doors are recessed to create an effective, sheltered, visually distinctive entrance. Accent materials help further identify it as the more-prominent building entry.
- The entrances to the retail spaces are also recessed from the sidewalk and have awning cover, helping to identify and shelter those entries.
- The egress doors on the east and north elevations are set in solid walls, identifying them as being of lesser importance in the entry hierarchy.
- All entries to the building are located directly off the sidewalk with no steps or other obstructions, making them accessible and transit-oriented.

At the time of the original Decision, however, insufficient information was provided for the materials that surround the entrances to ensure they remain interesting over the long term.

Since the original Decision, a revised design and further information, including enlarged details and cutsheets, have been provided which show the entry will be highlighted using a dark stained

fused bamboo tongue and groove siding with clips for concealed fixing (Exhibit C.27 and C.53). This wood material will be protected by building overhangs and an extended canopy, and the tongue and groove material with concealed fixing method will create a clean, finished appearance suitable for this main entry location.

*This guideline is met.*

**D4. Parking Areas and Garages.** Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

**Findings:** In the original design, some aspects of the proposal addressed this guideline:

- The garage entry is located away from the intersection of N. Williams and N. Cook, strengthening the pedestrian environment at the corner and respecting the district's context.
- A single, common curb cut and access door serves the parking.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline:

- Because the parking is only partially below-grade, it unduly impacted over 70% of the 137' long frontage of N. Cook. Although not clearly indicated on the plans or elevations, only the three 9'-wide storefront windows closest to the corner provided views into active uses on this frontage. The remaining frontage was programed with inactive uses - display windows cover the other 6 "storefront" windows, and the remaining frontage was taken up with an egress door, garage door and large louvers.

Since the original Decision, a revised design and further information has been submitted to better illustrate how this guideline is met. Additionally, as noted above under P1, a Public Art Piece reflecting the history of the site and local area will be located on the blank wall facing N. Cook (Exhibit H.43), minimizing the negative impact of locating the loading space immediately adjacent to the sidewalk.

*This guideline is met.*

**D5. Crime Prevention.** Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.

**Findings:** In the original design, some aspects of the proposal addressed this guideline:

- Along N. Williams, proposed ground floor lobby and retail spaces with large storefront windows, as well as windows from the apartments above, will allow for "eyes on the street" to help prevent and reduce crime. Similarly, windows from the apartments and the main lobby face the courtyard and will provide eyes on that space.
- Along N. Williams, sconce lighting at the entrances will help illuminate those entering the building.
- The full transparent lites on the egress doors will allow building occupants to have a view onto the sidewalk while exiting.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline:

- Most of the N. Cook frontage was programed with inactive uses, creating a frontage with fewer "eyes on the street", and therefore less safe.
- No lighting plan was provided, however, exterior lighting in addition to the sconces at the entries would add further illumination and increase safety along the sidewalk areas adjacent to the building.

Since the original Decision, a revised design and further information has been submitted to better illustrate how this guideline is met.

- The lighting scheme includes sconces adjacent to the entries (C.17-20), canopy lighting at the main entry canopy (C.28), and feature lighting at main entry bench and water feature (C.27).
- Additionally, as noted above under P1, a Public Art Piece reflecting the history of the site and local area will be located on the blank wall facing N. Cook (Exhibit H.43), will create an active pedestrian experience along the sidewalk, reducing the likelihood of crime.

*This guideline is met.*

## **Quality and Permanence**

**D8. Interest, Quality, and Composition.** All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

**Findings:** In the original design, some aspects of the proposal addressed this guideline:

- Board-formed concrete columns are high-quality materials.
- Integral-color cementitious panels in a rain-screen assembly and commercial-grade vinyl windows on the upper stories are also durable materials.
- The masonry piers, large amount of glazing, and tall ground level of the building appears to be quality materials (however the storefront cutsheets have not been provided) and the upper story facades have a clear organization and relation to ground floor.

At the time of the original Decision, however, some aspects of the proposal did not yet adequately address this guideline.

- Cutsheets were missing for most of the cladding materials, including: ground floor storefronts; all metal elements including insulated panels, cornices, flashings and column wraps; laser-cut metal railings; louvers and garage doors; wood soffits at grounds and sixth floors; sixth floor wood mullions; landscape elements, lighting.
- Details were missing from most of the building elements, including: mechanical systems and venting for garage, retail and units; storefronts and bulkheads; awnings; cornices, trim bands and fascia; false balconies at second and sixth; roof forms, landscape elements; lighting; and signage.

Since the original Decision, a revised design and further information has been submitted to better illustrate how this guideline is met:

- Cutsheets have been provided for the cladding materials (Exhibits C.53-66).
- Details have been provided for major building elements (Exhibits C.27-29, 38-39, 41-47).

The proposed materials are of sufficient quality and the details have been considered, ensuring the building will remain interesting to view.

*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.

**Modification to 33.130.230, Ground Floor Windows.** As noted above, this Modification is no longer needed.

**Modification to 33.266, Size of Loading Space.** As noted above, this Modification is no longer needed.

### **Modification to 33.266.220.C.3.b, Size of Bike Spaces.**

*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: 33.266.310.D, Size of Loading Spaces.* 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.

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

**Findings:** The project includes 108 total long-term bicycle parking spaces (113 if Option #2 is approved), which is the amount required by code including bike parking in exchange for some vehicle parking.

The project proposes to use three different bike racks.

- A double stack bike racks for 67 of the long-term bike parking spaces, spaced at 17” rather than the 24” spacing required. The double stack racks stagger the bikes vertically to prevent handle bar conflict. The proposed spacing is the manufacturer’s standard spacing for the rack. Proposed rack: Dero Duplex.
- Five additional long-term racks will be vertical racks in the bike room spaced 18”. The vertical racks will be staggered vertical to prevent handle bar conflict. The proposed spacing exceeds the manufacturer’s standard spacing. The rack can accommodate a U-shaped shackle lock. Proposed rack: Dero Ultra Space Saver.
- Racks within the residential units are proposed as a single hook style rack to allow vertical hanging of the bike. The rack cannot accommodate a U-shaped shackle lock but is within individual dwelling units in which only the tenant will have access to the bike therefore securing the bike not warranted. Proposed Rack: Racor R-1R Single Bike Rack.

The resulting development will better meet the applicable design guidelines. The proposed project requires 108 long-term bike parking spaces for residential use spaces (113 if Option #2 is approved), based on a 1 to 1.1 factor for 73 units, bike parking in trade for vehicle parking, and 2 long-term bike parking spaces for retail use. The project is located on a quarter block site, and provides active uses on both frontages. Due to the square footage restrictions of the quarter-block site, the ability to provide a large footprint for bike storage at the ground floor is limited. The project embraces the desire to provide a convenient and safe location for residents to store bicycles. To do so, a bike room has been located such that it can be accessed from both the street frontages. This makes a clean and efficient circulation pattern for bike usage. The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as lobby space and retail tenant spaces. For these reasons, the proposal better meets the following applicable approval criteria: *E3. The Sidewalk Level of Buildings* and *D5. Crime Prevention*.

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

**Findings:** On Balance, the proposal will be consistent with the purpose of the standard for which a modification is requested. The primary purpose of the standard is to ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and damage. With the designated long-term bike storage room being at ground level, the project proposes to take advantage of the increased podium height by utilizing a double stacking bicycle rack. The proposed 'double-decker' racks are among those within the Handbook of Approved Bicycle Racks (<https://www.portlandoregon.gov/transportation/article/481836#double>). The proposed bike rack system is engineered to stack bikes vertically and allow the handle bars to overlap. This allows the proposed racks, with a 17” space, to provide the same level of service that would be provided by a standard 24” on center spacing. The staggered clearance between adjacent bikes and allowance for sliding hangers ease the hanging and locking of a bike. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a bike storage room. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. *For these reasons, the proposal is consistent with the intent of the standard.*

*Therefore, this modification 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.

At time of permit, the applicant will need to demonstrate compliance with requirements of Title 11, Trees.

## 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. Since the original Decision, the revised design responds to its context, provides active street frontages which will contribute to a pleasant and safe pedestrian environment, forms a cohesive composition and will be of lasting quality. With the conditions of approval listed, the proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

## DESIGN COMMISSION DECISION

Based on the new information provided since the original decision, it is the decision of the Design Commission is as follows:

Approval of the appeal for a Design Review, with conditions, for a new 6-story mixed-use building located in the Albina Community Plan District, and, therefore, overturn the original staff decision of denial.

Approval of the following Modification requests:

1. Size of Bicycle Parking Spaces (33.266.220.C.3.b): To allow a reduced spacing of 1'-5" rather than the 2' spacing required for 54 of the long-term spaces, which are in the bike room.

Approvals per Exhibits C.1-C-67 subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B – 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 16-286190 DZM. 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. No field changes allowed.
- D. Prior to building permit approval, the applicant must update the storm report to demonstrate that stormwater runoff from this project will comply with all applicable standards of the SWMM and SCM and be conveyed to a discharge point along a route of service approved by the BES Director or the Director's designee. Refer to BES's addendum dated May 21, 2018 for further detail.
- E. Prior to the issuance of any building permit, the applicant must demonstrate, through FAR re-allocation covenants how FAR is achieved in accordance with the Portland Zoning Code, if needed.
- F. Prior to the issuance of Certificate of Occupancy, the applicant must demonstrate through the required covenants how 33.130.230, Ground Floor Windows - Exceptions for Public Art, is achieved for the N Cook elevation in accordance with the Portland Zoning Code.

**Staff Planner: Grace Jeffreys**

**First Hearing Date: May 17, 2018**

**Second Hearing Date: June 21, 2018**

**Third Hearing Date: August 2, 2018**

**Findings and Conclusions by the Design Commission on: August 2, 2018**

By: \_\_\_\_\_ Design Commission Chair  
Julie Livingston

**Date Final Decision Effective/Mailed: August 2, 2018/TBD**  
**120<sup>th</sup> day date: August 30, 2018**

**About this Decision.** This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

**Procedural Information.** The application for this land use review was submitted on December 14, 2016, and was determined to be complete on June 12, 2017. On April 9, 2018 a Decision was mailed, which was then appealed on April 23, 2018. On May 17, 2018 an appeal hearing was held with the Portland Design Commission.

A second hearing before the Design Commission was scheduled for June 7, 2018, and, then subsequently rescheduled for June 21, 2018 to allow sufficient time for the Design Commission to review new information (Exhibit H.36).

*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 December 14, 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 requested that the 120-day review period be extended a total of 245 days (Exhibits A7, A10 and A13). A Waiver of the 120-day review period was received and accepted by BDS on June 6, 2018 to allow the Design Commission sufficient time to review new information submitted on June 6, 2018 (Exhibit H.34). A second Waiver of the 120-day review period was received and accepted by BDS on June 22, 2018 to allow a further return hearing (Exhibit H.44). Unless further extended by the applicant, **the 120 days will expire on: August 30, 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 final decision of the Design Commission with input from other City and public agencies.

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

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

**Appeal of this decision.** This decision is final and becomes effective the day the notice of decision is mailed (noted above). This decision may not be appealed to City Council; however, it may be challenged by filing a "Notice of Intent to Appeal" with the State Land Use Board of Appeals (LUBA) within 21 days of the date the decision is mailed, pursuant to ORS 197.0 and 197.830. A fee is required, and the issue being appealed must have been raised by the close of the record and with sufficient specificity to afford the review body an opportunity to respond to the issue. For further information, contact LUBA at the Public Utility Commission Building, 550 Capitol Street NE, Salem, OR 97310. [Telephone: (503)373-1265]

**Recording the final decision.**

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

- The final decision will be recorded by the Bureau of Development Services.

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.

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

A. Applicant's Statement

1. Initial submittal, 12/14/16
2. Minutes from neighborhood Meeting (held 12/12/16), 1/6/17
3. Letter to the NA regarding changes, 1/9/17
4. Letter to the NA with Certification, 1/9/17
5. Narrative, 1/9/17
6. Request to deem application complete, 6/12/17
7. Request for Extension of 120-day period (90 days), 6/12/17
8. Explanation of design changes, 6/12/17
9. Revised drawings A1-A16, 6/13/17
10. Request for Extension of 120-day period (120 days), 9/10/17
11. DEQ no action letter, 12/20/17
12. Letter from Geotech, 12/21/17
13. Request for Extension of 120-day period (35 days), 12/28/17
14. GFW queries, 1/3/18
15. Cutsheets, surveys, site utility plan, 1/5/18
16. Guidelines narrative, 1/8/18
17. GFW diagram, 1/10/18
18. Revised drawings & site photos, 1/12/18
19. Revised drawings, 1/23/18
20. DDE Exception request, 2/9/18
21. Explanation of design changes, 2/14/18
22. Revised drawings, 2/16/18
23. Certification of sending revised drawings, 2/16/18
24. Unapproved "C" exhibits

B. Zoning Map (attached)

C. Plans/Drawings:

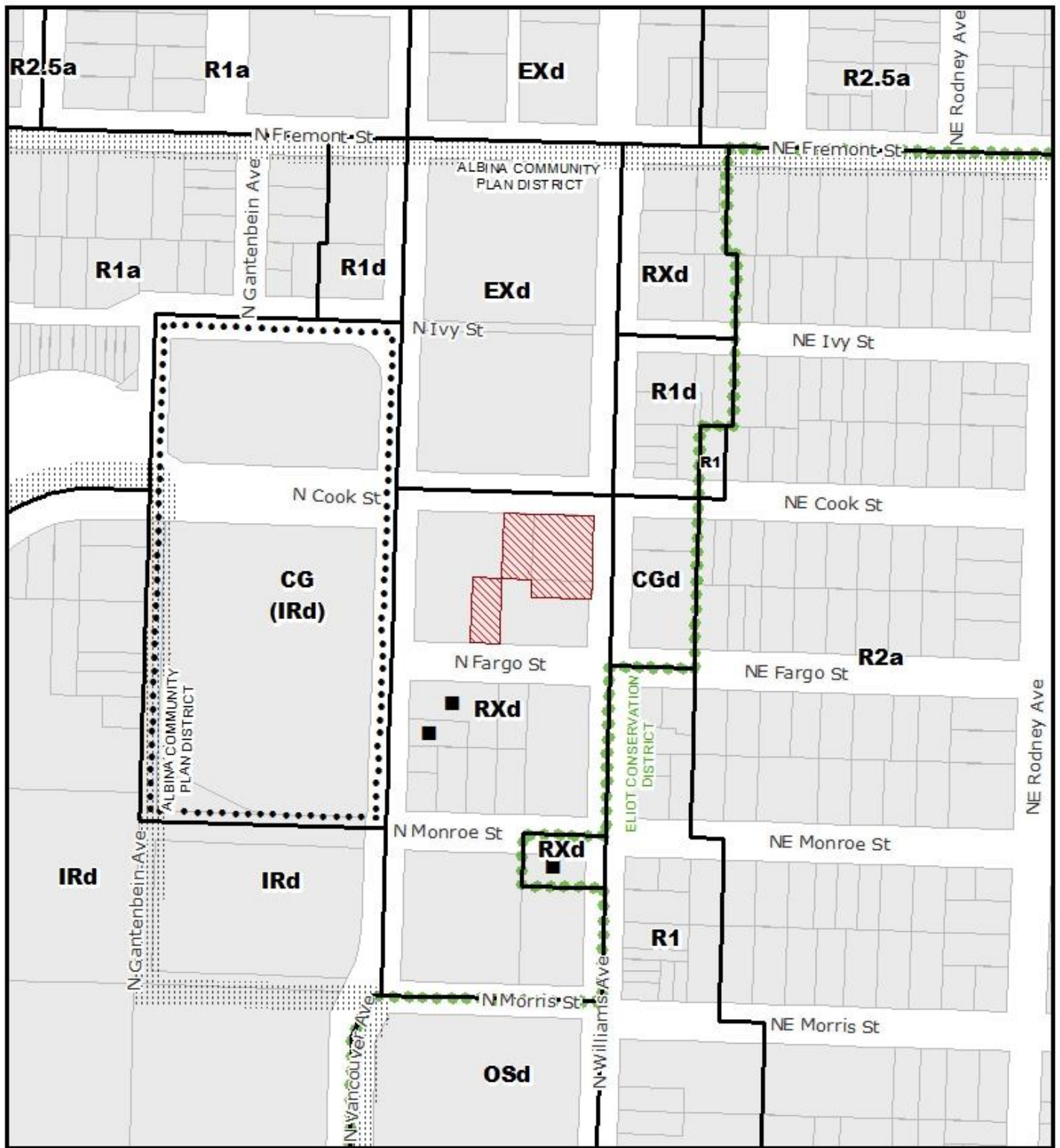
1. Cover Sheet
2. Index
3. Topo & Survey
4. Record of survey
5. Civil Option 1
6. Civil Option 2
7. Planting Plan
8. Site Plan
9. Basement Plan
10. First Floor Plan
11. Second Floor Plan
12. Third Floor Plan
13. Fourth Floor Plan
14. Fifth Floor Plan
15. Sixth Floor Plan
16. Roof Plan
17. East Elevation - Williams St (attached)
18. North Elevation - Cook St (attached)
19. South Elevation (attached)
20. West Elevation (attached)
21. Longitudinal Section
22. Cross Section 1
23. Cross Section 2
24. Cross Section 3

25. Wall Section 1
  26. Wall Section 2
  27. Entry
  28. Water Feature
  29. Typical Retail Window
  30. Not Used
  31. Not Used
  32. Not Used
  33. Not Used
  34. Not Used
  35. Not Used
  36. Not Used
  37. Glazing Diagrams
  38. Typical Residential Window
  39. Typical Loft Window
  40. FAR Calculations
  41. Mechanical Screening – roof
  42. Generator Screening – Courtyard
  43. Typical Window Details
  44. Juliette Balcony Details
  45. Soffit Details
  46. Penthouse Roof Detail
  47. Roof Terrace Section
  48. Not Used
  49. Not Used
  50. Not Used
  51. Not Used
  52. Not Used
  53. Not Used
  54. Materials Board
  55. Cutsheets - Bamboo Siding
  56. Cutsheets – Cement Board
  57. Cutsheets – Bi-folding Windows
  58. Cutsheets – Vinyl Windows and Doors
  59. Cutsheets – Storefront Windows and Doors
  60. Cutsheets – Juliet balcony
  61. Cutsheets – Garage Door
  62. Cutsheets – Aluminum Sunshade
  63. Cutsheets – Penthouse Soffit, Linear Metal Plank
  64. Cutsheets – Bike rack
  65. Cutsheets – L-1 & L-6 Exterior Lighting
  66. Cutsheets – L-2 & L-4 Exterior Lighting
  67. Cutsheets – L-3 & L-5 Exterior Lighting
- D. Notification information:
1. Mailing list
  2. Mailed notice
- E. Agency Responses:
1. Bureau of Environmental Services
  - 2a. Bureau of Transportation Engineering and Development Review, RFC
  - 2b. Bureau of Transportation Engineering and Development Review
  2. Water Bureau
  3. Fire Bureau
  4. Site Development Review Section of BDS
  5. Bureau of Parks, Forestry Division
  6. Life Safety Review Section of BDS
- F. Correspondence:
1. Allan Rudwick, Eliot NA, 2/15/18, confirming applicant attended two NA meetings
- G. Other:
1. Original LU Application
  2. Site photos
  3. Email regarding need for neighborhood contact, 1/6/17
  4. Incomplete letter, 1/13/17
  5. Notice of 180-day period, 5/30/17



6. Correction regarding 5/30/17 Notice, 6/12/17
  7. Request for further information for completeness, 6/12/17
  8. Response to 6/12/17 drawings and outstanding information, 6/19/17
  9. Request for outstanding information, 7/19/17
  10. Request for outstanding information, 12/19/17
  11. Request for outstanding information, 1/2/18
  12. Response to GFW mod., 1/3/18
  13. Request for Mod narrative & fees, 1/17/18
  14. Confirmation of fees received, and Notice to go out, 1/29/18
  15. Request for outstanding information, 1/30/18
  16. Request for outstanding information, 1/30/18
  17. Staff feedback on Mod and timeline, 1/31/18
  18. Staff response to owner's query about approvability, 2/1/18
  19. PBOT RFR and outstanding items, 2/7/18
  20. PBOT DDE approval with conditions, 3/8/18
  21. Service Bureau responses, 3/14/18
- H. Hearing Exhibits
1. Applicants Appeal Statement and Narrative
  2. Decision/Appeal Mailing List
  3. Mailed Decisions/ Appeal Notice
  4. "C" exhibits from original Decision
  5. Staff email with appeal information, 4/24/18
  6. Email chain regarding waiving 120-day timeline, 4/25/18
  7. Staff email with issues to address, 4/30/18
  8. Email chain with BES, 5/1/18
  9. Draft revised floor plans, 5/2/18
  10. Email chain regarding further extensions, 5/2/18
  11. Email chain regarding upcoming zoning changes, 5/3/18
  12. Email chain regarding upcoming zoning changes and height, 5/7/18
  13. Staff Memo to the Design Commission, 5/9/18
  14. Response to staff email 4/30 and new information, 5/14/18
  15. Mod to bike parking, 5/14/18
  16. Drawing sets for Commission, 5/15/16
  17. Staff email to Commission, 5/16/18
  18. Additional new information presented at hearing, 5/17/18
  19. Staff presentation, 5/17/18
  20. Applicant's presentation, 5/17/18
  21. Hearing Testimony sheet, 5/17/18
  22. Letter from Lula Parker, received and read at hearing, 5/17/18, history of site
  23. Staff notes from hearing, 5/17/18
  24. BES addendum, 5/21/18
  25. Staff list of info needed, 5/22/18
  26. Email chain regarding FAR, 5/22/18
  27. Staff list of critical items, 5/24/18
  28. Draft process set, 5/24/18
  29. Draft revised plans and details, 5/30/18
  30. Loading Mod request, 5/31/18
  31. Ground Floor Window Mod request, 5/31/18
  32. Revised draft set, 5/31/18
  33. Confirmation of PBOT support of Mod request to loading size, 6/5/18
  34. Request to add WW to application, 6/6/18
  35. Request to waive 120 and 365-day provisions until July 30, 2018, 6/6/18
  36. Revised drawing package, 6/6/18
  37. Confirmation of rescheduled hearing date, 6/6/18
  38. Final drawing package, 6/12/18
  39. Tentative Final Findings, 6/21/18
  40. Staff presentation, 6/21/18
  41. Testimony from Deborah Parker, received at hearing, 6/21/18, history of site and adjacent area.
  42. Letter from Sonya Shackelford-Amos, received at hearing, 6/21/18, support of proposal and some history of the Tropicana.
  43. Revised elevation of N Cook showing art panels, 6/22/18
  44. Request to waive 120 and 365-day provisions until August 30, 2018, 6/22/18

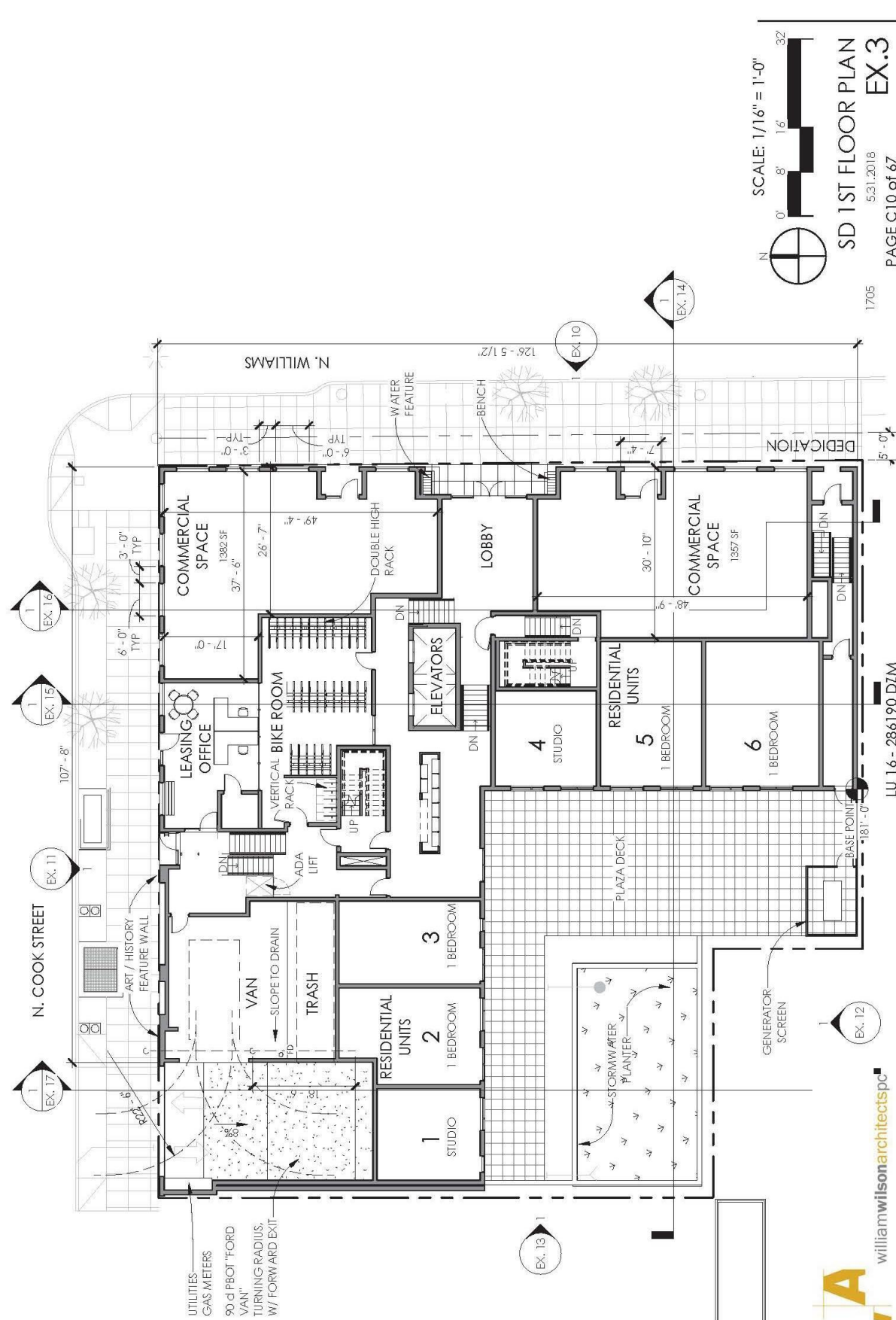
**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**



**ZONING**   
 NORTH  
 THIS SITE LIES WITHIN THE:  
 ALBINA COMMUNITY PLAN DISTRICT

 Site  
 Historic Landmark

File No.	LU 16-286190 DZM
1/4 Section	2730
Scale	1 inch = 200 feet
State ID	1N1E27AB 11500
Exhibit	B Jan 29, 2018



SD 1ST FLOOR PLAN  
 EX.3  
 5/31/2018  
 PAGE C10 of 67

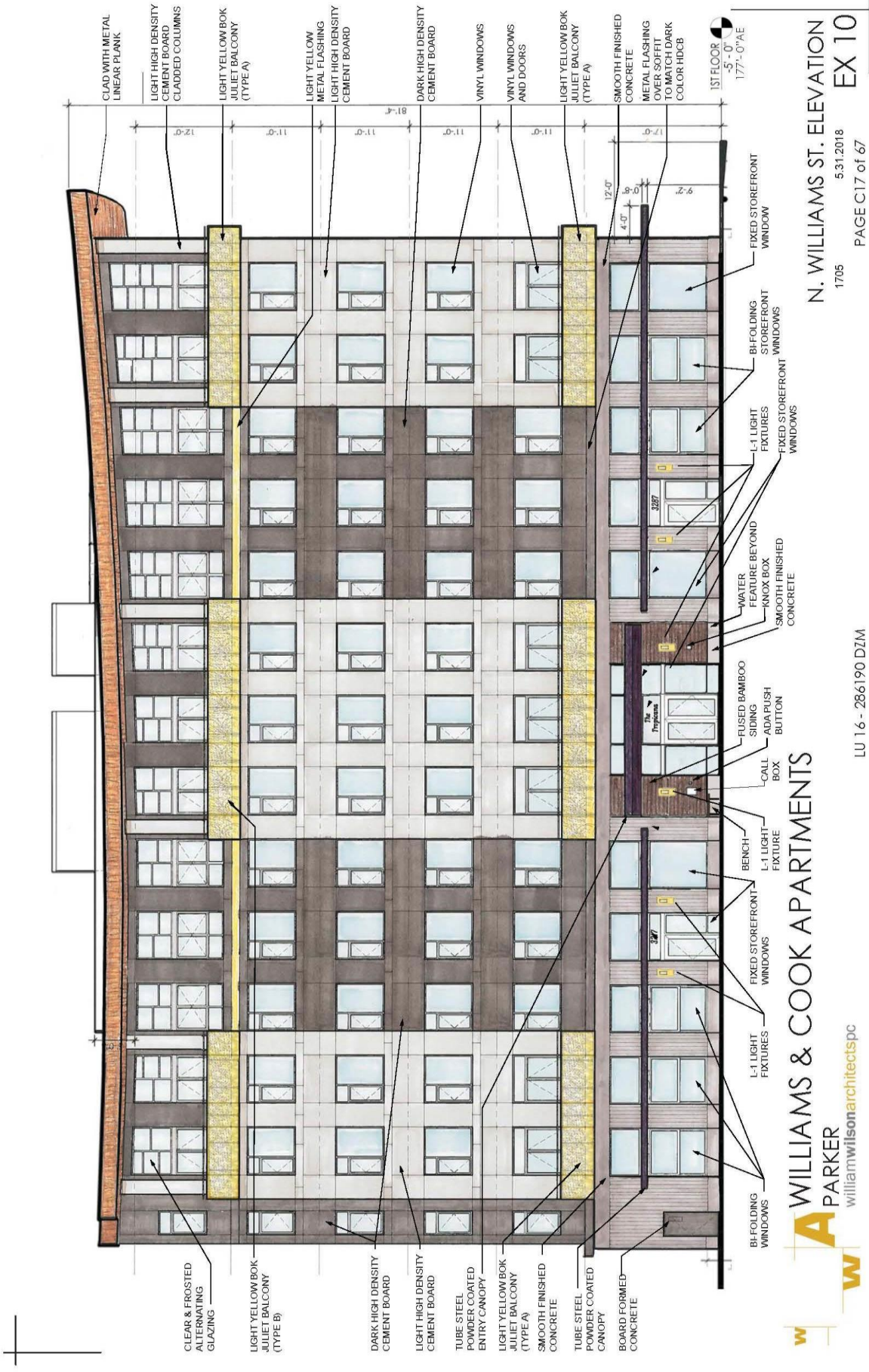
1705



UTILITIES  
 GAS METERS  
 90" Ø P80T FORD  
 VAN"  
 TURNING RADIUS,  
 W/ FORWARD EXIT



LU 16 - 286190 DZM



CLAD WITH METAL LINEAR PLANK  
 LIGHT HIGH DENSITY CEMENT BOARD CLADDED COLUMNS  
 LIGHT YELLOW BOK JULIET BALCONY (TYPE A)  
 LIGHT YELLOW METAL FLASHING LIGHT HIGH DENSITY CEMENT BOARD  
 DARK HIGH DENSITY CEMENT BOARD  
 VINYL WINDOWS  
 VINYL WINDOWS AND DOORS  
 LIGHT YELLOW BOK JULIET BALCONY (TYPE A)  
 SMOOTH FINISHED CONCRETE  
 METAL FLASHING OVER SOFFIT TO MATCH DARK COLOR HDCE

1ST FLOOR  
 177'-0" AE

N. WILLIAMS ST. ELEVATION  
 1705 5.31.2018  
 PAGE C17 of 67

CLEAR & FROSTED ALTERNATING GLAZING

LIGHT YELLOW BOK JULIET BALCONY (TYPE B)

DARK HIGH DENSITY CEMENT BOARD

LIGHT HIGH DENSITY CEMENT BOARD

TUBE STEEL POWDER COATED ENTRY CANOPY

LIGHT YELLOW BOK JULIET BALCONY (TYPE A)

SMOOTH FINISHED CONCRETE

TUBE STEEL POWDER COATED CANOPY

BOARD FORMED CONCRETE

BIFOLDING WINDOWS

L-L LIGHT FIXTURES

FIXED STOREFRONT WINDOWS

BENCH L-L LIGHT FIXTURE

CALL BOX

FUSED BAMBOO SIDING ADA PUSH BUTTON

WATER FEATURE BEYOND KNOX BOX

SMOOTH FINISHED CONCRETE

L-L LIGHT FIXTURES

BIFOLDING STOREFRONT WINDOWS

FIXED STOREFRONT WINDOW

**WILLIAMS & COOK APARTMENTS**  
 PARKER  
 williamwilsonarchitectspc

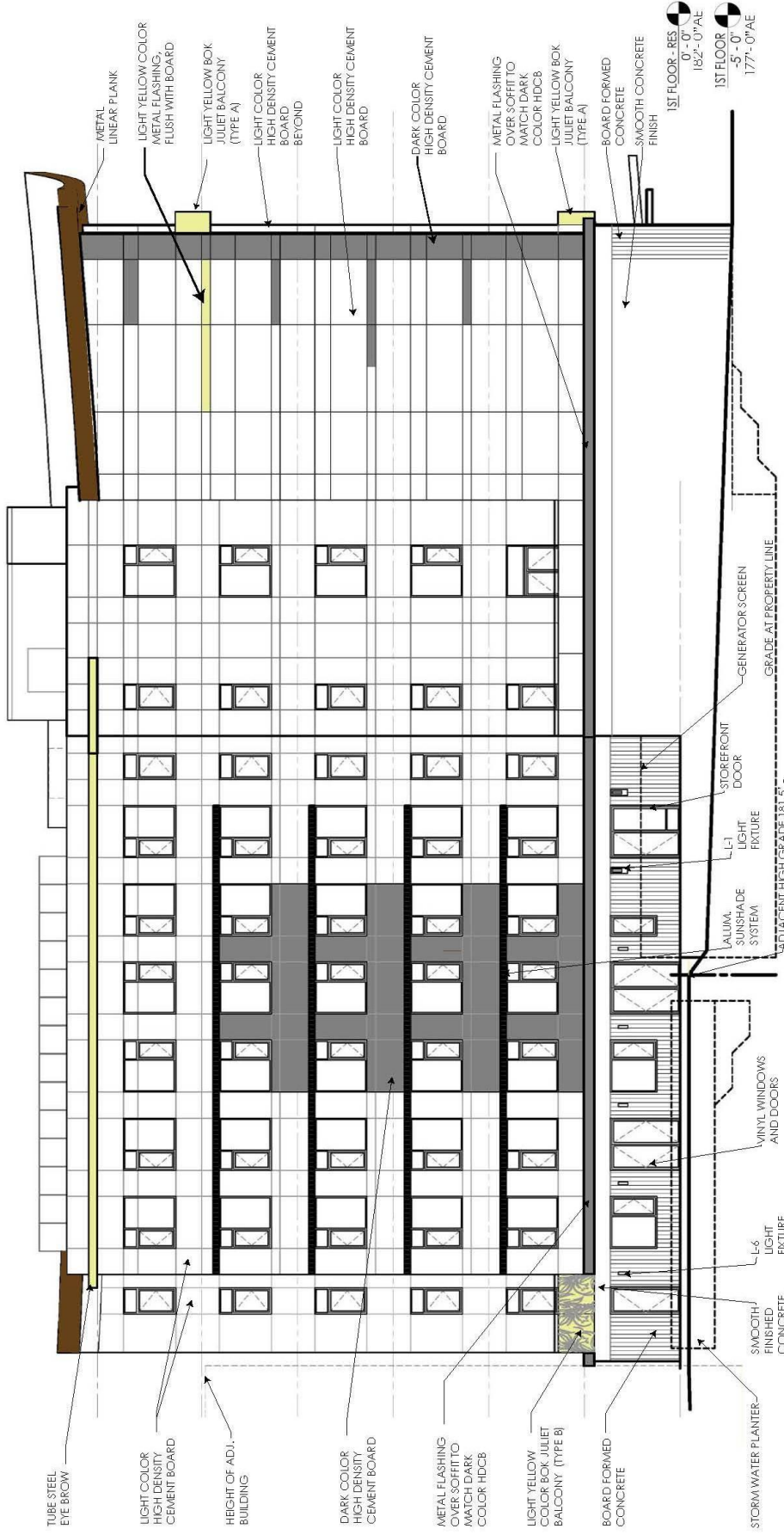
LU 16 - 286190 D2M



1ST FLOOR  
 1/77' = 0" AE

**N. COOK ST. ELEVATION**  
 1705 5.31.2018 **EX.11**

**WILLIAMS & COOK APARTMENTS**  
**A PARKER**  
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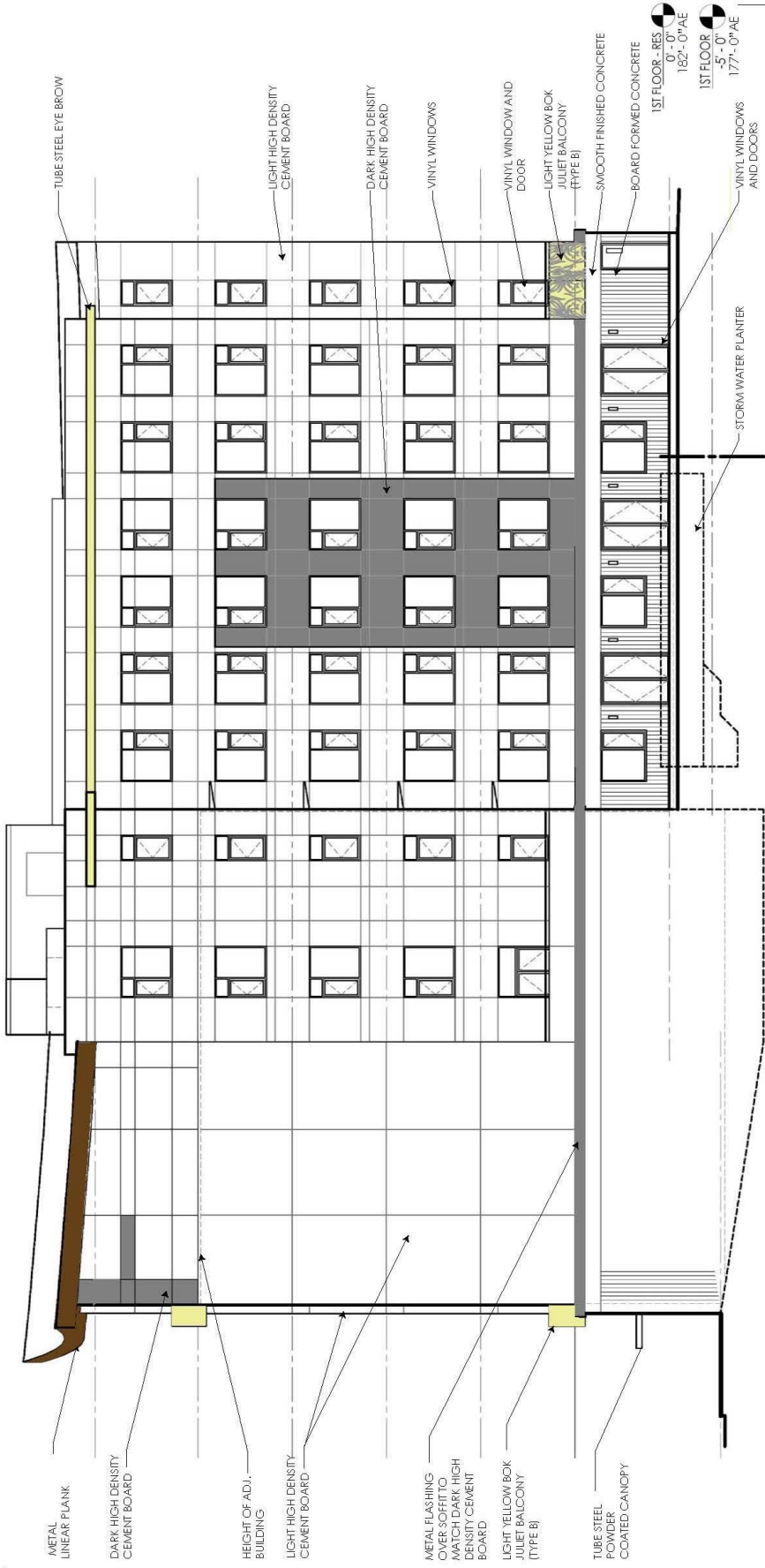


1705  
 SOUTH ELEVATION  
 5.31.2018  
 PAGE C19 of 67  
 EX.12

WILLIAMS & COOK APARTMENTS  
 PARKER  
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TUBE STEEL EYE BROW

METAL LINEAR PLANK

DARK HIGH DENSITY CEMENT BOARD

HEIGHT OF ADJ. BUILDING

LIGHT HIGH DENSITY CEMENT BOARD

METAL FLASHING OVER SOFFIT TO MATCH DARK HIGH DENSITY CEMENT BOARD

LIGHT YELLOW BOX JULIET BALCONY (TYPE B)

TUBE STEEL POWDER COATED CANOPY

LIGHT HIGH DENSITY CEMENT BOARD

DARK HIGH DENSITY CEMENT BOARD

VINYL WINDOWS

VINYL WINDOW AND DOOR

LIGHT YELLOW BOX JULIET BALCONY (TYPE B)

SMOOTH FINISHED CONCRETE

BOARD FORMED CONCRETE

1ST FLOOR - RES  
0°-07'AE  
182°-07'AE

1ST FLOOR  
5°-07'AE  
177°-07'AE

STORM WATER PLANTER

VINYL WINDOWS AND DOORS