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

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Date: July 1, 2014

To: Interested Person

From: Mark Walhood, City Planner
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NOTICE OF A TYPE II DECISION ON A REVISED PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in the version located on the BDS website http://www.portlandonline.com/bds/index.cfm?c=46429. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 14-106239 DZM – N. WILLIAMS MIXED-USE

GENERAL INFORMATION

Applicant: Don Sowieja / Myhre Group Architects
620 SW 5th Ave Suite 5000 / Portland, OR 97204

Owner: SP Williams LLC c/o Security Properties, Inc. / Attn.: Michael Nanney
1201 Third Avenue, Ste. 5400 / Seattle, WA 98101

Golden Egg Real Estate LLC
4114 N Vancouver Ave. / Portland, OR 97217

Site Address: 4134 N VANCOUVER AVE

Legal Description: BLOCK 26 TL 12600, ALBINA HMSTD; BLOCK 26 INC W 1/2 VAC ALLEY LOT 11, ALBINA HMSTD
Tax Account No.: R010505330, R010505450
State ID No.: 1N1E22DB 12600, 1N1E22DB 12701
Quarter Section: 2630
Neighborhood: Boise, contact Stephen Gomez at 503-819-8268
Business District: North-Northeast Business Assoc, contact Joice Taylor at 503-445-1321.
District Coalition: Northeast Coalition of Neighborhoods, contact Claire Adamsick at 503-388-9030.
Zoning: **EXd** (Central Employment base zone with Design overlay zone)
Case Type: **DZM** (Design Review with Modifications)
Procedure: **Type II**, an administrative decision with appeal to the Design Commission.

Proposal: The applicant has proposed the development of a mixed-use project on a nearly full-block site in the Boise neighborhood. Just over two acres in size, the site occupies all but the southwest corner of the block between N. Williams, N. Skidmore, N. Vancouver and N. Mason. The southwest corner of the block is occupied by an older single-story commercial building and surface parking lot that will remain.

The proposal includes 268 apartments, 25,370 square feet of ground floor commercial space, one full-sized loading space at grade, and 237 vehicle parking stalls in the basement (52 commercial, 185 residential). Long-term bike parking spaces are provided with indoor bike locker rooms in the basement and on the first floor.

The basement/garage level extends underneath the entire site, but above grade the project expresses itself as two separate structures: a three-story residential-only building with front stoops facing N. Vancouver ('Vancouver Building'), and a large, L-shaped five- and six-story building with ground floor retail abutting the N. Skidmore and Williams frontages. The large L-shaped building can be further broken down into a six-story east-west mass along the north portion of the block facing Skidmore ('Skidmore Building'), and a five-story north-south mass along the east portion of the block facing Williams ('Williams Building'). Although technically a single building under both Zoning and Building Codes due to the connecting underground garage, the City will use the applicant's naming convention of Vancouver, Skidmore and Williams Buildings in this review process.

The interior of the site between the buildings is developed as a shared pedestrian and vehicle space or 'woonerf'. Under Dutch law the term has specific legal meaning, but in North American usage woonerf generally means shared pedestrian and vehicle space with a brick or paving block surface. Vehicles entering the below-grade parking garage would approach from the south in N. Mason Street, turning right shortly after entering the woonerf to enter a ramp down to the garage for both commercial and residential parking. The woonerf circulation extends north-south through the site from Mason to Skidmore Streets, with two pedestrian walkways connecting west to Vancouver Avenue on either side of the Vancouver Building. A variety of scored and colored concrete paving treatments, as well as raised planters and bollards, help to define the vehicle and pedestrian zones in the woonerf. Six units in the Williams Building face the woonerf at ground level, have attached internal garages, and are identified by the applicant as 'live-make' units that could serve as shared residential/commercial units. The north end of the woonerf includes a large loading stall underneath the overhanging upper floors of the Skidmore Building, which is broken apart at the ground floor 'portal' to provide through woonerf traffic. The western portion of the woonerf is developed as a pedestrian-focused space with stoop access to units in the Vancouver Building, large stormwater planters, and bench seating.

NOTE: Following the close of the public comments, staff and several neighbors raised concerns regarding the project which led to minor material and compositional changes to the buildings. The biggest change was that fiber cement panel was significantly reduced as an exterior building skin, being replaced for the most part with different varieties of metal panel. Stucco has also been added as a material to replace fiber cement panel on the building at the northeast corner (Skidmore/Williams). On the Vancouver Building, also identified as the townhouses by the applicant, two different shades of stained meranti wood siding in addition to some remaining fiber cement. Building materials noted in the paragraph below are the updated, revised materials.

The Vancouver Building (townhomes) has an exposed concrete base, cementitious panel and lap siding, two different colors of stained Meranti wood siding, projecting metal panel canopies, and vinyl windows. The Skidmore Building appears as two buildings broken by a distinct intermediate façade above the open 'portal' to the woonerf from N. Skidmore. The Skidmore Building has an exterior skin with metal panel siding, cementitious panel siding infill on the northwest corner, stucco infill on the northeast corner, vinyl windows on upper floors, and aluminum storefront windows on the ground floor. The westerly portion of the Skidmore Building has a board-formed concrete base with steel and corrugated metal canopies, while the easterly portion has a smooth concrete base, and steel canopies with glass insets. The Williams Building appears as four distinct buildings when viewed from the street, two of which are set back from the sidewalk behind small plazas. Exterior materials on the Williams Building include brick, metal panel siding, vinyl windows, and aluminum storefront windows. The deepest inset façade along Williams, directly abutting the Skidmore Building, has a new design with reconfigured window openings and both metal panel and stucco siding, without the climbing green wall feature originally proposed. All three of the 'buildings' on the site have

some projecting residential decks on upper floors with metal and glass railings atop wood decking.

The applicant has requested five Modifications through Design Review:

1. **Maximum Transit Street Setback (33.140.215.C).** The ground-level, street-facing façade of the building must be located no more than 10'-0" back from the street lot line along 100% of one street, and along 50% of another street, with the applicant able to choose the two streets (Vancouver, Skidmore and Williams all have the same classification). The project meets the 50% standard along Williams, but does not meet the standard along Skidmore, where the building is placed 12'-0" back from the street lot line. Therefore, the applicant has requested a Modification to reduce the length of building along Skidmore within the 10'-0" maximum setback from 100% to 0%;
2. **Bike Parking Stall Width (33.266.220.C.3.b).** Bike parking standards require each bike parking stall to be 2'-0" by 6'-0" in size. The applicant has requested a Modification to reduce the width of bike racks stalls from 2'-0" to 1'-4";
3. **Pedestrian Standards Materials (33.140.240.B.2).** The majority of the vehicle area in the woonerf is separated from adjacent pedestrian zones by raised bollards or planters, as required by code. However, in the middle section there are areas of vehicle lane that are directly adjacent to pedestrian walkways but without separation in the form of curbing, elevation changes, bollards or planters. The applicant has requested a Modification to allow the vehicle lane in the middle section of the woonerf to not be raised or separated from the pedestrian zone by a raised curb, bollards, or other physical barrier;
4. **Parking Stall Dimensions (33.266.130.F.2/T. 266-4).** The basement parking area has one zone in the residential section where some of the stalls do not meet the minimum 8'6" x 16'-0" size standard. Eighteen stalls are less than the required width, with six at 8'-5", six at 8'-3" and six at 8'-2". Therefore, the applicant has requested a Modification to reduce the width of 18 parking stalls to a range of from 8'-5" to 8'-2"; and
5. **Parking Aisle Dimensions (33.266.130.F.2/T. 266-4).** The basement parking area has one zone in the residential section where a one-way aisle drops below the required minimum 20'-0" width when abutting 90° parking stalls. This one-way vehicle path at the southernmost edge of the garage becomes as narrow 15'-2" at one point between two structural columns. Therefore, the applicant has requested a Modification to reduce the width of a one-way parking aisle from 20'-0" to 15'-2".

Located in a Design overlay zone outside the Central City or Gateway plan districts, the applicant must either meet Community Design Standards or receive approval through the Design Review process. In this case, the applicant has elected to pursue Design Review. Because of the location within the Albina Community Plan area, the Design Review is a Type II procedure (33.825.025.A.2.f).

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

- The *Community Design Guidelines*; and
- **33.825.040.A-B**, Modifications That Will Better Meet Design Review Requirements.

ANALYSIS

Site and Vicinity: The site is a nearly full-block parcel in the Boise neighborhood with slightly over two acres of land. With frontage on N. Williams, Skidmore, Vancouver and Mason, the project is at the north edge of the rapidly developing Williams-Vancouver area. The site is currently developed with a single-story concrete block office and retail building along the easterly portion of the block, with the remainder occupied by surface parking and landscaping. A significant raised berm landscape treatment exists along the Vancouver frontage of the site, giving the Vancouver edge a landscaped, suburban appearance. A small single-story commercial office building and associated surface parking lot occupy the southwestern corner

of the block, under separate ownership. Unlike most of the adjacent blocks to the north and south, there is no platted alley running north-south through the site.

The surrounding area is a mix of newer multi-story mixed-use developments, older single-story industrial and commercial buildings (many of which have been converted in recent years to retail use), and both homes and apartments. West of the site along Vancouver Avenue, the character of the area is generally residential and older, and characterized by mature landscaping and 1- to 2-story homes. Across Skidmore to the north is a large church building and a construction site for an apartment building. East of the site another mixed-use apartment building is under construction on a block whose east half is primarily single-family homes. To the south is a mix typical of the neighborhood: single-family homes, a single-story industrial warehouse/manufacturing use, and a newer two-story office building.

The surrounding streets are improved with paved roadways, curbing, and paved public sidewalks. Williams and Vancouver operate as a couplet with dedicated auto and bike lanes, but limited on-street parking: Williams traffic heads north, and Vancouver traffic heads south. North Skidmore is a moderately busy east-west street that connects to adjacent neighborhoods. North Williams, Vancouver and Skidmore all share the same Transit Access, City Walkway and City Bikeway designations in the City's adopted Transportation System Plan (TSP). North Mason is a local service street for all modes in the TSP.

Zoning: The Central Employment (EX) base zone implements the Central Employment map designation of the Comprehensive Plan. The 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 ("d") overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The Design overlay zone also promotes quality high-density residential development adjacent to transit facilities. In areas outside the Central City and Gateway, the Design overlay zone allows a two-track system of Design Review versus a 'plan check' documenting compliance with the Community Design Standards. The regulatory intention is to ensure that infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate there are no relevant prior land use reviews for this site. There are several older variances from before 1980 on the site, but they all address prior development on the site which already has been or will be demolished.

Agency Review: A "Notice of Proposal" was mailed **March 7, 2014**. The following Bureaus have responded:

The *Bureau of Environmental Services* (BES) has reviewed the proposal and initially responded with concerns, but following submittal of a revised stormwater report they no longer have objections to the proposed Design Review with Modifications. All areas on the property will dispose stormwater to the private on-site drywell system. Additional information and technical details can be addressed during the building permit review process. Exhibit E.1 contains both the original and revised BES responses, along with staff contact and additional technical details.

The *Development Review Section of Portland Transportation* (PBOT) has reviewed the proposal and responded with general comments, as well as specific comments regarding the transportation-related Modifications. A 2'-0" dedication along N. Williams will be required, and all four frontages must be reconstructed to provide a 12'-0" sidewalk corridor with a 4.5-6-1.5 configuration instead of the existing 4-6-2 (planter strip-sidewalk-distance to lot line dimensions). Corner ramps must be reconstructed to meet current ADA requirements. PBOT does not support the requested bike parking stall width modification, but could support a stall

width reduction to 1'-6" instead of 1'-4". PBOT has no objections to the other transportation-related Modifications. PBOT has no objection to approval of the requested Design Review, with consideration given to the qualified approval of the bike parking stall Modification noted above. Exhibit E.2 contains additional technical details on permitting and fees, as well as staff contact information.

The *Water Bureau* has reviewed the proposal and responded with comments regarding available water services and permitting for water service, but no objections to the requested Design Review. Exhibit E.3 contains staff contact and additional information.

The *Fire Bureau* has reviewed the proposal and offered technical information, but no objections or recommendations regarding the requested Design Review and Modifications. All current Fire Code regulations must be met during the permit and construction process, or receive approval for an approved alternative through the Fire Code Appeals process. Exhibit E.4 contains staff contact and additional information.

The *Site Development Section of the Bureau of Development Services* has reviewed the proposal and provided informational comments, but no objections or recommendations regarding the requested Design Review and Modifications. A geotechnical report is required at time of building permit application, and City regulations for stormwater disposal and treatment, demolitions, and erosion control must be met. Both a demolition and commercial building permit will be required for the project. Exhibit E.5 contains staff contact and further technical details.

The *Life Safety Section of the Bureau of Development Services* has reviewed the proposal and provided several specific comments advising the applicant of building code regulations that will apply, primarily regarding openings in fire-rated walls, accessible exits, landings and circulation routes, accessible parking, and mechanical permits. No objections were raised with regards to the requested Design Review or Modifications. Exhibit E.6 contains staff contact and additional information.

The *Urban Forestry Division of Portland Parks and Recreation* has reviewed the proposal and responded with no concerns, while also noting that street trees will be reviewed through the Public Works Permit process. Exhibit E.7 is a hard copy of their electronic 'no concerns' response.

Neighborhood Review: A "Notice of Proposal" was mailed on March 7, 2014. Three written responses were received from either the Neighborhood Association or notified property owners.

The first letter received was from the Boise Neighborhood Association (Boise NA). The Boise NA notes that the development team met with them several times and was "professional, respectful and open to feedback". While generally supportive of the proposal, there are two matters of comment raised:

- *Hardiplank on the Vancouver/townhomes building.* Per the recently-developed Boise Design Guidelines, cement plank siding should be a minority material, and painted panel siding does not have the needed longevity. Specific comments note that the townhouses "would feel timeless if fully executed with brick. As currently proposed they are halfway between classic and modern and yet feel unresolved. The material palette seems overly complicated for this form." The use of hardiplank on the townhomes is the most significant design issue of the Boise NA; and
- *Bike Parking Stall Width.* Boise NA believes that 1'-4" is too narrow to allow for convenient and frequent use of long-term bike parking spaces. This is especially important with the site location along one of the most heavily-used bicycle corridors in the City. Boise NA says they have spoken "to both the City of Portland Bureau of Transportation and the Bicycle Transportation Alliance on the bicycle stall matter and given their input Boise NA will support stall width of 1'8" (20 inches) coupled with a vertical offset of 6-inches between bike hanging arm".

The second letter comes from a neighbor living across the street from the site to the west. Having attended most of the neighborhood meetings with the development team, this neighbor is also pleased with the team's responsiveness to the neighborhood. Comments note satisfaction with the Skidmore and Williams Buildings as high-quality, attractive buildings. The only concern still unresolved for this neighbor is the quality of the townhomes, which "look cheap, which is in strong contrast with the rest of the project. For example, they use hardiplank which is a low-quality material for this type of project. I know my neighbors are not too happy about this either".

The third letter comes from another neighbor living across the street from the site to the west. "Not thrilled" about the project, this letter comments that the townhouses should be respectfully done in context with the early 1900's houses across the street to the west. For such a large building it should be beautiful and not cheaply done.

Staff Note: Staff shares neighbor concerns about the hardiplank siding predominating on the townhomes, as well as throughout the rest of the project as originally conceived and presented. In response, the townhome design has been revised to incorporate stained meranti wood in two colors to provide a more contextual, quality material and appearance for the townhomes. The design has also been further resolved to break down the overall building mass into a more house-like scale. Bike parking stall width issues are discussed further in the Modifications section later in this report.

ZONING CODE APPROVAL CRITERIA

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.

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 proposed interior courtyard provides for north-south pedestrian and vehicle circulation through the block in a manner similar to the alleys found nearby. Although not directly in alignment with the alleys of nearby blocks, and not a public right-of-way, this pattern of internal circulation through larger blocks is responsive to the surroundings. Protecting and replanting new street trees along the abutting public streets also responds to and strengthens the character of the neighborhood. The project responds to other desirable and traditional neighborhood patterns including mixed-use buildings with glassy storefront retail, lobbies oriented to the street, projecting street-level canopies for weather protection, and the use of brick and wood siding. *Therefore, this guideline is met.*

P2. Historic and Conservation Districts. Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.

Findings: The site is within a half mile of three different conservation districts (Mississippi, Eliot, Piedmont). None are immediately adjacent to the site, and the closest is 4 ½ blocks to the west along Skidmore at the eastern edge of the Mississippi Conservation District. *Therefore, this criterion does not apply.*

P3. Gateways. Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans

Findings: The closest gateway in the adopted Albina Community Plan is at the Fremont and Vancouver/Williams intersections. The next closest are at Martin Luther King Jr. Blvd. at either Fremont or Alberta, followed by Killingsworth between Vancouver and Williams. The Boise Neighborhood Plan does not have any specific gateway locations or an urban design map. *Therefore, this criterion does not apply.*

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.

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

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.

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.

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 for E1 through E5: The project provides reconstructed public sidewalks on the perimeter of the site in N Williams, Vancouver, Skidmore and Mason Streets, expanded in width from the current sidewalks and constructed to current city standards. An internal pedestrian walkway system also connects to the surrounding neighborhood to the internal of the site and through the site from two pedestrian connections onto Vancouver, and from the woonerf/courtyard entries on both Skidmore and Mason Streets. A variety of high-quality, attractive paving materials are used for pedestrian walkways, and bollards or curbing separate the pedestrian from areas of high traffic or vehicle lanes. On the interior of the woonerf/courtyard, paving colors and patterns provide additional visual

cues to help define the narrow north-south zone of shared pedestrian and vehicle spaces. The entire pedestrian network on the site is accessible to people with disabilities. With quality materials and night-time lighting throughout the pedestrian zones on and abutting the site, the project creates a pleasant, efficient and safe pedestrian network that connects to the neighborhood.

The sidewalk level of the building is articulated with large areas of glazing for commercial spaces, residential entries and lobbies, and tenant amenity rooms. The ground floor is distinguished by commercial grade window and door systems that are distinct from those used above, as well as projecting canopies and durable skin materials such as smooth concrete, board-formed concrete, and brick. Stopping places outside the main public sidewalk pedestrian zone are created in three locations along Williams Avenue, at the north and south entries to the woonerf/courtyard, along the entire frontage of Skidmore Street where an additional setback is provided for the entire building from the street, and in the vicinity of the townhomes. These spaces create effective people-gathering spots, and the breaks in the building massing along adjacent streets creates an interesting small-scale pattern for the project.

The corners of the project have been activated with solid retail frontage, with accompanying storefront-like character to the ground floor walls allowing clear views into and out of the retail spaces. At the Mason/Williams corner a small plaza area provides a gesture to the point of entry to the site for visitors coming from the south. Extensive use of ground floor canopies of the Skidmore and Williams Buildings on all retail frontages, covered entries at the townhome units, and the provision of trees and landscaping throughout the site adequately control potential adverse effects of the elements. *Therefore, these guidelines are 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: The buildings have generally been placed in a position hugging the perimeter public streets of the site, in order to create the large interior woonerf/courtyard space. In addition, the Williams Building creates three different sidewalk-level plazas or gathering spaces as the building pulls back from the lot line along Williams Avenue. The Skidmore Building provides a large setback from the lot line along the street, creating an extra-deep sidewalk corridor more than double that typically found in the neighborhood. Along Vancouver at the townhomes building, a deeper setback with raised landscape beds and semi-private front patios creates a front yard feeling designed to complement the homes from the early 1900's across the street to the west. The entire open space and pedestrian circulation system on the site is accessible for people with disabilities.

The primary landscape feature of the site is the central woonerf/courtyard, which features two large central stormwater planters that include grasses, shrubs, and trees. These two central planters are fed by trellis-like metal 'aqueducts' that feed rainwater from the roofs into the planters themselves. Similarly-designed planters without the aqueduct elements are provided at the two larger inset plaza areas along Williams. Landscaping is also used near the south entry of the woonerf/courtyard in a way to welcome pedestrians into the site while separating them from the main vehicle parking garage driveway access point. Both sides of the townhome building along Vancouver feature additional raised planters that create a more house-like scale and front yard feel to this building, as well as definition for the ground floor unit patios that face either the woonerf/courtyard or the street. Street-level planters in the

right of way will be densely provided not only with street trees, but also with a variety of low-growing ground cover and shrub plantings. The project includes eight different species of tree (Vine Maple is technically a shrub). Twenty-nine different species of groundcovers and shrubs are used, including flowering and ornamental as well as perennial/evergreen varieties. *Therefore, these guidelines are met.*

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

Findings: The primary entries to the ground-floor retail spaces that occupy the primary exterior site corners are plainly visible, oriented to the sidewalk and sidewalk-adjacent plaza spaces, and connect directly to the bike, bus and light rail system in the larger neighborhood. The residential lobby entries are located off the corners in mid-block locations, but include prominent, weather-protected entries directly facing and oriented to the sidewalk. All building entries are fully accessible for people with disabilities. *Therefore, 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: No permanent parking spaces are provided above-grade on the site, as the courtyard/woonerf space only includes short-term loading areas. All vehicle parking is contained within a below-grade parking garage. The garage is accessible from a two-way driveway providing access from Mason Street. The garage entry itself is on the interior west elevation of the Williams Building, oriented perpendicular to and several feet back from the adjacent public street, further minimizing visual impacts to the public realm. The shared vehicle and pedestrian zone in the vicinity of the parking garage entry from Mason Street is well-defined for pedestrian safety through the use of strong visual cues and physical barriers including varied color paving materials, bollards, and raised planters. Loading areas in the woonerf/courtyard are provided in front the six live/work units, as well as in two larger temporary loading zones at the north and south ends of the central pedestrian space. The limited expected use of these zones combined with the alley-like character of the space and unique paving and bollard patterns should minimize negative impacts on the community and pedestrians. *Therefore, 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: The building includes large glazed areas along all the abutting public streets, including from the ground floor and upper-story spaces. Site lighting is provided on the primary building facades along the street and throughout the internal woonerf/courtyard to ensure safety and visual recognition at a distance during the evening. Landscaping is contained largely within raised planters or directly adjacent to the ground-floor townhouse units, avoiding the creation of isolated hiding places that are not easily viewed by residents or passersby. The townhouse ground floor units include individually-controlled lighting for each unit on the outdoor patio. Lighting fixtures include vertical pole and bollard lights in the central woonerf space, low step lights near the stair entries to the townhomes, and indirect illumination provided by the eventual signage and light trespass from the interior to exterior of the buildings. No high fences or shrub screens are being created in any area of the site. *Therefore, this guideline is met.*

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 for D8: After a final round of materials changes were made to the project in response to staff and neighborhood concerns, the project is generally able to meet these guidelines. Findings can be broken down into paragraphs discussing the four key project elements: the Williams Building, the Skidmore Building, the Vancouver/townhouse building, and the woonerf/courtyard space.

For the Williams Building, the structure is expressed as four different distinct facades along the street, with the larger two volumes clad primarily in brick and secondary materials used as infill within the larger brick framing or grid elements. Infill material within the brick on the southernmost volume is fiber cement panel as well as parklex, a durable wood-like panel material. Fiber cement alone is used as infill within the northerly volume. The inset transition building at the residential lobby along Williams is a symmetrical 'transition' building done in metal panel and fiber cement and pulled back from the street, with the spatial orientation corresponding to the change in façade design. For the southernmost volume at the corner of Mason, a shed-roofed volume reaches upwards to the sky at the southeast corner of the project, creating a unique high-ceilinged top floor that identifies the project for people traveling north along Williams. The northerly transition volume connecting the Williams and Skidmore Buildings is also pulled back from the street, with an irregular, layered façade that provides a visual contrast to the orderly, woven appearance of the adjacent facades. Windows are mounted generally flush to the exterior façade when adjacent to metal panel or fiber cement materials, but are inset approximately 0'-4" within the brick portions of the façade. All the volumes of the Williams Building incorporate ground floor canopies executed in metal and glass that create a sense of unity and cohesion to the structure.

For the Skidmore Building, the facades have been dramatically improved through the replacement of fiber cement paneling with two different metal panel systems and stucco. The woven, layered effect of the northeast corner volume façade as it faces Williams Street creates a sense of depth with varied insets of 8", 6" and 4" within the stucco 'weave', all of which is contained within a projecting corrugated metal frame. The northwest corner building presents a simpler 'side' façade to Skidmore Street, allowing the Williams façade to remain the primary design gesture to the street. The northeast corner volume has a gridded façade composition with a smooth vertical metal panel system and fiber cement panel infill, in keeping with the 'weave' design theme that runs throughout the project. These two primary volumes of the Skidmore Building use contrasting colors and ground floor pier and canopy designs to distinguish themselves, and are separated by another simple transition building pulled back from the primary street facades as found along Williams. The portal area reaches successfully out to the street with a wood-clad canopy that provides rain cover and a sense of entry to the courtyard/woonerf space beyond.

For the Vancouver/townhouse building, the project uses a combination of meranti wood and fiber cement siding. Meranti wood has been added in two different stains/colors to the street-facing façade of the structure, with the lighter color wood used on projecting arch-like frame elements near the entries, and darker stained wood being used on recessed wall planes elsewhere to help tie the building together visually. The wood emphasizes the layout of the building that includes two-story townhouse units on the ground floor and single-story recessed units on the third floor. The front yard areas of the townhomes have been reconfigured with low raised concrete planters to create

a sense of definition and greenery along the street edge, as well as a semi-private front porch space for residents. Projecting metal canopies or 'eyerbrows' on the building provide an additional sense of depth and shadow, and the materials are applied to create a sense of verticality and townhouse-like massing to integrate with the older single-family homes across the street.

For the woonerf/courtyard space, a simple and refined palette of paving materials, bollards, and lighting standards helps to unify the area and create a common identity for the interior. The raised stormwater planters are designed similarly throughout the project, both within the courtyard and at the inset plaza spaces along Williams, providing greenery and visual displays of stormwater management. Scoring patterns clearly define the main pedestrian versus vehicle circulation routes into and through the space in an effective manner, while ensuring a gracious, welcoming appearance at the intersection of the internal spaces with the public streets.

Where the project is not generally able to meet these guidelines, conditions of approval can be applied to ensure that the guidelines are met. This is necessary in the following three situations:

1. *Fiber Cement Panel Siding/Exposed Fasteners* – Fiber cement is used to a lesser or greater degree on all the project buildings, even if only limited to recessed balcony walls and rooftop penthouses (e.g. Northeast corner volume of Skidmore Building). Details are provided that show most installations of the fiber cement panel will be contained within a metal clip system that creates a crisp vertical and horizontal break between panels that eliminates all exterior fasteners. However, in other locations the fiber cement panel details show mitered corners and simpler installation details without an enlarged view of any typical panel. While the stated intent is to avoid visible fasteners, this information is not clear on the submitted drawings, and the lack of enlarged elevation details for all fiber cement panel conditions could allow the applicant to argue that exterior fasteners are necessary during permitting. In order to ensure that the fiber cement panel is installed as cleanly and cohesively as possible in a rainscreen-like manner, a condition of approval will ensure that no exposed fasteners can be mounted on the surface of the material;

2. *Flat Metal Panel Siding/Backing* – The applicant has commendably added extensive corrugated metal panel siding on both the Skidmore and Williams Buildings, which is helpful in terms of appearance and durability given the unlikelihood of corrugated metal panel materials warping or 'oil-canning' over time. However, there are areas on the buildings where break metal panels are used in a spandrel-like manner, and the northwest corner volume of the Skidmore Building uses a 20-gauge vertical seam metal panel system where details do not show a backing or stiffening panel behind the metal. In order to ensure that the smooth metal panel materials are of durable and long-lasting quality over time, consistent with staff suggestions to the applicant and recent feedback from Design Commission on similar applications, a condition of approval will require that all smooth metal panel siding of 20-gauge or thicker be provided with a rigid backing or stiffener during construction; and

3. *Exterior Louvers on the Skidmore/Vancouver Building* – The applicant has eliminated surface ventilation louvers on several key elevations in the project, including at the primary corner-facing facades on the Williams/Mason volume, as well as within the 'weave' of the

Skidmore/Williams façade. There is one street façade which has a significant number of large street-facing louvers on the upper floors, however, facing north on the Skidmore Building. On the easterly volume the louvers are kept within balconies or perpendicular side walls where possible, and aligned with window edges on two sides where this is not possible. The corrugated metal panel system on the easterly volume facing Skidmore further helps to reduce the visual impact of the relatively few louvers still facing the street. On the westerly volume at Skidmore/Vancouver, however, there are two vertical runs of louvers facing north on the primary street façade at units which feature a nearby balcony. On the simpler façade of this volume with the flat metal panel and fiber cement infill skin, the louvers create a greater visual distraction from the design than they do on the corrugated metal façade to the east, or on the 'portal' building where they are incorporated into the window systems. In order to address this situation and ensure a design more consistent with louver patterns found on other street facades, a condition of approval will require that the two vertical runs of louvers on the north façade of the Skidmore/Vancouver Building be re-located to within the balcony walls of that unit.

With the three conditions of approval noted in the bulleted sections above, these guidelines can be 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: The building incorporates the residential-over-retail mixed-use pattern found on several of the newer buildings in the vicinity, as well as many older streetcar-era buildings nearby. The massing of the project responds to the context of a more urban, taller 'canyon' or edge being created along the Williams and Skidmore frontages. A lower, more residentially-scaled massing is provided for the townhomes along Vancouver, in keeping with the adjacent homes across the street to the east. Other quality elements from the neighborhood incorporated into the project include brick and wood siding, corrugated metal panel siding, using house-scaled massing gestures to break up a larger building, and contrasting an open, glassy ground floor with more regularized upper floors. Projecting balconies, large street-level windows, and exposed concrete and metal stormwater planters are other quality neighborhood design elements incorporated into the project. *Therefore, this guideline is met.*

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.

Findings: The applicant has requested the following five Modifications:

1. Maximum Transit Street Setback (33.140.215.C). The ground-level, street-facing façade of the building must be located no more than 10'-0" back from the street lot line along 100% of one street, and along 50% of another street, with the applicant able to choose the two streets (Vancouver, Skidmore and Williams all have the same classification). The project meets the 50% standard along Williams, but does not meet the standard along Skidmore, where the building is placed 12'-0" back from the street lot line. Therefore, the applicant has requested a Modification to reduce the length of building along Skidmore within the 10'-0" maximum setback from 100% to 0%;
2. Bike Parking Stall Width (33.266.220.C.3.b). Bike parking standards require each bike parking stall to be 2'-0" by 6'-0" in size. The applicant has requested a Modification to reduce the width of bike racks stalls from 2'-0" to 1'-4";
3. Pedestrian Standards Materials (33.140.240.B.2). The majority of the vehicle area in the woonerf is separated from adjacent pedestrian zones by raised bollards or planters, as required by code. However, in the middle section there are areas of vehicle lane that are directly adjacent to pedestrian walkways but without separation in the form of curbing, elevation changes, bollards or planters. The applicant has requested a Modification to allow the vehicle lane in the middle section of the woonerf to not be raised or separated from the pedestrian zone by a raised curb, bollards, or other physical barrier;
4. Parking Stall Dimensions (33.266.130.F.2/T. 266-4). The basement parking area has one zone in the residential section where some of the stalls do not meet the minimum 8'6" x 16'-0" size standard. Eighteen stalls are less than the required width, with six at 8'-5", six at 8'-3" and six at 8'-2". Therefore, the applicant has requested a Modification to reduce the width of 18 parking stalls to a range of from 8'-5" to 8'-2"; and
5. Parking Aisle Dimensions (33.266.130.F.2/T. 266-4). The basement parking area has one zone in the residential section where a one-way aisle drops below the required minimum 20'-0" width when abutting 90° parking stalls. This one-way vehicle path at the southernmost edge of the garage becomes as narrow 15'-2" at one point between two structural columns. Therefore, the applicant has requested a Modification to reduce the width of a one-way parking aisle from 20'-0" to 15'-2".

For **Modification #1 to the Maximum Street Setback**, the purpose statement indicates the intent is to 'reflect the generally built-up character of these areas' and 'create an environment that is inviting to pedestrians and transit users' (33.140.215.A). The proposed setback along Skidmore is primarily the result of requiring with required setbacks from the existing overhead utilities along Skidmore and carrying the structure to grade at that increased setback. The ground plane in the area of increase setback along Skidmore is treated as a simple scored concrete extension of the public sidewalk area, significantly expanding the visual and physical space provided for the public walking by along this street. The ground floor retail activity along this façade and the projecting canopy and entry into the woonerf generally reflect the built-up character of the area and create an inviting streetscape experience. Allowing this greater setback is consistent with the pedestrian-related guidelines, including E1 (Pedestrian Networks) and E2 (Stopping Places). *Therefore, for Modification # 1 to Maximum Street Setbacks, these criteria are met.*

For **Modification #2 to Bike Parking Stall Width**, the purpose of the regulation is to provide safe and convenient places to park vehicles (33.266.200). Portland Transportation staff has reviewed the request and responded that the requested 1'-4" width for long-term bike parking spaces is insufficient. Portland Transportation could support a modification to 1'-6" as long as there is a minimum of a 0'-6" vertical stagger. This dimension is consistent with past approval for bike parking stall Modifications developed after extensive internal conversations with bike program staff at Portland Transportation. Allowing slightly smaller spaces than normal will help the project better meet design guideline D1 (Outdoor Areas) by allowing all the long-term bike parking to be contained within the

building. Although the requested width of 1'-4" cannot be approved, the request to reduce bike parking stall width can be approved with a condition of approval allowing a minimum 1'-6" width, provided a 0'-6" vertical stagger is provided. *Therefore, with the noted condition of approval, Modification #2 to bike parking stall width can meet these criteria.*

For **Modification #3 to Pedestrian Standards Materials**, the purpose of the regulation is to "encourage a safe, attractive, and usable pedestrian circulation system" (33.140.240.A). The flexible central woonerf/courtyard space is primarily a pedestrian space but will accommodate vehicles. At the north and south edges of the woonerf/courtyard there are bollards, planters, and/or curbing to separate the pedestrian zone from vehicle traffic. Within the central middle zone of the woonerf the vehicle and pedestrian spaces are provided at the same grade. However, this zone uses a legible, clear system of different paving materials and colors to visually define the rectangular north-south zone of vehicle travel that aligns with the physical barriers to the north and south, creating a clear sense of where both modes are allowed. The paving patterns created in the shared spaces the courtyard result in a safe, attractive, and usable pedestrian space that is not expected to accommodate frequent vehicle passage, as the space is used exclusively for loading facilities. No permanent parking spaces are proposed or included in the central woonerf/courtyard space. Allowing a single horizontal surface for the central portion of the woonerf/courtyard space creates a piazza-like atmosphere in the woonerf that better meets design guideline D1 (Outdoor Areas). *Therefore, for Modification #3 to Pedestrian Standard Materials, these criteria are met.*

For **Modifications #4 (Parking Stall Dimensions) and #5 (Parking Aisle Dimensions)**, the purpose of the regulation is to "promote safe circulation within the parking area" and "provide for convenient entry and exit of vehicles" (33.266.130.A). The eighteen reduced width parking stalls are only a maximum of 0'-4" narrower than required, and will not impact safe circulation or convenient entry and exit of vehicles. The narrower aisle dimension is necessary for a small zone of one-way circulation in the garage where traffic movement is also not expected to be a problem. Portland Transportation staff has reviewed the garage circulation plan in light of the requested Modifications and has no objection to the requested dimensions. Allowing the requested dimensional reductions is part of keeping all the parking underground, better meeting design guideline D4 (Parking Areas and Garages). *Therefore, for Modifications #4 (Parking Stall Dimensions) and #5 (Parking Aisle Dimensions), these criteria are met.*

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.

The applicant's plans don't show all the required bike parking, or that all bike parking standards are yet met. Prior to building permit approval, the correct number and locations of bike parking will be required (20 short-term, 198 long-term) on the building permit drawings. Specifically, it appears that the correct amount of short-term bike parking is provided, but the racks themselves should be centered within the parking stall instead of up directly against an exterior wall. Also, the total number of long-term spaces is not yet shown on the floor plans.

CONCLUSIONS

The applicant has proposed the development of a large multi-building project in the Boise Neighborhood, near the northern end of the growing Williams/Vancouver couplet district between Cook and Skidmore Streets. Organized around an interior woonerf/courtyard space, the project orients the bulk of the building mass to the western side of the site across from a similarly-scaled project, currently under construction. Conditions of approval are necessary to

ensure safe and convenient bike parking, as well as material quality and a clean appearance to the fiber cement material installation. With final revisions made per staff and neighborhood suggestions to improve the material quality of the project, specifically by replacing significant amounts of fiber cement siding with rigid metal panel, stucco and wood, the proposal is able to meet the applicable guidelines and should be approved.

ADMINISTRATIVE DECISION

Approval of **Design Review** for a mixed-use development on a nearly full-block site, including 268 apartments, 25,370 square feet of commercial space, and 237 vehicle parking stalls in the basement, per the approved plans and drawings, Exhibits C.1 through C.89, all signed and dated June 10, 2014, and subject to conditions A through E, below:

A. As part of the building permit application submittal, the following development-related conditions (B through E) 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 "Design as approved in Case File LU 14-106239 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. All of the fiber cement panel and lap siding on the project may not use exposed screws or fasteners within the face or body of the material (perimeter flashing and clips are allowed per the submitted details).

C. All smooth metal panel siding of 20-gauge or more (at or less than 20-gauge thickness) must be provided with a rigid backing or stiffener during construction.

D. The two vertical runs of louvers indicated on Exhibit C.29 at the north elevation of the Skidmore/Vancouver building must be moved to be contained within the interior walls of the balcony for those units (6 louvers total).

E. Bike parking stalls in vertical racks must be at least 1'-6" wide, with at least a 0'-6" vertical stagger between individual bike hanging points.

Approval of a **Modification** to allow 0% of the Skidmore façade to be within the Maximum Transit Street Setback of 10'-0" from the Skidmore lot line (33.140.215.C).

Approval of a **Modification** to reduce Bike Parking Stall Width for vertical long-term wall racks (33.266.220.C.3.b) from 2'-0" to 1'-6", subject to condition of approval E, above.

Approval of a **Modification** to allow the vehicle lane in the middle section of the woonerf/courtyard to not be raised or separated from the pedestrian zone by a raised curb, bollards, or other physical barrier (33.140.240.B.2).

Approval of a **Modification** to reduce the width of 18 parking stalls to a range of from 8'-5" to 8'-2" (33.266.130.F.2/T. 266-4).

Approval of a **Modification** to reduce the width of a one-way parking aisle in the southernmost portion of the below-grade parking garage from 20'-0" to 15'-2" (33.266.130.F.2/T. 266-4).

Staff Planner: Mark Walhood

Decision rendered by: MARK WALHOOD **on June 10, 2014.**
By authority of the Director of the Bureau of Development Services

Decision mailed: July 1, 2014

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 January 16, 2014, and was determined to be complete on **February 26, 2014**.

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 16, 2014.

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 by 46 days, in order to allow consideration of the revised plans submitted on May 3rd, as stated with Exhibit G.5. A second extension of an additional 20 days was requested on June 27, 2014 (Exhibit A.10). Unless further extended by the applicant, **the 120 days will expire on September 1, 2014.**

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 decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project 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.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on July 15, 2014** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 2:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 2:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. **An appeal fee of $250 will be charged**. The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional

information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.
If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed,* The final decision may be recorded on or after **July 16, 2014 – (the day following the last day to appeal).**
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

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

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- 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 Statements
   1. Original narrative/drawing package
   2. Appendices to original narrative, including neighborhood contact letters and geotechnical report
   3. Cover memo and supplemental Modification narratives, rec'd. 2/26/14
   4. First revised drawing set, rec'd. 2/26/14
   5. 11" x 17" set first revised rendering sheets, rec'd. 2/26/14
   6. Preliminary stormwater report, dated 4/17/14
   7. Cover memo summarizing changes, rec'd. 5/30/14
   8. E-mail dialogue with BES staff and revised stormwater report, rec'd. 5/30/14
   9. Additional plan sheets removed from approved set per 6/10/14 (old C.29 & C.30) and 6/23/14 (old C.26 & C.35) final revision submittals
   10. Additional 120-day extension, received 6/27/14
B. Zoning Map (attached)
C. Plans/Drawings:
   1. Overall project key plans (**attached**)
   2. Exterior Materials
   3. Exterior Colors
   4. Color Rendering from Williams & Mason
   5. Color Rendering from Williams & Skidmore
   6. Color Rendering from Vancouver & Skidmore
   7. Color Rendering of Townhouses
   8. Color Rendering from Mason
   9. Color Renderings of Williams Building (**attached**)
   10. Color Renderings of Skidmore Building (**attached**)
   11. Color Renderings of Skidmore Building and Townhouses (**attached**)
   12. Color Renderings of Woonerf and Woonerf Elevations, 1 of 2
   13. Color Renderings of Woonerf and Woonerf Elevations, 2 of 2
   14. Color Renderings of Townhouse Front Patios
   15. Color Design Diagram
   16. Site Plan
   17. Garage Plan
   18. Second Floor Plan
   19. Third Floor Plan
   20. Fourth Floor Plan
   21. Fifth Floor Plan
   22. Sixth Floor Plan
   23. Roof Plan
   24. West Elevations @ Williams Building
   25. East Elevations @ Williams Building
   26. Window Details @ Williams Building – revised version received 6/23/14
   27. Siding Details @ Williams Building
   28. Louver, Canopy, Storefront and Balcony Details @ Williams Building
   29. North and West Elevations @ Skidmore Building – revised version received 6/10/14
   30. South and East Elevations @ Skidmore Building – revised version received 6/10/14
   31. Section Details and Weave Depth/Pattern @ Skidmore Building
   32. Enlarged Siding and Window Details @ Skidmore Building
   33. West and South Elevations @ Townhouses
   34. East and North Elevations @ Townhouses
   35. Window and Siding Sections @ Townhouses – revised version received 6/23/14
   36. Enlarged Building Sections – 1 of 2
   37. Enlarged Building Sections – 2 of 2
   38. Woonerf Paving Materials Plan
   39. Courtyard Area Details
   40. Courtyard Green Screen Details @ Skidmore Building
   41. Site Furnishings, Lighting, Benches and Bike Racks

42. Lighting Plan and Details
43. Landscape Materials Plan
44. Woonerf Stormwater Feature Details
45. Topographic Survey – REFERENCE ONLY
46. Demolition Plan – REFERENCE ONLY
47. Road Frontage and Grading Plan – REFERENCE ONLY
48. Utility Plan
49. Rooftop Mechanical Details
50. Hardie Siding, Metal Siding and Rainscreen details
51. Light Fixture Details
52. 11" x 17" set of renderings, matching C.1-C.15 above (15 pages total)
53. Large/Scalable Site Plan
54. Large/Scalable Garage Plan
55. Large/Scalable Second Floor Plan
56. Large/Scalable Third Floor Plan
57. Large/Scalable Fourth Floor Plan
58. Large/Scalable Fifth Floor Plan
59. Large/Scalable Sixth Floor Plan
60. Large/Scalable Roof Plan
61. Large/Scalable West Elevations @ Williams Building
62. Large/Scalable East Elevations @ Williams Building
63. Removed from plan set – see Revised Exhibit C.26 received 6/23/14
64. Large/Scalable Siding Details @ Williams Building
65. Large/Scalable Louver, Canopy, Storefront and Balcony Details @ Williams Building
66. Removed from plan set – see Revised Exhibit C.29 received 6/10/14
67. Removed from plan set – see Revised Exhibit C.30 received 6/10/14
68. Large/Scalable Section Details and Weave Depth/Pattern @ Skidmore Building
69. Large/Scalable Enlarged Siding and Window Details @ Skidmore Building
70. Large/Scalable West and South Elevations @ Townhouses
71. Large/Scalable East and North Elevations @ Townhouses
72. Removed from plan set – see revised Exhibit C.35 received 6/23/14
73. Large/Scalable Enlarged Building Sections through Site – 1 of 2
74. Large/Scalable Enlarged Building Sections through Site – 2 of 2
75. Large/Scalable Woonerf Paving Materials Plan
76. Large/Scalable Courtyard Area Details
77. Large/Scalable Courtyard Green Screen Details @ Skidmore Building
78. Large/Scalable Site Furnishings, Lighting, Benches and Bike Racks
79. Large/Scalable Lighting Plan and Details
80. Large/Scalable Landscape Materials Plan
81. Large/Scalable Woonerf Stormwater Feature Details
82. Large/Scalable Topographic Survey – REFERENCE ONLY
83. Large/Scalable Demolition Plan – REFERENCE ONLY
84. Large/Scalable Road Frontage and Grading Plan – REFERENCE ONLY
85. Large/Scalable Utility Plan
86. Large/Scalable Rooftop Mechanical Details
87. Large/Scalable Hardie Siding, Metal Siding and Rainscreen Details
88. Large/Scalable Light Fixture Details
89. Pencil rib metal panel detail

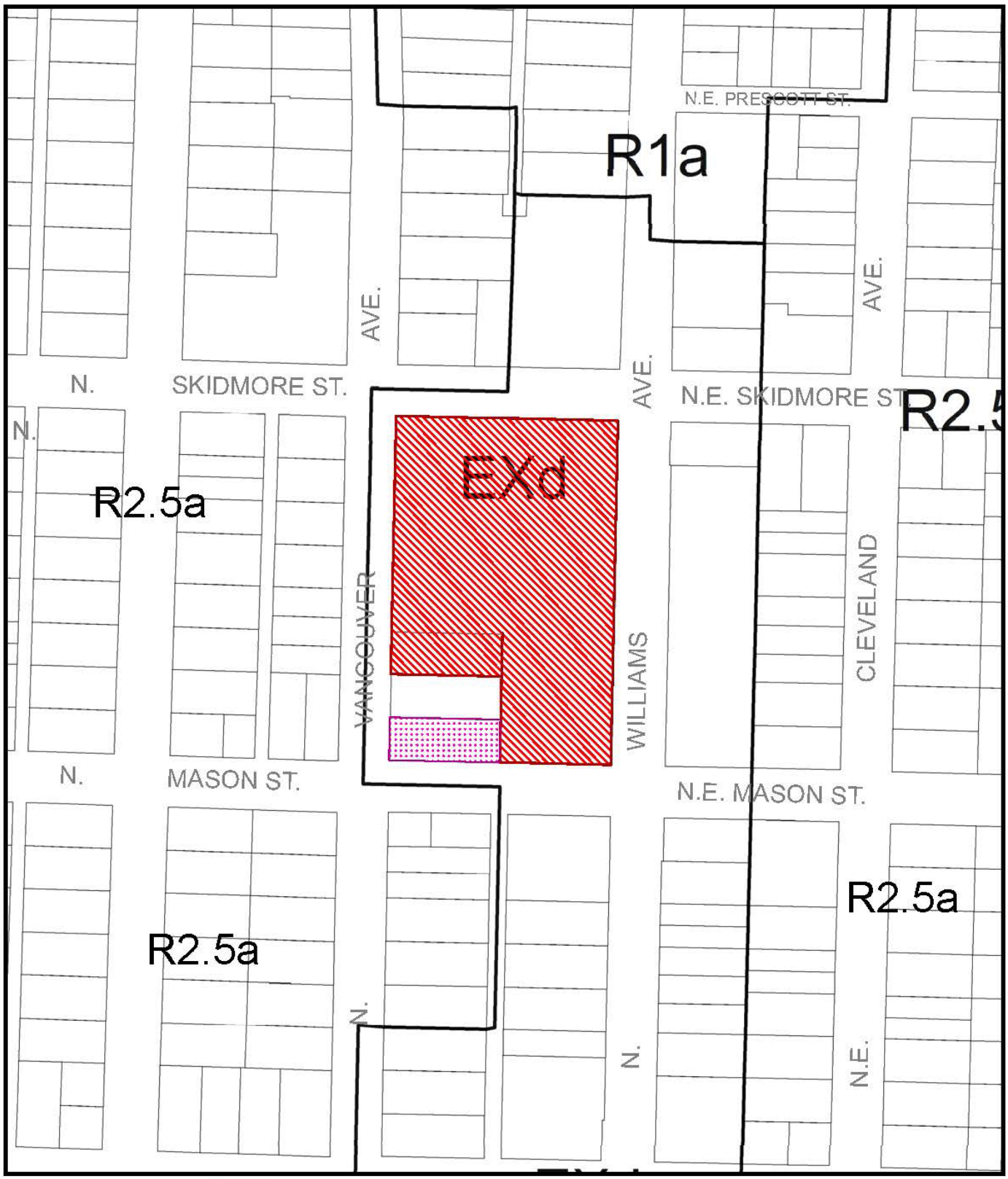
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Bureau of Environmental Services
   2. Development Review Section of Portland Transportation
   3. Water Bureau
   4. Fire Bureau
   5. Site Development Review Section of Bureau of Development Services
   6. Life Safety Section of the Bureau of Development Services

7. Urban Forestry Division of Portland Parks and Recreation

F. Correspondence:
1. Letter from Stephen Gomez, Boise Neighborhood Association, rec'd. 3/24/14
2. E-mail comment from Sebastien Mistouflet, rec'd. 3/26/14
3. E-mail comment from Beth Vanosdol, rec'd. 3/28/14

G. Other:
1. Original LU Application Form and Receipt
2. Incomplete Letter from staff to applicant, sent 2/5/14
3. E-mail from staff to applicant regarding bike parking, sent 3/4/14
4. E-mail from staff to applicant with 'punch list' of approvability issues, sent 4/9/14
5. 120-day extension, rec'd. 6/4/14

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

Site

Also Owned

NORTH

File No. LU 14-106239 DZM

1/4 Section 2630

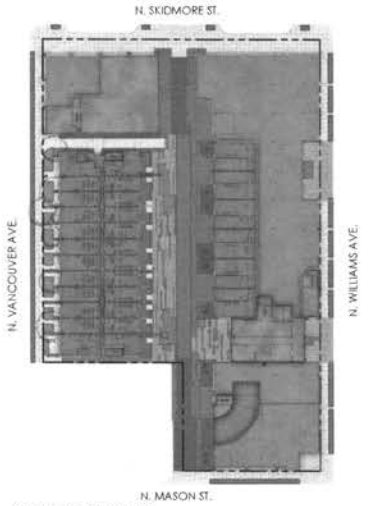
Scale 1 inch = 150 feet

State_Id 1N1E22DB 12600

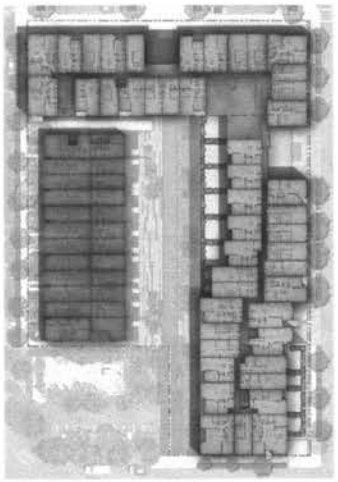
Exhibit B (Jan 17,2014)

OVERALL PROJECT KEY PLANS

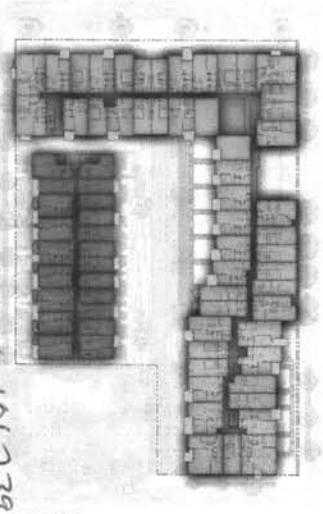
BASEMENT/GARAGE



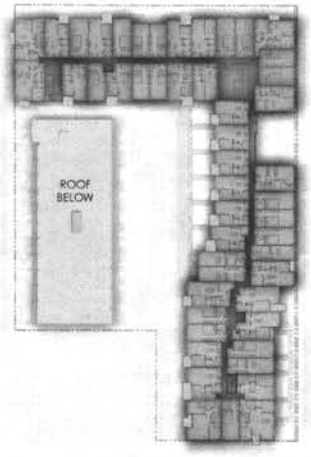
GROUND FLOOR



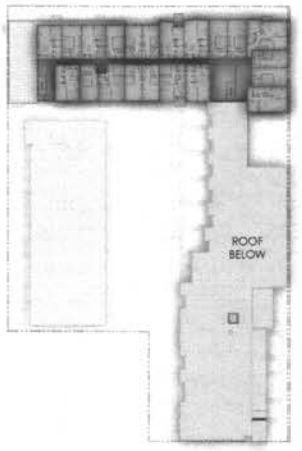
SECOND FLOOR



THIRD FLOOR



FOURTH/FIFTH FLOOR



SIXTH FLOOR

N Williams Mixed Use

DESIGN PROPOSAL

Approved
City of Portland - Bureau of Development Services
Planner Mark Walhood Date JUNE 10, 2014
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

CASE NO. LU 14-106239 DZM
EXHIBIT C.1

Myhre Group Architects, Inc. / Bumgardner Architecture
620 SW 5th Avenue, Suite 500 Portland, Oregon 97204
503.236.6000 www.myhregroup.com

EXTERIOR PERSPECTIVES

1 - N WILLIAMS AVE & N MASON ST

2 - N WILLIAMS AVE - SOUTHERN PEDESTRIAN NODE

3 - N WILLIAMS AVE - SOUTHERN PEDESTRIAN NODE

4 - N WILLIAMS AVE - NORTHERN PEDESTRIAN NODE

Planner MAREK UKLHODA
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

City of Portland - Bureau of Development Services
Approved
Date JUNE 10 2014

N Williams Mixed Use
DESIGN PROPOSAL

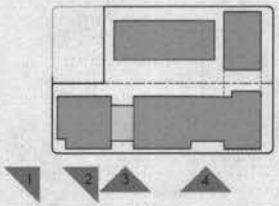


EXHIBIT C.9
CASE NO. LU 14-0106239 DZM

©Thre Group Architects, Inc. / Bumgardner Architecture 620 SW 5th Avenue, Suite 500 Portland, Oregon 97204 503.236.6000 www.mythregroup.com

EXTERIOR PERSPECTIVES

1 - N WILLIAMS AVE & N SKIDMORE ST

2 - N SKIDMORE ST - CONNECTOR

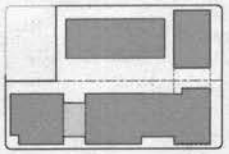
3 - N SKIDMORE ST - CONNECTOR

4 - N VANCOUVER AVE & N SKIDMORE ST

N Williams Mixed Use

DESIGN PROPOSAL

Approved
City of Portland - Bureau of Development Services
Planner MARK WARRICK Date JUNE 10 2014
This approval applies only to the reviews requested and is subject to all
conditions of approval. Additional zoning requirements may apply.



Myhre Group Architects, Inc. / Bumgardner Architecture 620 SW 5th Avenue, Suite 500 Portland, Oregon 97204 503.236.6000 www.myhregroup.com

CASE NO. LU 14-0106239 DZM
EXHIBIT C.10

EXTERIOR PERSPECTIVES

1 - N VANCOUVER AVE & N SKIDMORE ST

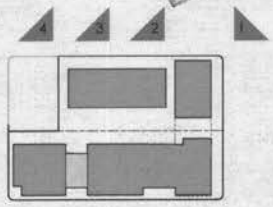
2 - N VANCOUVER AVE - PEDESTRIAN ENTRY

3 - N VANCOUVER AVE - MIDBLOCK

4 - N VANCOUVER AVE & N MASON ST

N Williams Mixed Use
DESIGN PROPOSAL

Approved
City of Portland - Bureau of Development Services
Planner MARK WALHOOD
Date JUNE 10 2014
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



CASE NO. 14-106239 DZM
EXHIBIT C.11