



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

FROM CONCEPT TO CONSTRUCTION

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## **FINAL FINDINGS AND DECISION BY THE LANDMARKS COMMISSION RENDERED ON July 25, 2016**

The Historic Landmarks Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, 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 16-125731 HRM**  
**PC # 15-230303**

### ***Seven Corners***

**BUREAU OF DEVELOPMENT SERVICES STAFF:** Grace Jeffreys 503-823-7840 /  
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### **GENERAL INFORMATION**

**Applicant:** William Bailey, Waterleaf Architecture, Llc  
419 SW 11th Ave Ste 200, Portland OR 97205

**Owner:** Joe Wykowski, Community Vision Inc  
1750 SW Skyline Blvd Suite 102, Portland OR 97221

**Site Address:** **1949 SE DIVISION ST**

**Legal Description:** BLOCK 29 LOT 1, LADDS ADD  
**Tax Account No.:** R463306450  
**State ID No.:** 1S1E02DD 21000  
**Quarter Section:** 3232  
**Neighborhood:** Hosford-Abernethy, contact Michael Wietecki at [mjwietecki@gmail.com](mailto:mjwietecki@gmail.com)  
**Business District:** Division-Clinton Business Association, contact at 503-706-3730.  
**District Coalition:** Southeast Uplift, contact Leah Fisher at 503-232-0010.  
**Plan District:** None.  
**Other Designations:** Site is located in the Ladd's Addition Historic District.  
**Zoning:** **CSm**, Storefront Commercial with Main Street Corridor and Historic Resource Protection Overlays.

**Case Type:** **HRM**, Historic Resource Review with Modification request.  
**Procedure:** **Type III**, with a public hearing before the Landmarks Commission.  
The decision of the review body can be appealed to City Council.

## Proposal:

The applicant proposes a new four-story commercial building in the Ladd's Addition Historical District. The proposal includes the following to be constructed on an existing 9,562 square foot vacant lot:

- 45' tall commercial building with 3 levels of office over ground level retail, parking and services,
- 28,438 SF of floor area (includes structured parking),
- 2.97 FAR (base FAR is 3:1),
- Roof deck on the fourth floor,
- 2,201 SF ground level retail provided in 2 units, one with an entry at the corner of SE Ladd and SE Division, the second with an entry off SE Division,
- Partially structured ground level parking for 6 spaces with a single access point off SE Ladd,
- 1 on-site loading space accessed through vehicle entrance off SE Ladd,
- 8 long-term bicycle spaces accessed through vehicle entrance off SE Ladd,
- Exterior materials include brick, stucco, metal panels, aluminum storefront and window systems, and steel framed awnings with wood soffits.

The following Modification is requested:

1. *Size of Loading Spaces* - To reduce one Type A (35'x10'x13') loading space to one Type B (9'x18'x10') loading space (PZC Section 33.266.310.D).

Note: A Modification to *Loading Forward Motion* was listed in the Notice, dated May 20, 2016, but has since been removed from the proposal.

Historic Resource Review is required for new development within a Historic District, per Section 33.846.060.B.

## Relevant Approval Criteria:

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

- Ladd's Addition Conservation District Guidelines
- Historic Resource Review, 33.846
- Modifications through Historic Resource Review, 33.846.070

## ANALYSIS

**Site and Vicinity:** The site consists of a 9,562 SF triangular lot at the southeastern edge of Ladd's Addition Historic District at the corner of SE Division Street and SE Ladd Avenue, otherwise known as the "Seven Corners" intersection. The western edge of the lot abuts an alley. The site was a former gas station and contaminated brownfield that has been remedied and approved by DEQ for habitation.

Ladd's Addition is a streetcar era district, historically significant primarily as an example of early urban design and residential architecture. Directly to the north of the site within the Historic District are small-scaled single family residences. The Ladd's Addition Historic District mostly consists of single-family homes intermixed with some institutional buildings and also a small number of slightly larger commercial and multi-family residential buildings found along the commercial corridors, such as SE Hawthorne Boulevard and SE 12<sup>th</sup> Avenue at the perimeter of the District. These slightly larger commercial and multi-family residential structures are older, about 3 stories tall, and generally consist of masonry walls with simple punched openings.

Along SE Division Street in this area is a mix of low-rise commercial structures, institutional buildings and single-family homes. Low-rise commercial development primarily makes up the Seven Corners intersection's vicinity. Parts of SE Division Street have seen heavy redevelopment and new construction over the last decade.

SE Division Street is designated a Neighborhood Collector Street, a Major Transit Priority Street, and a City Bikeway. SE Ladd Avenue is designated a Community Transit Street, a City Bikeway and a City Walkway.

**Zoning:** The Storefront Commercial (CS) zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominately built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.

The Main Street Corridor "m" overlay encourages higher density residential uses by allowing greater building heights, reducing required building coverage for residential development; and allowing more flexibility in site design. The intent of the zone is to provide transit-supportive levels of residential and mixed-use development along identified main streets.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

Ladd's Addition is Portland's oldest planned residential community (1891) and one of the oldest in the western United States. Ladd's radial street plan marked a dramatic break in Portland's typical grid street pattern. With a formal symmetry echoing Renaissance cities and gardens, the radial streets converge at five formal gardens, which are the showpieces of the community. Parking strips are lines with mature street trees, green archways of elms and maples. The architectural character of Ladd's Addition was established in the three decades following the turn of the century. Although the individual structures represent a variety of styles, including Bungalow, Mission, Tudor and Colonial Revival, they have a continuity of materials, scale, detailing, orientation and setback which creates a sense of architectural uniformity.

**Land Use History:** City records indicate a Design Advise Request for this proposal, as well as one prior Land Use Review case that gained approval:

- LU 07-163511 HDZM - Historic Design Review approval for a 4-story, mixed-use development in Ladd's Addition Historic District that included 27 residential units, approximately 2,900 SF of retail, and 12 parking spaces at the ground floor level, and approval of non-standard right-of-way improvements along SE Ladd Avenue that include bike repair areas, benches, and a dog drinking fountain (never built).
- EA 15-167534 PC - Pre-Application Conference for the current proposal.
- EA 15-230303 DA - Design Advice Request for the current proposal. At the hearing, the Commission expressed the importance of this site as a gateway into Ladd's Addition

Historic District and that the project needed to represent the character of Ladd's. The Commission found the mass, style, scale of architectural elements and design of facades not yet compatible with the Ladd's Addition Historic District.

**Agency Review:** A "Request for Response" was mailed **April 25, 2016**. The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services (Exhibit E.1)
- Life Safety Section of BDS (Exhibit E.2)
- Water Bureau (Exhibit E.3)
- Site Development Review Section of BDS (Exhibit E.4)
- Bureau of Parks, Forestry Division (Exhibit E.5)

The **Bureau of Transportation Engineering** responded (Exhibits E.6a, E.6b, and E.6c) culminating with the following comments:

*Generally PBOT has no objection to allowing loading vehicles to back into the garage along streets classified as Local Traffic Streets such as SE Ladd. Backing movements for loading spaces are allowed outright in the Central City. However, upon reconsideration, PBOT cannot support the modification along this particular frontage. While SE Ladd is classified as a Local Traffic Street, the frontage also provides a bus stop and bike box very near a very complicated and busy intersection. There is a very high volume of cyclists who cue up in the bike box adjacent to this site's garage access. Given that cyclists can be difficult to see when backing up a commercial vehicle, PBOT cannot support the modification to eliminate the requirement for forward ingress and egress. (In response, the applicant changed the proposal to not have backward motion)*

*PBOT has no objection to the requested modification to reduce the size of the loading space. The applicant has provided turning templates that document the on-site loading space and enter and exit the garage in a forward manner.*

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **May 20, 2016**. Five written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Bob Schatz, 5/24/16, stating concerns with the 4 story height, the lack of cornice and stepping, the material of the windows, and the lack of awnings (Exhibit F.1).
2. Casey Logan, New Seasons Market, 5/25/16, stating support of proposal, including the ground floor retail, the green roof, the storm water rain garden, the 4<sup>th</sup> floor and scale (Exhibit F.2).
3. Mary Hart, 5/26/16, stating support of proposal, including the materials, the style, the green roof, the commitment to building to Universal Design standards, and the mission of the three non-profits who will be the end users (Exhibit F.3)
4. Sue Stahl, Chair of Portland Commission on Disability, 5/30/16, stating support of proposal, including the commitment to building to Universal Design standards (Exhibit F.4).
5. MaryKay West, 6/2/16, stating support for proposal generally, but noted concerns regarding the Modification to the Loading Forward Motion standard (Exhibit F.5).
6. Katie Meyer, Division/Clinton Business Association, 6/1/16, stating support of the proposal (Exhibit F.6)
7. Jason Duerr, 6/2/16, stating support of the proposal (Exhibit F.7).
8. Susan Pearce, 6/3/16, stating support but noting concerns regarding the proportions and metal panel of the penthouse, the window spacing and pattern, the window sash mullion color, the glazing color, street trees, and safety concerns about the Modification request to forward ingress/egress (Exhibit F.8).

**Staff response:** Please refer to findings below for discussions regarding massing and height, roof lines, cornices and stepping, windows and awnings, development impacts, as well as discussions regarding the requested Modification to the Loading Forward Motion standard.

After the first hearing, two additional written responses were received.

9. Nancy Salta, 6/16/16, stating concerns regarding additional car parking and people traffic generated by this proposal (Exhibit H.9).
10. Michael Olson, 6/20/16, stating concerns about traffic generation and lack of parking related to redevelopment of this site (Exhibit H.9).

**Staff response:** This proposal complies with zoning code standards for amount of car parking and the scale of the development.

### **Procedural History:**

A Design Advice Request (DAR) hearing was held on November 16, 2015. The DAR is a voluntary hearing with the Historic Landmarks Commission for the project to receive initial design feedback.

The first Historic Resource Review (HR) hearing was held on June 27, 2016, re-scheduled from June 13 (Exhibit H.3). At the first hearing, staff did not recommend approval due to outstanding areas of concern which included the fourth floor treatment, the siding materials, details at the roof level and the ground floor, as well as concerns regarding the requested Modification to Loading Forward Egress (Exhibit H.2).

At this hearing, the Historic Landmark Commission had a number of additional comments and suggestions related to the following items and discussed in the findings below:

1. Height
2. Norman brick
3. Knee walls
4. Roof deck guard rail
5. Cornices
6. SW corner
7. Storefront/window specs
8. Window patterning
9. Stair windows
10. Louvers
11. Further articulation
12. Mechanical screen
13. Planters

The second hearing with the Historic Landmarks Commission was held on July 25, 2016. At that hearing, there were additional questions about the success of the narrow planters, the drainage of the canopies, the amount of window recess at the stucco, the backing of the cornice, and the louver details at the windows. The applicants confirmed there would be irrigation for the planters, the cornices would have backing, and the louvers would be integrated within the window system. The Commission did not find there were any other significant concerns to affect the outcome of this decision.

## **ZONING CODE APPROVAL CRITERIA**

### **(1) HISTORIC RESOURCE REVIEW (33.846)**

## **Chapter 33.846.060 - Historic Resource Review**

### **Purpose of Historic Resource Review**

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

### **Historic Resource Review Approval Criteria**

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

**Findings:** The site is located within the Ladd's Addition Historic District and the proposal is for a non-exempt treatment requiring a new foundation. Therefore, Historic Resource Review approval is required. The approval criteria are the *Ladd's Addition Conservation District Design Guidelines – New Construction*.

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

### **Ladd's Addition Conservation District Guidelines - New Construction**

**1. Siting.** All new buildings should face the street. Commercial buildings should be pedestrian oriented and have a zero front yard setback. All other buildings should maintain the historical front yard setback on the block, usually fifteen to twenty feet. The original topography and grade of building sites should be maintained.

**Findings:** The proposed building abuts both the SE Ladd Avenue and SE Division Street lot lines. At the ground floor level, retail fronts roughly half of both SE Division Street and SE Ladd Avenue facades, allowing for corner and street facing entrances on SE Division. In addition, the primary lobby and entry for offices above is along the SE Ladd Avenue façade, further expressing the building's orientation towards the surrounding streets. Numerous windows face the two streets. The current site is primarily flat and the proposed development does not alter the original topography or the grade of the property. *This guideline is therefore met.*

**2. Landscaping.** On the site of non-commercial structures, the retention of front lawns and mature trees is encouraged. The predominant use of ground covers, such as bark mulch and broadleaf evergreens, is discouraged. Plants popular in the 1910's and 1920's are encouraged.

**Findings:** The proposed project is a commercial development with both retail and office uses and is located along one of the commercial corridors that line the Ladd's Addition Historic District. The building type is more in character with commercial development and not with the single family patterning of the district. *This guideline therefore does not apply.*

**3. Fences and Retaining Walls.** Front and side yards which abut a street should be visually open to the street. Hedges retaining walls and fences, which visually obscure front yards are discouraged. Fences should be kept behind the building lines, as viewed from the street.

**Findings:** The commercial development includes an 8' wood fence that lines the northwest property line, abutting a single family residence, and partially faces the SE Ladd Avenue and alley lot lines. Because the building is of the character of a commercial structure and built to the property lines along the street lot lines, no street facing front or side yards exist. Therefore, the proposed fence does not obscure what would be considered a residential yard, but rather plays an important role in screening the uncovered portion of the parking area from the adjacent residential property, street

and alley and helping to maintain privacy. Five feet of L3 landscaping, which includes trees, shrubs and ground cover, along the northwest lot line also further strengthens the screening of the proposed parking area from the surrounding residences. For the approximately 14' that the fence lines face the streets, they are set back 18' from SE Ladd Avenue and 30' back from the alley. *This guideline is therefore met.*

**4. Parking.** Parking areas and driveways are discouraged in the front yard. Required on-site parking should be located in the rear yard or beneath new construction. Parking areas, providing space for three or more cars, should be screened from adjacent properties: hedges and canopy trees are recommended as screens. No lot within the district should be converted solely for parking use.

**Findings:** As mentioned in the findings above, the commercial development abuts the street lot lines and is of the character of a commercial building, therefore no front yard exists. The parking proposed will primarily be within the building structure. However, along the northwest edge of the building some of the garage area will be open air and the front portion of some of the parking stalls will extend out beyond the building edge, thus creating a small area of what technically is considered surface parking. This exposed area of parking will be completely screened from SE Division Street, SE Ladd Avenue, the alley and the neighboring residential property to the northwest by a combination of 8' tall wood fencing and L3 landscaping, which includes trees, 6' tall evergreen shrubs and ground cover. Due to the shape of the site, very short alley frontage (21'), and potential difficult maneuvering into and out of the alley along SE Division Street, the entry to the parking area has been located along SE Ladd Avenue. PBOT has confirmed that this is the most appropriate garage entrance location. *This guideline is therefore met.*

**5. Building Height.** In areas zoned for single family residential use, new buildings should not be less than one and one-half stories or more than two and one-half stories or thirty-five feet in height. In all other areas, new buildings should not exceed three stories or forty-five feet in height.

**Findings:** The proposed development height is 4 stories and 45' high at the frontages adjacent to the Seven Corners intersection in the southeast corner, stepping down to 3 stories and 35' high to the north and west sides, except at the fourth floor roof deck, which measures approximately 37' to the top of the handrails. To the north, the proposal sets back approximately 13 feet from the residential property line (11 feet is required), providing slightly more privacy and separation.

The proposed building is within the CS, Storefront Commercial Zone. This zone allows a maximum height of 45'. The proposed structure is at the maximum height limit at the southeast corner. However, due to the fact that the site is also within a Main Street Corridor Overlay Zone and is within 25' of R5 zones to the north and to the west, the maximum building height within 25' of the R-zone is limited to 35'. The structure steps down to 35' on the north and west sides to meet this standard except at the roof deck, which measures approximately 37' to the top of the handrails. The Main Street Corridor Overlay Zone standard allows for railings to extend up to 3-1/2' above the 35' height limit if the railing is set back at least 4' from all roof edges, which it is.

In Ladd's Addition Historical District, the guidelines also address building height: "new buildings should not exceed three stories or forty-five feet in height." A Design Advice Request (DAR) hearing was held on November 16, 2015. The DAR is a voluntary hearing with the Historic Landmarks Commission for the project to receive initial design feedback. During the Design Advice Request (DAR) process, the Historic Landmarks Commission expressed concern over the four-story massing of the building in relation to

the scale of development in the surrounding Historic District. Because the site is at a gateway location for entering Ladd's Addition Historic District from the southeast, the Commission expressed the importance of this building accurately representing the scale and character of the District.

At the DAR the Commission was split regarding support of a fourth story. Some Commissioners felt that a four-story structure was too tall for the district and was not supportable. Other Commissioners felt that although a three-story structure was a stronger proposal, a four-story building might work if the fourth floor was stepped back from the residential to the rear, brought to the building face at the street frontages, and was not just an extrusion of what was occurring below, but differentiated.

Since the DAR, the applicant has studied various options for the treatment of the fourth floor. The proposed scheme is stepped back from the residential at the rear and is not just an extrusion of what is occurring below. However, after studies of the building mass, the applicant chose to not bring the fourth floor all the way to the building face at the street frontages to try to better match the three-story massing of the district.

The fourth floor design relates to the stories below by aligning the brick piers and grouping the windows. The fourth floor also presents transformation by a 16" setback from the building face below, a subtle change in materials (same color of brick as the lower floors, but in a smooth rather than rough texture), a slightly lower floor to floor height (10' rather than 10'-6") and the use of bronze metal panels between windows in bays rather than inset brick. These moves create a lighter appearing floor which still maintains a relationship to the structure below.

As noted above, the proposal steps back from the residential zone to the rear, and is not just an extrusion of what is occurring below. To better match the lower massing of the district, the fourth floor is slightly stepped back from the street frontages. The proposal also meets the setback and height requirements along the smaller single-dwelling zones to the north and west of the building, maintaining an appropriate transition to the larger commercial zone scale along SE Division.

At the first hearing on June 27, 2016, all members of the Historic Landmarks Commission (HLC) present agreed that the 4-story, 45' tall proposal met the guideline as written. One commissioner was concerned that while the 4-story, 45' tall height did comply with this guideline, it was felt that a 4 story, 45' tall proposal was not compatible with the district. Others were not as concerned with the height as long as the fourth floor was articulated, which they considered it was.

At the second hearing, a minority of the Commission again noted concern regarding the height of the project, and whether the scale of the proposal maintained the character of this low-scaled district. However, the majority of the Commission agreed that the height of the proposal did meet this guideline. *This guideline is therefore met.*

**6. Building Façade Proportions.** The front façades of non-commercial buildings should be vertical, i.e., higher than they are wide.

**Findings:** The building is a commercial building. *This guideline does not apply.*

**7. Foundations.** Non-commercial structures should have foundations which are three or four feet in height and constructed of masonry materials, such as ornamental concrete block, poured concrete with a stucco wash, or stone. Commercial buildings should have foundations which are within six inches of the sidewalk elevation.

**Findings:** The proposed development falls under the commercial building category. All ground floor entries are level with their adjacent sidewalk elevations and all foundations are within 6” of the sidewalk elevation. The building has a concrete base which chamfers back to brick above. The concrete base is a minimum of 12” high but varies depending on the level of the adjacent sidewalk. *This guideline is therefore met.*

**8. Exterior Siding Materials.** Materials used on new buildings should be consistent with predominant materials used on buildings of a similar use within the district. On single family residences and duplexes: stucco, horizontal wood siding, wood shingles, brick, or a combination of these materials. On commercial and multi-family residences: stucco and brick. The following materials are discouraged: plywood, used brick, shakes, exposed concrete block and metal.

**Findings:** The proposed exterior building materials consist primarily of light grey Norman brick veneer with light grey stucco, 12” chamfered concrete at the base, dark bronze aluminum storefront and window systems, dark bronze brake metal elements, and black painted steel elements.

The proposed brick veneer is a warm, light grey ‘limestone’ brick, Norman sized, running bond, with slightly darker grey mortar. Two textures of brick are being used: wire-cut on the lower three floors and smooth at the fourth floor and stair reveal. The stucco is a similar warm, light grey, and is used as secondary material on the non-street facing façade and at the top of the elevator shaft on the roof.

While brick is a predominant material in the district, staff initially questioned whether the proposed Norman size was common to the district. At the first hearing, the Commission noted that because it is the same height as normal brick, and was used during the later period of significance in the district, it was considered appropriate for this proposal.

Storefronts and window frames are aluminum with a dark bronze finish. Glazing at the storefronts and upper windows is clear. While aluminum is a robust material suitable for storefronts and the windows on a busy commercial frontage like SE Division Street, in this district, wood windows and doors are suggested, see *Guideline 13. Windows and Doors*, below, which asks for window sashes and doors to be “wood framed and detailed with wood trim”. At the DAR, the Commission suggested exploring a high-quality aluminum-clad window system as a possible alternative to wood.

At the first hearing, the Commission noted reservations regarding the compatibility of the proposed 2” wide profile of the proposed aluminum storefront system. While high in quality, it was not a wood system, and additionally did not match the character of the wood profiles common in the district. In response to the Commission’s comments, the aluminum storefront system remains the same, but custom storefront profile covers have been added that step back the edges ¼” either side, which reduces the width of the face of the covers from 2” to 1.5”, and adds slight depth to the profiles (Refer to Exhibits C.41 and C.42).

Dark bronze metal panel is used as a secondary material at locations with visible metal such as the fourth floor infill panels, cornices and parapets. The metal infill panels at the fourth floor will blend with the bronze window system and will read as part of the window bays set within the brick surrounds. While this guideline discourages the use of metal, this building is primarily clad in brick, and these metal panels are a relatively minor secondary material. Additionally, the bronze metal cornices and parapets are at a high level on the building and will blend in with the traditional character and architectural elements of the District’s buildings.

The dark bronze metal panel is also proposed for the knee walls at the ground floor. Traditional knee walls were wood or masonry. At the first hearing, the Commission was in support of the metal knee walls under the storefronts as long as the metal was backed by something solid. At the second hearing, the Commission added a condition of approval that the metal panel knee walls be solid-backed to ensure the base of the building would be robust in this high traffic location.

Steel plate planter boxes approximately 30" tall are proposed at some bays at the ground floor, including at either side of the entry at the corner of SE Division and SE Ladd. At the first hearing, the Commission considered the planters on either side of the corner entry helped set up the entry. To keep the palette limited, the Commission suggested that the finish of the ground floor planters should match the finish of the knee walls. In response to the Commission's comments, the finish of the ground floor planters has been revised to match the dark bronze finish of the knee walls.

Other metal elements proposed on the building will be the black painted steel in the form of the steel channel canopies, steel plate planter boxes, custom steel trellises at the ground floor, and wood topped steel guard rails at the fourth floor roof deck railings. At the first hearing, the Commission suggested considering a more traditional system of vertical infill rather than cable railings, as originally proposed. In response to the Commission's comments, the railing has been revised to black painted 2"x2" steel posts and infill of 1"x1" vertical pickets, with wood hand rails and top caps (Refer to Exhibits C.12, C.17, and A.23).

*With Condition of Approval B, that the metal panel knee walls are to be solid backed, this guideline is met.*

**9. Roof Form.** Non-commercial buildings should have gable or hip roofs with medium to steep pitch. Dormers and gable roof projections are encouraged. Commercial buildings should have flat roofs with parapets or false fronts. Detailing of the parapets with cornices and stepping is encouraged.

**Findings:** The proposal, which falls under the commercial category, consists of a two-tiered, flat roof building. The building is 4 stories and 45' high at the frontages adjacent to the Seven Corners intersection in the southeast corner, stepping down to 3 stories and 35' high to the north and west sides. The building provides additional stepping of the building faces at the street frontages. At the ground floor, the canopies create an element which reach out over the sidewalks, and at level four the building face steps back again 16" from the building face below.

The canopies themselves also step back. At the corner of SE Division and SE Ladd, the main canopy steps up to create a more welcoming corner and signify the importance of this corner. The main canopy overhangs the street by 5' and is about 11' above the sidewalk level. Either side of this, the canopies step back to provide a 4' overhang over the sidewalk and are about 9' above the sidewalk level.

With regard to the 18" step back of the fourth floor, at the DAR, the majority of the Commission present advised that if the proposal continued to be a 4-story building, the fourth floor should be not be stepped back, but brought flush with the floors below, as a typical streetcar era building. After further consideration at the first hearing, the majority of the Commission present noted that they could support the fourth floor step-back if the third floor cornice was more robust.

With regard to the roof forms and cornices, at the DAR, the Commission encouraged greater articulation and detail added to the building. At the first hearing the proposal for third floor flat roof incorporated a brick parapet with a small, 8.5", slightly stepped metal "cornice" element. The fourth floor roof incorporated a stepped back metal parapet set inside the exterior walls to minimize the floor's vertical mass with a simpler 6" cap flashing "cornice". Similar cap flashing is also proposed at the secondary stucco locations. These proposed cornices were still extremely modest in scale, especially for a building of this size in this district. The Commission suggested adding more emphasis to the third floor cornice. In response, two courses of brick stepping has been added to the third floor cornice and the profile of the cornice cap has been simplified. With these revisions, the third floor cornice creates a stronger and more robust top to the third floor massing (Refer to Exhibits C.25, A.21).

With regard to the mechanical screens on the roof, at the first hearing, the Commission noted concern about the longevity and maintenance of wood screens on the roof top. In response, the material of these screens has been revised to a perforated, corrugated metal panel arranged horizontally (Refer to Exhibits C.12, C.13). *This guideline is therefore met.*

**10. Building Additions.** Building additions should be in keeping with the original architectural character, color, mass, scale, and materials. Additions should be designed to have the least impact upon character-defining features and should be located inconspicuously when viewed from the street.

**Findings:** The proposal is for new construction. This guideline is not applicable.

**11. Development Impacts.** All new development should be designed and operated to minimize potential adverse impacts upon surrounding residences and to reduce conflicts with residential uses. Factors to be considered are traffic generation, deliveries, parking, noise, lighting, crime prevention, hours of operation and activity, visual effects and buffering.

**Findings:** The retail aspect of the building abuts only the corner of SE Ladd Avenue and SE Division Street where it will be surrounded by similar commercial uses and will thus not impact the residential areas to the north and west. Hours of operation for the office floors above will primarily coincide with a typical work day and will not create sound or light pollution late into the evenings. The main entrances to the building are located along street facing facades that sit across from other commercial development, so activity generated by the commercial and retail uses will be confined to areas surrounding the site that already have active use during the day and evening.

The fourth floor conference rooms and kitchen are set back nearly 30' from the adjacent residential property line. This provides visual privacy and separation for both daytime activities and rare nighttime community events. The fourth floor roof deck is set back 4' from the building edge at the southwest corner of the site, adjacent to the alley and away from residential windows. Planter box vegetation at the deck perimeter will provide additional screening. All other floors are set back from the north residential property line 13', 2' greater than the minimum required by zoning.

The new building will include exterior lighting along the two street facing facades. These fixtures consist of wall sconces and two types of recessed canopy lights, cans and LED strips, at the ground floor level, helping to illuminate the pedestrian environment and create a safe pedestrian environment at night. No lighting has been proposed above the ground level.

Because the garage is open along the northwestern edge of the building, facing the abutting residential property, an 8' tall wood privacy fence and L3 landscaping will be installed that includes trees, shrubs and ground cover. These edge treatments will provide adequate screening of the parking area and create an effective buffer between the new building and existing residences. Lighting in the garage will consist of linear surface mounted LED ceiling fixtures that focus the light downward, which along with a light shielding bulkhead which drops down to 10' above grade as well as an 8' tall privacy fence, will help to block this light from adjacent neighbors. (Exhibit A.16)

A reduced size short-term loading space of Standard B size (Modification Request #1) is proposed within the garage to minimize complications on SE Ladd Ave. The lower height and width requirements of a Standard B loading space have an added benefit of limiting the garage visibility to the adjacent property, as well as making a single point of ingress/egress possible.

The Modification requested at the first hearing to the Loading standard to allow backward motion of loading vehicles either into or out of SW Ladd Avenue, rather than a forward motion has been removed in response to community and PBOT concerns regarding safety. The loading strategy has been revised to not require this Modification.

The proposed development is well situated for use by alternative forms of transportation with bus stops at both frontages and a bike boulevard at SE Ladd Avenue. The applicants have also been in discussion with the St. Philip Neri parish for use of their parking lot during the weekdays for employees who must drive.

The trash enclosure is located within the southwest corner of the building. It will be well lit for safety and accessed by the garbage servicer from the adjacent alley. *This guideline is therefore met.*

**12. Front Façade Detailing.** Primary entrances to buildings should be oriented to the street rather than to a rear yard or interior side yard. Front porches and projecting features such as balconies, bays and dormer windows are encouraged. Blank façades with no windows are discouraged.

**Findings:** The proposed design orients all primary entrances to the street. There are two retail tenant entrances on the ground floor, one oriented towards SE Division Street and one situated prominently at the Seven Corners intersection to celebrate the corner. The entrance to the building lobby for the upper offices is oriented centrally on SE Ladd Avenue and the garage entrance is near the northernmost corner of the site. While the building is equipped with extensive canopies, it does not include any other projecting elements such as front porches, balconies, bays and dormer windows, which are more typical of residential construction.

Steel frame canopies with wood soffits and integrated lighting will provide weather protection along the pedestrian right-of-way. Vegetated planter boxes and wall trellises add diversity to the pedestrian experience and create points of visual interest at locations of solid façade.

Inactive uses are located at the SE Division Street frontage including the fire riser room, parking, electrical room and the trash room. In front of the parking and electrical room, display windows are proposed which will be operated by the office tenants.

In front of the trash room at the southwest corner of the building, the building is set back approximately 11' from the street edge and a raised stormwater flow-through planter is proposed at the ground level. A stucco wall is proposed above the planter with

a small, open steel frame element intended to reflect the adjacent canopies, and above this are transom windows. At the first hearing, the Commission encouraged further articulation of the wall to enrich this very visible corner. In response, a dual panel custom steel trellis with a “Bull Rush Reed” pattern was added, providing a vertical emphasis as well as a vertical growing surface. This trellis will add interest and articulation to this corner even without the vegetation. With the trellis, canopy frame and transom windows, this end bay continues the overall rhythm of the storefronts, yet also provides a special emphasis at this corner (Refer to Exhibits C.13, C.16 and A.22).

Façade detailing at the upper floors is a rhythm of running-bond brick broken by regular punched opening windows and accented by recessed brick coursing details. This provides a straightforward rhythm of grouped window bays. At the first hearing, the Commission encouraged further articulation of the brick, especially at the lower levels closer to the pedestrian environment. Suggested locations included the panels above the second floor windows as well as the brick at the storefronts and entries. In response, recessed panels have been added to the brick columns at the base (Refer to Exhibits C.42 and A.17-20). With this articulation, the proposal provides further interest at the pedestrian level. At the second hearing, the Commission added a condition of approval requiring three courses of brick return at the base of the column recesses (Refer to Exhibit C.42 for additional details).

*With Condition of Approval D, that three courses of brick are to return at the base of the column recesses, this guideline is met.*

**13. Windows and Doors.** Window sashes and doors should be wood frame and detailed with wood trim. For commercial buildings, storefront windows with large fixed panes below and smaller frames above are encouraged. For other buildings, vertical, double-hung windows, as well as groups of vertical windows which may be horizontal in overall expression, are encouraged.

**Findings:** Due to the commercial nature of the proposed development and durability requirements, a high quality, front glazed aluminum storefront system is proposed for glazing throughout the building. Frame colors will be a dark bronze. As noted under guideline 8. *Exterior Siding Materials* above, while high in quality, the proposal for 2” wide profile of the proposed aluminum storefront system presented at the first hearing did not yet meet the guidelines. As noted above, the revised custom storefront profile covers reduce the width of the face of the covers from 2” to 1.5”, and adds slight depth the profiles.

At the pedestrian level, the storefront will incorporate large fixed panes on a low bulkhead along with transom glass above, aligning with the typical canopy line. This is a common traditional storefront configuration.

Additionally, two small louvers are proposed in the transoms above the canopies (See C.12). These are integrated into the transom pattern and will not be visible from the sidewalk.

At the first hearing, the windows at the stairwells were vertically oriented, arranged asymmetrically in the stairwell reveals, but was arranged symmetrically on the building from the corner at SE Division and SE Ladd. The Commission noted this arrangement was unbalanced, and encouraged either square windows or centering the windows in these reveals. In response, the windows are now square, which also reflect the patterning of the trellis below (Refer to Exhibits C.13 rev, C.17 rev).

At the first hearing, the upper level windows were vertically divided with an asymmetrical arrangement of a fixed pane on one side and a vertical operable awning pane with a fixed half transom above on the other. An alternative assembly with a symmetrical arrangement was also presented (Exhibit A.17). The majority of the Commissioners considered the symmetrical arrangement was more in keeping with the historic nature of the district, but noted the one-sided opening still created an awkward arrangement within this symmetry. Additionally, louvers are proposed to one side of some of the transom windows. To emphasize the important main corner at the intersection of SE Division and SE Ladd, the Commission added a condition of approval requiring that the operable windows and the transom louvers are to be arranged symmetrically away from this corner.

*With Condition of Approval C, that the operable windows and the transom louvers above the ground floor are to be arranged symmetrically away from the main corner at SE Division and SE Ladd, this guideline is met.*

**14. Awnings.** On commercial structures, retractable fabric awnings, which are architecturally compatible with the historic commercial structures are encouraged. Awnings should fit within window bays.

**Findings:** The proposed development does not include fabric awnings. A more durable construction material than fabric is arguably more desirable for the pedestrian protection. Steel canopies faced with c-channels will be incorporated along the entire SE Division Street façade and at glazed areas on SE Ladd Avenue, and set within the structural window bays. The canopies have been carefully designed to fit within the width of the window bays, except at the corner entrance, where the canopies will be raised above the transom of the storefront bays and will wrap between facades to create a special condition that celebrates the corner.

Canopies will be constructed of fixed steel channel frames, powder coated black or dark bronze to match the storefront. The canopy soffit will consist of a T&G wood ceiling and a corrugated metal roof on the topside, draining towards the street. Screened linear LED lighting will be integrated into the canopy soffit to light the window bays.

These canopies, while not fabric, have been thoughtfully detailed to create human scale and a sense of depth and articulation that fits within the scale of building elements found in the District. *This guideline is therefore met.*

**15. Color.** Earth tones and muted colors which are derived from natural materials, such as stone, brick and soil are encouraged. Use of bright colors is discouraged.

**Findings:** Because this is a new development, no existing building exists to establish an original color. The majority of the new building will consist of a warm, light grey 'limestone' color, coming in both wire-cut and smooth texture depending on location. Mortar will be a slightly darker, warm tone grey. Areas of stucco will be a warm, light grey color, similar to limestone and with a medium texture. Window frames and brake metal will be a dark bronze finish. Planters and canopies will be a powder coated steel in black or dark bronze. The underside of canopies will be wood, as will the privacy fence at the rear of the site and mechanical screening on the rooftop. These colors have a subtle, muted, natural character that relates well to the traditional colors found in the District. *This guideline is therefore met.*

**16. Signs.** For commercial buildings, freestanding signs are discouraged; wall signs, window signs, canopy, and projecting signs attached to the building are encouraged. Sign materials

appropriate to the 1910's and 1920's, such as painted wood and neon are encouraged. Plastic sign faces are discouraged. Signs should not be the dominant feature of a building or site.

**Findings:** Signage in the form of building addresses will be aluminum or brushed stainless steel, mounted to the top exterior edge of each tenant entry's canopy. The corner tenant signage will be brushed aluminum or stainless steel dimensional letters, mounted to the underside of the exterior edge of the corner entry canopy. Other building signage will be projecting blade signage with powder coated steel structure, oriented for pedestrian visibility from the adjacent sidewalk. These under canopy blade signs will be non-illuminated, and are comprised of ½" extruded lettering fixed to ¼" painted aluminum panels supported by 10" steel "T" brackets. They will be 11" x 42", and slightly under 3'-6" SF in area. These blade signs are modest and well integrated with the canopy design, and as such will not be dominate features of the building or site. *This guideline is therefore met.*

**17. Crime Prevention.** Crime prevention elements should be included in the design with specific attention to landscaping, parking areas, walkways, lighting, entries, and visibility. Windows and entries should not be obscured. Parking areas, walkways, and entries should be adequately illuminated for visibility.

**Findings:** The building and new fencing abut the street lot lines, eliminating any unsafe and hidden areas that can promote crime. All entrances are directly connected to the public right-of-way and create a strong visual and physical connection with the abutting streetscape. Building entries are shallow and wide enough to provide visibility from the pedestrian right of way. Additionally, storefront window systems at the ground floor level and at uppers levels allow views out on to the pedestrian environment, establishing eyes on the street and reducing the potential for crime.

Exterior lighting along the ground floor walls and within the canopies will help to light the sidewalk area and create a safe pedestrian environment at night. The interior parking area will be illuminated at all times with shrouded fixtures to avoid spillover into the adjacent residential property. At the first hearing, the Commission suggested that the lighting inside the parking area to be motion-activated after hours to reduce the impact on the adjacent residents. In response, lighting inside the parking area has been revised to be motion-activated after hours (Refer to Exhibit C.32).

Areas at the rear of the site which are not enclosed by the wooden privacy fence have been minimized and will be landscaped with low profile plantings to provide visibility from the pedestrian right of way. *This guideline is therefore met.*

## **(2) MODIFICATION REQUESTS (33.846.070)**

### **33.846.070 Modifications Considered During Historic Resource Review**

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 historic resource review process. These modifications are done as part of historic resource 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 historic resource 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 historic resource review approval criteria.** The resulting development will better meet the approval criteria for historic resource review than would a design that meets the standard being modified; and
- B. Purpose of the standard.**
1. The resulting development will meet the purpose of the standard being modified; or
  2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

Modification Requested through Historic Resource Review:

- 1 Size of Loading Spaces** - To reduce one large Type A (35'x10'x13') loading space to one smaller Type B (9'x18'x10') loading space (PZC Section 33.266.310.D).

**Purpose.** *A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.*

**Findings for Size of Loading Spaces:** One loading space sized Standard A is required by Code for the uses of the site, but one loading space sized Standard B, a van-sized loading space, is proposed. The resulting development will meet the purpose of the standard being modified by limiting the size of delivery or loading vehicles allowed to utilize the building parking area and minimize a larger vehicle's negative effects on traffic safety, transit access and the bicycle boulevard at SE Ladd Avenue. The office and retail functions proposed do not require regular oversized vehicles and can easily be served with smaller delivery vehicles. Finally, PBOT has no objection to the requested modification to reduce the size of the loading space.

A smaller sized loading space that fits within the internal garage allows for a shared driveway for both the parking lot and loading space, and also a smaller area dedicated to vehicles at the ground floor level. Thus a smaller amount of vehicle area crossing the sidewalk is less of a barrier to pedestrians, the vehicle area in general is minimized, the impact of vehicle area on the neighborhood is reduced, and a more pleasant and friendly pedestrian environment is created. Additionally, the lower height requirement of Standard B allows the garage door to relate more appropriately to the pedestrian scale at the sidewalk. The resulting development will better meet the guidelines by allowing the loading space to be located within the parking garage beneath the development (*New Construction Guideline #4: Parking*) and by reducing the physical and visual effects of a loading area (*New Construction Guideline #11: Development Impacts*) elsewhere on the site. *Therefore, this Modification warrants approval.*

## DEVELOPMENT STANDARDS

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

## CONCLUSIONS

The historic resource review process promotes the conservation, enhancement, and continued vitality of areas of the City with special historic, scenic, architectural, or cultural value. The proposed design has evolved significantly from Design Advice Request hearing, and has further responded to the Commission's comments from the first hearing. The overall design and quality of the project is straightforward and modest, and although the massing is greater than the majority of the structures in district, the stepped back fourth floor design has endeavored to reduce the apparent massing of the proposal. This proposal utilizes high quality materials and subtle detailing, and will be positive contribution to the Ladd's Addition Historic District, as well as the Seven Corners commercial area.

## LANDMARKS COMMISSION DECISION

It is the decision of the Landmarks Commission to approve Historic Design Review for a new four-story, 45' tall commercial building in the Ladd's Addition Historical District. Ground floor uses include retail, lobby entrance, services, and partially structured parking for 6 cars, loading, and long term bike storage for 8 bicycles all accessed from SE Ladd. A roof deck will be provided on the fourth floor.

Approval of the following Modification requests:

1. *Size of Loading Spaces* - To reduce one large Type A (35'x10'x13') loading space to one small Type B (9'x18'x10') loading space (PZC Section 33.266.310.D).

Approvals per Exhibits C.1-C-42, signed, stamped, and dated July 28, 2016, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (A – 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 "ZONING COMPLIANCE PAGE- Case File LU 16-125731 HRM. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. The metal panel knee walls are to be solid backed.
- C. The operable windows and the transom louvers above ground floor are to be arranged symmetrically away from the main corner at SE Division and SE Ladd.
- D. Three courses of brick are to return at the base of the column recesses.
- E. No field changes allowed.

=====  
By:   
Kirk Ranzetta, Landmarks Commission Chair

Application Filed: February 23, 2016  
Decision Filed: July 26, 2016

Decision Rendered: July 25, 2016  
Decision Mailed: August 3, 2016

**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 February 23, 2016, and was determined to be complete on **April 19, 2016**.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on February 23, 2016.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G.6.

**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. This report is the final decision of the Landmarks 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 unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on August 17, 2016 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 5<sup>th</sup> floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

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 City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

**Who can appeal:** You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

**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 **August 18, 2016 – (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 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.

Grace Jeffreys  
August 1, 2016

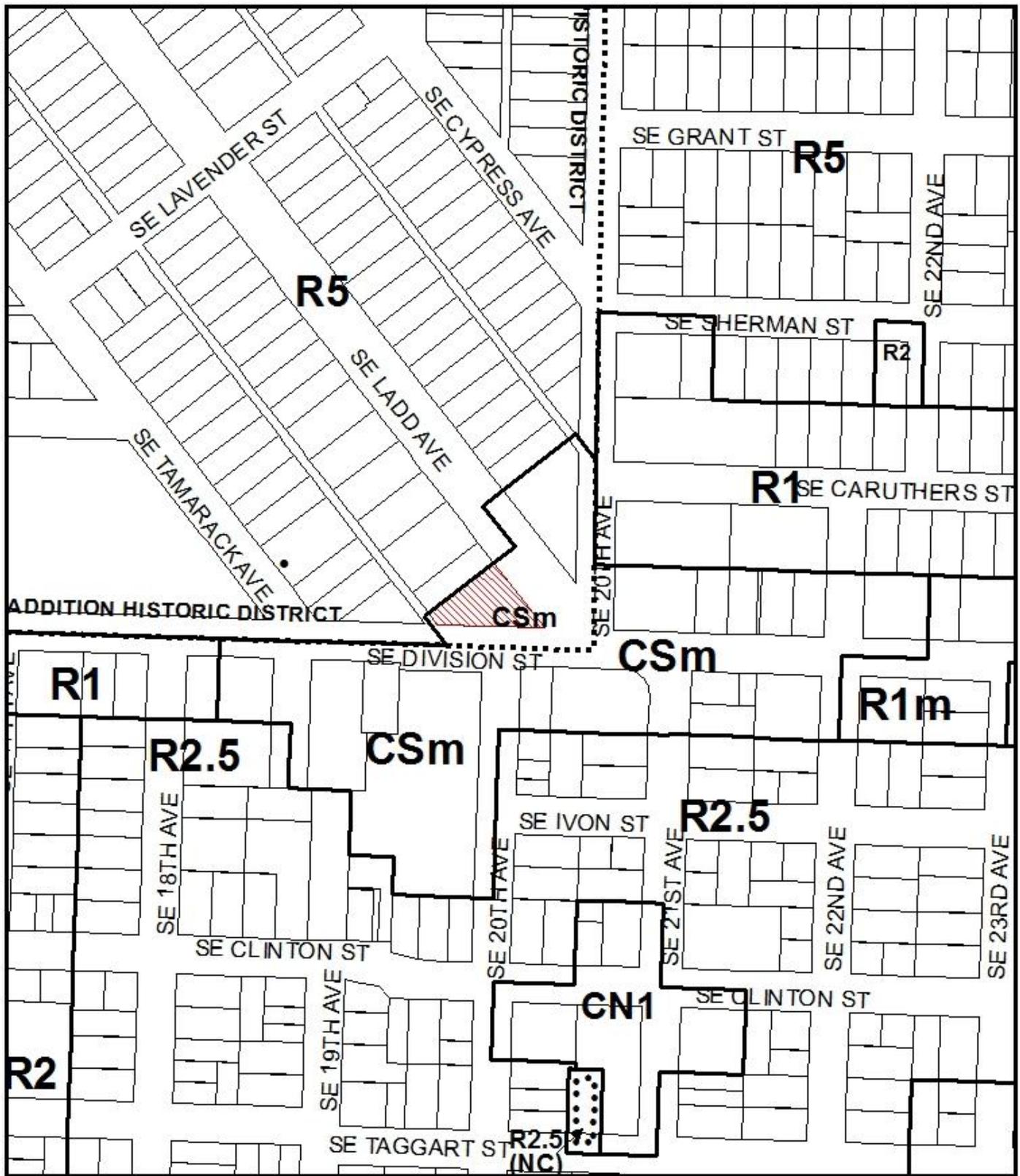
**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement:
  - 1. Initial Submittal - drawings, narratives, Stormwater and Geotech reports
  - 2. Revised submittal - revised drawings, narratives, BES Special Circumstance Request Decision, PBOT Driveway Design Exception request package, 3/16/16
  - 3. Revised drawing packet, 4/19/16
  - 4. Response to Staff comments, 5/20/16
  - 5. Revised drawing packet, 5/24/16
  - 6. Loading revision ingress/ egress, 6/9/16
  - 7. Email verifying revised Hearing date posted, 6/12/16
- B. Zoning Map (attached):
- C. Plans & Drawings:
  - 1. through 42 (C.6, C.12, C.13 attached), sheet C.41 not approved.
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant's statement certifying posting
  - 5. Mailing list
  - 6. Mailed notice
- E. Agency Responses:
  - 1. Bureau of Environmental Services
  - 2. Life Safety Section of Bureau of Development Services
  - 3. Water Bureau
  - 4. Site Development Review Section of Bureau of Development Services
  - 5. Bureau of Parks, Forestry Division
  - 6.a Bureau of Transportation Engineering and Development Review
  - 6.b Bureau of Transportation Engineering and Development Review, revised comments
  - 6.c Bureau of Transportation Engineering and Development Review, final comments
- F. Letters:
  - 1. Bob Schatz, 5/24/16, stating concerns with the 4 story height, the lack of cornice and stepping, the material of the windows, and the lack of awnings.
  - 2. Casey Logan, New Seasons Market, 5/25/16, stating support of proposal, including the ground floor retail, the green roof, the storm water rain garden, the 4<sup>th</sup> floor and scale.
  - 3. Mary Hart, 5/26/16, stating support of proposal, including the materials, style, green roof, storm water rain garden, Universal Design standards, and mission of the end users.
  - 4. Sue Stahl, Chair of Portland Commission on Disability, 5/30/16, stating support of proposal, including the commitment to building to Universal Design standards.
  - 5. MaryKay West, 6/2/16, stating support for proposal generally, but noted concerns regarding the Modification to Forward Egress standards.
  - 6. Katie Meyer, Division/Clinton Business Association, 6/1/16, stating support of the proposal.
  - 7. Jason Duerr, 6/2/16, stating support of the proposal.
  - 8. Susan Pearce, 6/3/16, stating support but noting concerns.
- G. Other:
  - 1. Original LUR Application
  - 2. Pre-Application Conference notes, conference date 6/11/15
  - 3. Summary Memo from DAR held on 11/16/15
  - 4. Incomplete letter, 2/24/16
  - 5. Request for Completeness, 2/1/16
  - 6. 120-day waiver signed, 2/23/16
  - 7. Previous LU approval on site, LU 07-163511 HDZM

H. After First Hearing

1. Staff memo to the Commission, 6/7/16
2. Staff Report, 6/7/16
3. Staff presentation, 6/27/16
4. Email chain confirming hearing date change
5. Staff notes from first hearing
6. List of public testimony from first hearing, 6/27/16.
7. Applicant's presentation outline, 6/27/16
8. Applicant's options for Conditions of Approval, first hearing, 6/27/16
9. Letter from Nancy Salta, 6/16/16, stating concerns regarding additional car parking and people traffic generated by this proposal.
10. Applicants addenda change summary, 7/7/16
11. Applicant's precedence for column recesses, 7/19/16
12. Letter from Michael Olson, 6/20/16, stating concerns about traffic generation and lack of parking related to redevelopment of this site.
13. Revised drawings for second hearing, 7/20/16
14. Revised Staff Report, 7/20/16
15. Second Commission memo, 7/20/16
16. Second staff presentation, 7/25/16
17. Staff notes from hearing, 7/25/16
18. Applicants Appendix items: renderings
19. Applicants Appendix items: context studies
20. Applicants Appendix items: zoning compliance diagrams

**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
-  Historic Landmark



This site lies within the:  
LADD'S ADDITION HISTORIC DISTRICT

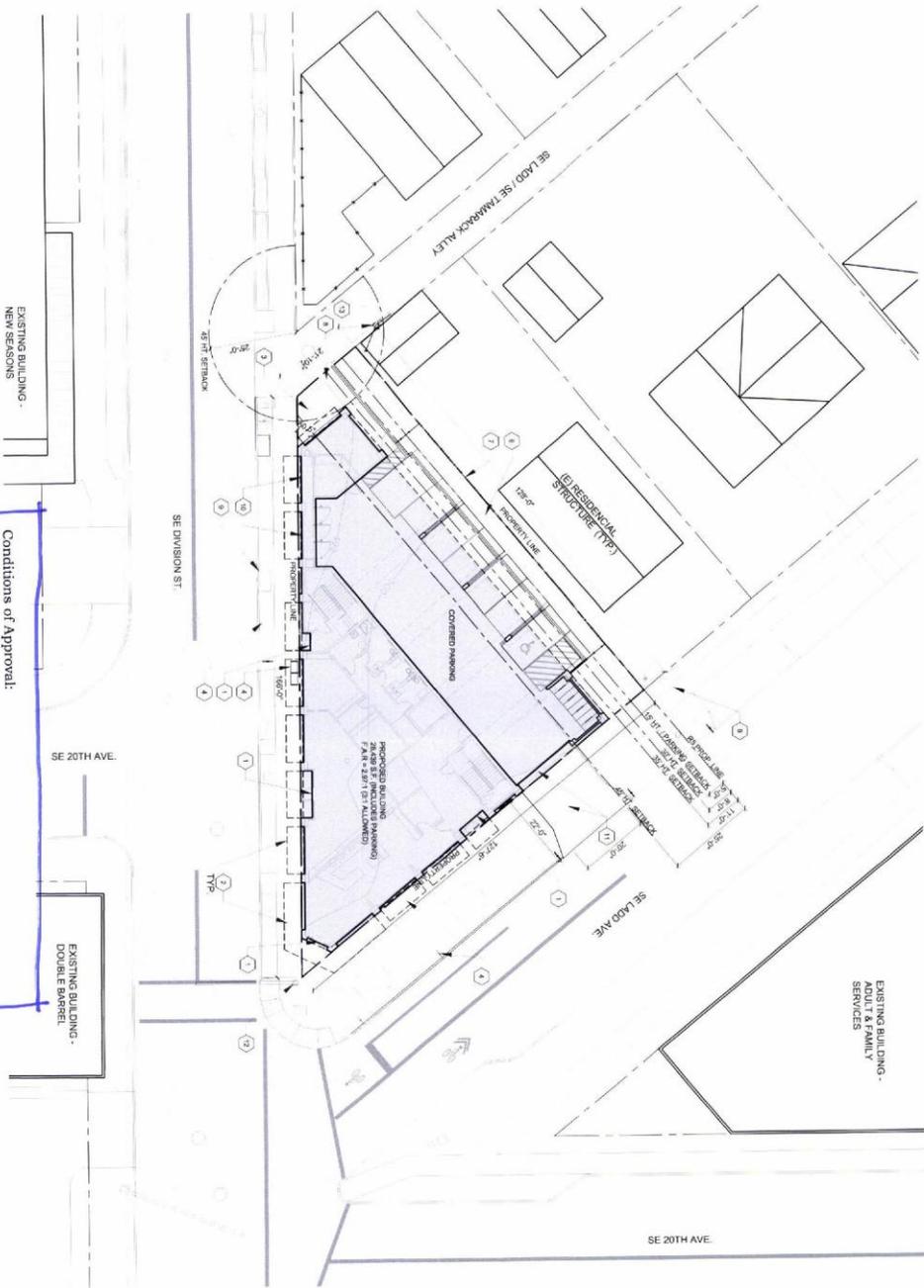
File No.	<u>LU 16-125731 HRM</u>
1/4 Section	<u>3232</u>
Scale	<u>1 inch = 200 feet</u>
State Id	<u>1S1E02DD 21000</u>
Exhibit	<u>B (Feb 24, 2016)</u>

**SEVEN CORNERS COMMUNITY COLLABORATIVE**  
 Type III Land Use Review (LU 16-125731)  
 Proposed Site Plan

Scale: 1/32" = 1'-0"



- Conditions of Approval:
- A.** The metal panel knee walls are to be solid backed.
  - B.** The operable windows and the transom louvers above ground floor are to be arranged symmetrically away from the main corner at SE Division and SE Ladd.
  - C.** Three courses of brick are to return at the base of the column recesses.
  - D.** No field changes allowed.



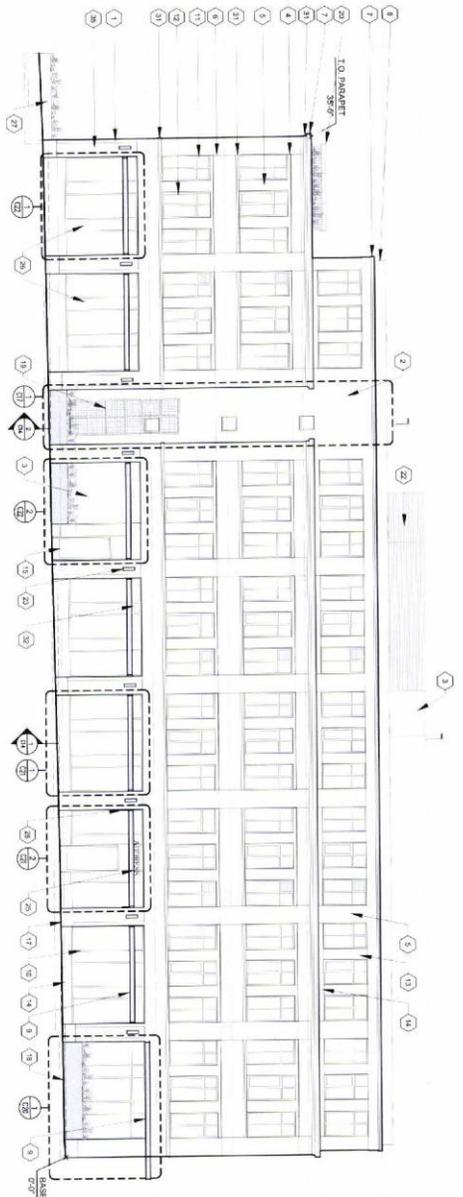
**KEYNOTES**

- 1 BUILDING ENTRY
- 2 OVERHEAD AWNING
- 3 RAKED STORMWATER PLUMBER REFER TO CIVIL SHEETS
- 4 NEW RAINWATER GUTTER COMPATIBLE WITH TRIMET
- 5 DOWN-CUT LAKE
- 6 1.5" PLANTING STRIP REFER TO LANDSCAPE SHEETS
- 7 4" WOOD PRIVACY FENCE
- 8 GARAGE ACCESS
- 9 EXISTING EVERGREEN TO REMAIN
- 10 EXISTING WINDOWS
- 11 GARAGE ENTRY & DRIVEWAY
- 12 EXISTING SIGNAL
- 13 NEW POLE MOUNTED TRANSFORMER PROVIDED BY PGE

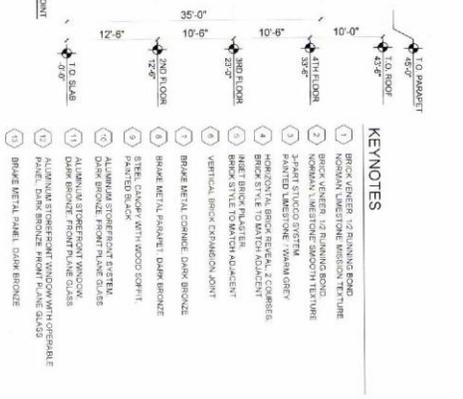
\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner  
 Date **7/28/16**

This approval is subject to the  
 \* Legend reviews required and may apply to all





1 South (SE Division St.) Elevation



2 Northeast (SE Ladd Ave.) Elevation

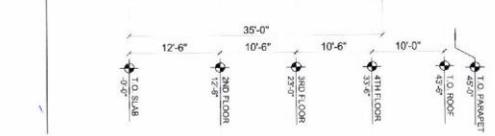
**\*Approved\***  
 City of Portland  
 Bureau of Development Services  
 Planner *[Signature]*  
 Date *7/28/16*

\* This approval applies only to the review requested and is subject to all additional zoning requirements may apply.

**SEVEN CORNERS COMMUNITY COLLABORATIVE**  
 Type III Land Use Review (LU 16-125731)  
 Exterior Elevations

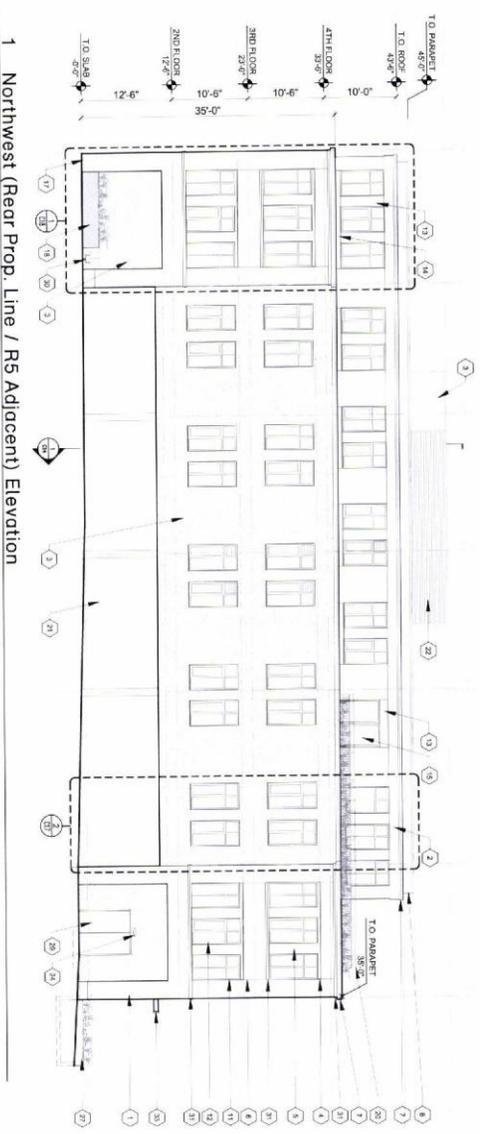
Scale: 1/16" = 1'-0"

- Conditions of Approval:
- B. The metal panel knee walls are to be solid backed.
  - C. The operable windows and the transom louvers above ground floor are to be arranged symmetrically away from the main corner at SE Division and SE Ladd.
  - D. Three courses of brick are to return at the base of the column recesses.
  - E. No field changes allowed.

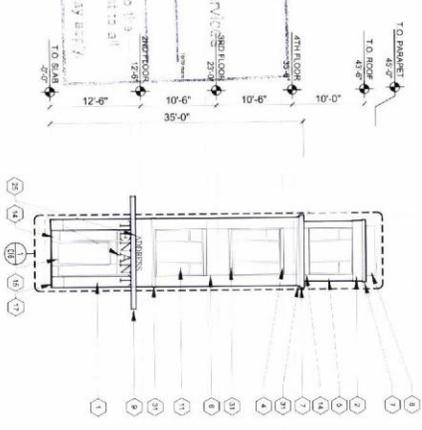


**KEYNOTES**

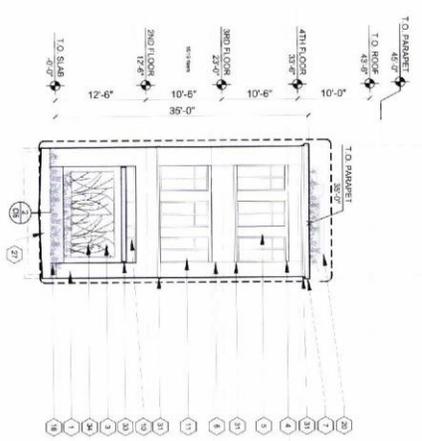
- 1 BRICK VENEER 1/2 RUNNING BOND
- 2 NORTH LATERAL BRICKS ON VENUE
- 3 NORTH LATERAL BRICKS ON VENUE
- 4 NORTH LATERAL BRICKS ON VENUE
- 5 NORTH LATERAL BRICKS ON VENUE
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- 29 NORTH LATERAL BRICKS ON VENUE



1 Northwest (Rear Prop. Line / R5 Adjacent) Elevation  
C.13



2 Southeast (Seven Corners) Elevation  
C.13



3 Southwest (SE Ladd/Tomrack Alley) Elevation  
C.13

KEYNOTES

- 1 BRICK VENEER 1/2 BANNING BOND
- 2 MASONRY LIME MORTAR BRICK LAYING
- 3 MASONRY LIME MORTAR BRICK LAYING
- 4 3 PART STUCCO SYSTEM
- 5 PAINTED LAMESTONE / MASH GREY
- 6 HORIZONTAL BRICK REVEAL 2 COURSES
- 7 BRICK STYLE TO MATCH ADJACENT
- 8 BRICK REVEAL TO MATCH ADJACENT
- 9 VERTICAL BRICK EXPANSION JOINT
- 10 BRASS METAL CORNICE DARK BRONZE
- 11 BRASS METAL PARAPET DARK BRONZE
- 12 STEEL CANOPY WITH WOOD SPOFFIT
- 13 PAINTED BLACK
- 14 ALUMINUM STORMDOOR SYSTEM
- 15 DARK BRONZE FRONT PLANE GLASS
- 16 ALUMINUM STORMDOOR WINDOW
- 17 ALUMINUM STORMDOOR WINDOW
- 18 ALUMINUM STORMDOOR WINDOW
- 19 ALUMINUM STORMDOOR WINDOW
- 20 ALUMINUM STORMDOOR WINDOW
- 21 ALUMINUM STORMDOOR WINDOW
- 22 BRASS METAL PANEL DARK BRONZE
- 23 BRASS METAL BUILT-UP DARK BRONZE
- 24 ALUMINUM STORMDOOR FINISH COORP
- 25 ALUMINUM SECTIONAL GARAGE DOOR WITH PERFORATED METAL PANELS
- 26 CONCRETE PLANT WITH 41" TOP CHAIRS
- 27 STEEL PLANTER PAINTED DARK BRONZE
- 28 CUSTOM STEEL CLIMBING TRAILS PAINTED BLACK
- 29 SEE LANDSCAPE SHEETS FOR PLANTINGS
- 30 STEEL GARDBOX WITH VERTICAL FOLDERS AND POISTS
- 31 PAINTED BLACK WOOD TOP CAP
- 32 HORIZONTAL WOOD SLAT FENCE
- 33 HORIZONTALLY CORRUGATED RIBBED METAL MESH PANEL, GREEN
- 34 LIGHT FIXTURE UPDOWN WALL BRONZE
- 35 UPON FANTUNE DIRECTIONAL SECURITY LIGHT NUMBERING LETTERS
- 36 ROTATING INTERACTIVE DISPLAY CASE
- 37 CONCRETE STORMWATER PLANTER
- 38 SEE LANDSCAPE SHEETS FOR PLANTINGS
- 39 PROJECTING BLUE SIGN
- 40 TRIGHT ENCLOSURE DOOR PAINTED TO MATCH STUCCO
- 41 RECESSED GAS METR
- 42 STUCCO REPAIR MATERIAL 3 COURSES
- 43 BRICK STYLE TO MATCH ADJACENT
- 44 TRANSOM LOWER DARK BRONZE
- 45 STEEL CHIMNEY FRAME NO SPOFFIT
- 46 RECONSTRUCTIVE BUILDING REED CLIMBING TRAILS PAINTED BLACK
- 47 INSET BRICK REVEAL BRICK STYLE TO MATCH

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C.13-rev

