



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 DESIGN
COMMISSION RENDERED ON October 19, 2017**

CASE FILE NUMBER: LU 16-283442 DZM
PC # 16-217773

BUREAU OF DEVELOPMENT SERVICES STAFF:

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The Design 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.

GENERAL INFORMATION

Applicant: Kip Storey, ZGF Architects
1223 SW Washington St, Ste 200, Portland OR 97205
503-417-4348, Kip.Storey@Zgf.Com

Representative: Jill Sherman, Gerding Edlen
1477 NW Everett St, Portland OR 97209
503-802-6626, Jill.Sherman@Gerdingedlen.Com

Owners: Greg Goodman, West Alder LLC
920 SW 6th Ave., Suite 223 Portland OR 97204
503-489-2323, Ggoodman@Ddgportland.Com
Lot 306 LLC
920 SW 6th Ave., Suite 223 Portland OR 97204
Barry Menashe, Carlyle Building, LLC
621 SW Alder Street, #800, Portland, OR 97205
AP&J Corp, 12th and Alder LLC
920 SW 6th Ave #2, Portland, OR 97204-1207
503-819-4480, Ckopca@Downtowndevgrp.Com

Site Address: **1102-1116 SW WASHINGTON ST**

Legal Description: BLOCK 256 LOT 1&2, PORTLAND; BLOCK 256 LOT 3, PORTLAND;
BLOCK 256 LOT 5&6, PORTLAND; BLOCK 256 E 25' OF LOT 7&8,
PORTLAND; BLOCK 256 W 25' OF E 50' OF LOT 7&8, PORTLAND;
BLOCK 256 W 1/2 OF LOT 7&8 LAND ONLY SEE R246605
(R667728461) FOR IMPS, PORTLAND; BLOCK 257 LOT 7&8,
PORTLAND

Tax Account No.: R667728340, R667728360, R667728400, R667728420, R667728440,
R667728460, R667728540

State ID No.: 1N1E33DD 02200, 1N1E33DD 02300, 1N1E33DD 02500, 1N1E33DD
02600, 1N1E33DD 02700, 1N1E33DD 02800, 1N1E33DD 04000

Quarter Section: 3028

Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.
Business District: None
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - West End
Zoning: RXd, Central Residential with Design overlay
Case Type: DZM, Design Review w/ Modifications
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

The applicant seeks **Design Review** approval for a new half-block, 24-story, 291' tall mixed-use development in the West End Sub-area and Downtown Sub-district of the Central City Plan District, located on a site comprised of two partial city-blocks. The north partial block, which the development site sits on, is bound by SW Washington and SW Alder Streets and SW 11th and SW 12th Avenues. The south partial city-block is bound by SW Alder and SW Morrison Streets and SW 11th and SW 12th Avenues. Following are the primary program components (quantities approximate):

- *Site Area:* Total Site: 45,000 SF; Proposed Development: 20,000 SF.
- *Floor Area above Grade:* Total Site: 485,459 SF; Proposed Development: 409,047 SF.
- *FAR:* 10.79:1 proposed; 12:1 max allowed [6:1 base and with 9:1 with minimum 33% residential (33.510.200.B.3.a) and up to 3:1 bonuses, earned through Below-Grade Parking (33.510.210.C.16).
- *Height:* 290'-6" proposed; 325' allowed (150' base with 175' West End Housing bonus);
- *Number of Units:* 222 market rate apartments.
- *Retail:* 32,816 SF retail (7,816 SF new + 25,000 SF existing).
- *Parking:* None required; 258 below-grade parking stalls proposed accessed off SW 12th.
- *Short-term Bike parking:* 22 required; but two are proposed on-site. Applicant will need to pay into the bike fund for the full requirement.
- *Long-term Bike parking:* 350 required; 365 proposed to be in bike rooms on parking and mezzanine levels (A Modification is requested to the size of vertically hung spaces).
- *Loading:* 2 Type A spaces required; one Standard A loading space proposed at grade and one Standard B loading space proposed within below-grade parking (A Modification is requested to the size of one space), both accessed off SW 12th.
- *Amenity:* Numerous outdoor terraces and balconies for office and residential tenants, as well as indoor and outdoor residential amenity areas on levels 8 and 24.

Proposed exterior materials include break-formed aluminum-plate and fiberglass windows at the upper levels over steel-plate storefront surrounds, aluminum storefront assemblies, and cast-in-place, board-formed concrete bases.

Two **Modifications** are requested:

1. *Loading* (PZC Section 33.266.310): To reduce the size of one loading space from a Type A (35 feet long x 10 feet wide x 13 feet clearance) to a Type B (18 feet long x 9 feet wide x 10 feet clearance).
2. *Bike parking* (PZC Section 33.266.220): To reduce the spacing of vertically mounted staggered racks from 24" to 18" on center spacing, and to provide some two-tier bike racks.

One **Exception** is requested:

1. *Size of Window Projections into Public Right-of-Way (OSSC/32/#1):* To allow window projection widths of 36'-9" on SW 12th and 37'-11" on SW 11th, which are greater than the maximum width standard of 12 feet; and to not have required side wall windows for projections greater than 2'-6".

New developments in Design overlay zones are required to through Design Review per Portland Zoning Code Section 33.420.041.A.

Relevant Approval Criteria:

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

- | | |
|---|--------------------------------------|
| ▪ Central City Fundamental Design Guidelines | ▪ 33.420, Design Overlay |
| ▪ Modifications Considered Through Design Review – Section 33.825.040 | ▪ 33.510, Central City Plan District |
| | ▪ 33.825, Design Review |

ANALYSIS

Site and Vicinity: The proposal consists of a half block development located on a site which includes two partial city blocks. The north partial-block (and the one that the development site sits on) is bound by SW Washington Street, SW Alder Street, SW 11th Avenue, and SW 12th Avenue. The south partial-block is bound by SW Alder Street, SW Morrison Street, SW 11th Avenue and SW 12th Avenue.

Existing development on the north partial-block of the site includes:

- *1102-1116 SW Washington, the development site:* The new development is proposed on the north half of the north partial-block, which currently sits vacant. The northeast corner was the site of the “New Ritz” building, which was badly burned and then demolished in the 1990’s.
- *1135 SW Alder Street, the “Culver Building”:* Located at the southwest quarter of the block, the 25,900 square-foot building is comprised of an original two-story commercial structure constructed in 1920 with cast in place concrete perimeter walls and large heavy timber girders, beams, and columns, with a new heavy timber and glass and aluminum skinned rooftop addition added in 2011. Per the 2011 Land Use decision, 13 parking stalls are in the garage behind. On the north wall of the Culver Building facing the development site is an art mural titled “Every Rose Has Its Thorn”, painted in 2013 by an Australian street artist known as “Rone”. This mural was approved through the City’s mural permitting process (Exhibit G.11). The proposal will conceal this art mural.
- *521-527 SW 11th, the “Carlyle Building”:* Located mid-block fronting SW 11th, the 18,152 square-foot building was constructed in 1909 in the Second Renaissance Revival style. It is a four-story brick commercial structure with three-story rusticated storefront bays capped by a cornice at the third floor, and ornate block medallions and dentils at the parapet. This building was originally listed on the City of Portland’s Historic Resource Inventory (HRI), but was removed from the registry in 2016 (Exhibit G.10). On the north wall of the Carlyle Building facing the development site is an art mural titled “Capax Infiniti (Holding the Infinite)” by “Faith 47”, painted in 2014 in spray paint on brick. This mural was approved through the Regional Arts & Culture Council and is a part of the city’s public art collection for as long as the Art Easement remains in effect (Exhibit G.9). A Covenant allocating FAR from this property is included in this case file (Exhibit A.3).
- The remainder of the north block is not part of the site, and includes the Beverly Alder Apartments, an eight-block, 4-story brick apartment building constructed in 1909.

Existing development on the south partial-block of the site includes:

- *1122-1136 SW Alder Street:* Located at the northwest quarter of the block, the 10,000 square-foot building was constructed in 1913 in the Streetcar Era Commercial style. It is a simple one-story brick commercial structure with storefront bays and a small parapet at the roof. This building was originally listed on the City’s HRI, but has also since been removed (Exhibit G.10).
- The remainder of the south block is not part of the site, and includes the site of a newly approved quarter-block, 15-story hotel, the existing quarter-block, 3-story United Way Building, and a 6-story commercial building approved in 2016 and currently under construction,

Adjacent to these two blocks sit several individually listed Landmark buildings: to the north is the Telegram Building, to the southeast is the Old Elks Temple and the Seward Hotel, to the southwest is the Terminal Sales Building, and to the west is the First Presbyterian Church.

The site is in the Downtown Pedestrian District, and the City's Transportation System Plan (TSP) classifies the abutting rights-of-way (R.O.W.) as follows:

- SW 11th Avenue is classified as a Transit Access Street, a Traffic Access Street, a Central City Transit/Pedestrian Street, and a Local Service Bicycle Street.
- SW Washington Street is classified as a Transit Access Street, a City Walkway, and a Local Service Street for all other transportation modes.
- SW 12th Avenue is classified as a City Walkway and a Local Service Street for all other transportation modes.
- SW Alder Street is classified as a City Walkway and a Local Service Street for all other transportation modes.

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

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the West End sub-area and the Downtown Subdistrict of this plan district.

Land Use History: City records indicate that prior land use reviews for this site include the following reviews:

1102-1116 SW Washington, the development site:

- EA 15-250812 PC: Pre-Application Conference for this proposal.
- EA 15-259773 DA: Design Advice Request for this proposal.

1135 SW Alder Street, the "Culver Building":

- LUR 91-00833: Approval, with specific conditions, of 60 valet parking spaces on the 2nd floor of the building accessory to the Governor Hotel.
- LUR 95-00957: Approval of Nonconforming Situation Review to allow approximately 3,500 square feet of vehicle repair use and approximately 6,200 square feet of retail sales and service use on the first floor of the building. Nonconforming rights for valet accessory parking to the Governor Hotel continue in effect for the second floor (established by 91-00833 CU NU).
- LU 04-030144 DZ: Approval to add a storefront door and awning.

- LU 11-175845 DZM: Approval of remodel of the existing 2-story 1920 concrete structure and a rooftop addition.
- MU 13-181915: Permit for a new painted wall mural on the north façade, 20' high by 100' wide.

521-527 SW 11th, the “Carlyle Building”:

- 16-102297 IQ: Removal of building from the HRI.

1122-1136 SW Alder:

- LU 90-004033 DZ (Ref. # DZ 028-90): Approval to remove paint by chemical means rather than sandblasting.
- LU 94-011348 DZ (Ref. # LUR 94-00446): Approval of a new exit door and windows.
- LU 98-016264 DZ (Ref. # LUR 98-00958): Approval for a new 10'-0" long awning to be placed above the entry doors on SW Alder near SW 12th Avenue.
- LU 12-170420 DZ: Approval of storefront and rooftop alterations to the building at the northwest corner of 12th and Alder.
- LU 13-106800 DZ: Approval of one exhaust unit and one make-up air/cooler unit on the rooftop.
- LU 13-122234 DZ: Approval of one make-up air fan, one exhaust fan, one HVAC unit, one fireplace flue, and one condensing unit on the rooftop.
- LU-15-166628 DZ: Installation of new wood frame transom window and hardware.
- LU 16-123866 DZ: Approval of a new kitchen hood exhausts and make-up air on roof.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **September 1, 2017**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E.1)
- Water Bureau (Exhibit E.3)
- Fire Bureau (Exhibit E.4)
- Site Development Section of BDS (Exhibit E.5)
- Bureau of Parks-Forestry Division (Exhibit E.6)
- Life Safety Section of BDS (Exhibit E.7)

The **Bureau of Transportation Engineering** responded with the following comments: (Please see Exhibit E-2, H.17, and H.18 for additional details).

Encroachment Permit / 30% Concept Plan Approval

As noted in PBOT’s Completeness Review, December 21, 2016, due to the proposed below grade encroachments the applicant was required to obtain 30% Public Works Concept Plan approval and approval of the associated Revocable Encroachment Permits prior to PBOT supporting the Design Review request.

Prior PBOT responses, issued September 7, 2017 and October 12, 2017, noted that the applicant had not received 30% Concept Plan approval nor an approval of the necessary Revocable Encroachment Permit.

A critical issue that needed to be resolved involved the existing streetcar catenary pole within SW 11th. The catenary pole will be impacted by the proposed construction of a vaulted basement area that encroaches into the public ROW. The applicant provided PBOT with numerous design scenarios over the last week to address the catenary pole during and after construction. Several of these options included extensive pilings that would have remained within the public ROW after construction. PBOT did not this option due to its impact to the ROW.

On October 12, 2017, the applicant proposed a scenario that includes installing a temporary pole within the parking lane in SW 11th during construction and transferring cables back to the existing catenary pole after construction. Portland Streetcar and Public Works Permitting evaluated this scenario and conceptually approved the means of addressing the catenary

pole in relation to the proposed development and the applicant received 30% Concept approval of the Public Works Plan on October 13, 2017. This issue has been resolved.

RECOMMENDATION

PBOT has no objection to the Design Review or the associated Modifications and Exception.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **September 1, 2017**. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Susan Tomkins, September 5, 2017, noting concerns about the lack of parks and green spaces to accommodate dogs, kids, and park benches for residents, as well as alleviate a current problem with dog waste on the streets.

Staff Response: *Although the zoning code does not require accommodation for dogs, kids, or seating with residential development, the developer has been encouraged to consider incorporating these in the development. The applicant responded that dogs are very much a part of downtown living, and is supportive of parks in the area. (Exhibit A.13).*

Through the Central City 2035 plan (CC2035), Portland is currently proposing updates to the City's plans and policies for downtown and central areas of the city, and is establishing future density expectations and city responsibilities to address future growth. More information can be found on the Bureau of Planning and Sustainability's web site: <https://www.portlandoregon.gov/bps/47907>.

- Mary Vogel, September 15, 2017, requesting additional street trees to be planted across the street from the proposal.
- Ryan Sullivan, September 19, 2017, requesting additional street trees to be planted across the street from the proposal.
- Brad Baker, September 20, 2017, requesting additional street trees to be planted across the street from the proposal.
- Lucy Wong, September 20, 2017, requesting additional street trees and funds to be provided towards pedestrian infrastructure.

Staff Response: *Adding a requirement to add street trees across the street or request additional funds for public improvements cannot be done through a Land Use review process. As noted above, Portland is currently proposing updates to the City's plans and policies for downtown and central areas of the city, and is establishing future density expectations and city responsibilities to address future growth. You are encouraged to engage these concerns through that process. Please refer to links provided above.*

- Colin Cortes, 9/19/17, objecting to bike spacing modification.

Staff Response: *The spacing for the proposed stacked racks is not being modified, and this staff report has been revised to provide that distinction. The applicant provided a clarifying response (Exhibit H.7).*

Procedural History: The application was submitted on December 7, 2016 and the applicant requested the project to be deemed complete on May 31, 2017. The applicant did not want a hearing scheduled within 51 days of May 31, 2017, and later requested a hearing date of August 31, 2017. The applicant then requested the hearing to be re-scheduled:

- On July 19, 2017, the hearing was requested to be rescheduled to September 21, 2017 (Exhibit A.7).

The first Design Review hearing was held on September 21, 2017. At that hearing, the Design Commission commented as follows:

1. Contextual Response. (Guideline C.5 – Design for Coherency) Consider further refinements of the design of the following elements to better integrate them into the overall design concept:

- a. Add more emphasis to the main building lobbies on the north elevation;
 - b. Reduce the height of the roof-level screen walls on the north elevation; and,
 - c. Refine/simplify the numerous push-outs on the south elevation.
2. Pedestrian protection. (*Guideline B.6 – Develop Weather Protection*) Weather protection for building visitors is provided by canopies at entrances; however, consider adding further integrated protection for passers-by.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Central City Plan District, the applicable approval criteria are listed in the Central City Fundamental Design Guidelines.

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Central City Fundamental Design Guidelines

These guidelines provide the constitutional framework for all design review areas in the Central City.

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

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within all the Central City policy areas. The nine goals for design review within the Central City are as follows:

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

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

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

Findings: Portland has a rich tradition of vibrant, pedestrian-scaled ground floor storefronts. The West End subdistrict has wonderful examples of finely crafted storefronts and retail experiences. The project proposes a contemporary take on this tradition with well-proportioned storefronts crafted with materials specific to trades often associated with Portland's strong building culture. Large vitrines of transparent glass are set in frames of custom plate steel and accented by areas of wood paneling. The main entry portico and canopy include finely detailed exterior wood soffits, paneling and slats that provide warmth, texture and scale to the entry experience. *This guideline is met.*

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

Findings: This proposal maintains the traditional block structure and does not propose a super-block. *This guideline is not applicable.*

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

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

Findings for A4 and C4: The context of existing buildings is complemented through a shared language of punched openings at the upper levels and retail storefront on the ground floor:

- The project seeks to maintain a consistent streetscape by using street elements already established in the West End. Specifically, the retail fronts are scaled to the rhythm of the structural bays common in the district's masonry storefronts. Steel canopies and glazed transoms are used to help identify entry points and create consistency across each frontage and help link the building to other successful nearby storefronts.
- The podium massing includes a second-floor recess along SW Washington like that at the Indigo building across the street. This “piano-nobile” articulation helps to mediate the impact of the tower scale at the pedestrian realm and contributes to the vibrancy of the street section by emphasizing the ground floor retail volumes and allowing the opportunity for building users to occupy terraces overlooking the streetscape below.
- Above the ground floors, the primary façade expression consists of large punched openings, with a slightly flatter and more contemporary expression on the east and west elevations. The building contains two systems – punched and window-wall – which are composed together at very specific locations: punched north and south to help with solar control and provide a primary ‘face’ at the scale of the individual unit and rooms more associated with traditional fabric buildings, and flatter, more abstract sections of window-wall at certain corners and the east and west facades to relate to different urban scales and orientations. Together, the systems combine to mediate between the more abstract expression of a building like the Indigo at 12th and Washington with the more traditional context of the neighborhood. *These guidelines are met.*

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

Findings: The RACC-sponsored murals of the West End have become important focal points and a significant part of the identity of the subdistrict. The building seeks to embellish and ingrate the tall, vertical mural, “*Capax Infiniti (Holding the Infinite)*” by South African muralist Faith 47, along SW 11th into the development by maintaining a clear notch in the southeast corner of the building. The goal is to preserve the mural to help maintain its relationship to the nearby streetcar stop.

The project also seeks to integrate materials characteristic to the West End into the exterior, including large sliding ground floor storefront sections to allow retail and restaurant tenants direct engagement with the sidewalk, custom fabricated steel canopies and trim, wood accents, and a tower façade that is primarily composed of vertically proportioned punched window openings. *This guideline is met.*

A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings: The blocks immediately surrounding the project site have many successful examples of buildings that help define the public rights-of-way as the life of the city. This project design reinforces these elements by providing a sense of urban enclosure at different scales along the street:

- A gracious portico at the main entry is framed by a canopy and highlighted by warm natural materials;
- Retail entrances are set into recesses, spaced along the primary frontages and identified by individual canopies; and,
- Upper floor terraces, balconies and Juliette balconies help to focus building occupants towards the street and define an active and engaging urban edge at multiple scales and elevations.

This guideline is met.

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent

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

Findings: The design of the ground floor with its different program areas of retail sales, household living and office lobbies help to ensure a variety of uses and experiences at the pedestrian level:

- The sidewalk level is designed to encourage the use of adjacent public space by incorporating large transparent (low iron) windows and sliders to connect the retail and restaurant spaces to the pedestrian realm;
- The design seeks to include many opportunities for views into ground floor interior spaces; significantly, the main lobby is positioned such that it has two frontages, a large glazed primary entrance off SW Washington allows views deep into the lobby and waiting areas, and a second entrance off SW 11th which provides views to the reception area and helps to provide a sense of porosity to the ground floor spaces; and,
- At the SE corner, adjacent to the streetcar-stop, the building edge steps back to allow for the preservation of an important mural, a small planter, and bike parking, while also creating a place for potential outdoor dining associated with the tenant space on this corner.

This guideline is met.

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

Findings: The project site currently is a surface parking lot and an unimproved sidewalk. The proposed design includes redevelopment of the sidewalks to help define zones for street furniture, pedestrian movement, and the building frontage. The project also incorporates elements that help to encourage visual and physical connections to the sidewalk, including large window openings, sliding window panels, large doors and sheltered spaces at entries. *This guideline is met.*

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings: The ground floor of the building incorporates many elements that seek to enhance the pedestrian environment along SW 11th, SW Washington and SW 12th:

- As a high-rise, mixed-use building, there are many building elements that need to be located such that they do not detract from active frontages, including large mechanical louvers for the garage intake and exhaust, restaurant mechanical louvers, generator fueling and exhaust and other services. The project has designed the ground floor exterior such that these services are minimized, and are placed above and away from the sidewalk to the extent possible; and,
- The garage entry, loading bay and gas meter have been consolidated to the southwest corner of the site, away from the pedestrian-focused intersections and on the opposite side of the site from the streetcar stop on SW 11th.

This guideline is met.

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

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

Findings for B4 and C6: The building is primarily built to the property lines and is therefore directly adjacent to the sidewalk segment of the public right-of-way, and transitions from the frontage zone are created through recessed entries and the articulation of the façade, creating several places for stopping and viewing at the ground level:

- The building incorporates a large entry portico on SW Washington to create a sheltered waiting and viewing space that help to define a threshold between the building lobby and the sidewalk;
- Retail entrances are recessed, and canopies over them create additional protected spaces in front; and,
- At the southeast corner along the streetcar frontage, the entrance transitions with a recessed zone creating room for retail service space and outdoor seating and for public enjoyment of the existing mural.

These guidelines are met.

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

Findings: The building provides weather protection on all three frontages.

- Canopies are integrated into sidewalk-level facades on all street frontages mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment;
- Recesses at the main entries and access points create covered portico spaces to help define a transition between the building lobbies and the sidewalk; and,
- At the SW12th and SW11th frontages, portions of the Level 2 façade cantilever over the right-of-way approximately 4'-0" to provide additional protection and a sense of enclosure for the pedestrians below.
- At the first hearing on September 17, 2017, the Design Commission encouraged the applicant to consider adding further integrated protection for passers-by. Since the first hearing, a new 39' by 6' canopy has been added mid-building on SW 12th.

With this new canopy, almost 50% of the frontages have some level of canopy or overhang providing rain coverage, balancing the impact of both sun and rain on pedestrian movement.

This guideline is met.

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

Findings: The main building lobby is designed with two entrances, one on the east façade and one on the north. These have been located such that they share the same lobby elevation and ensure access off the street from either frontage into the main lobby and elevator cores. *This guideline is met.*

C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

Findings: The proposed design provides views on many levels:

- The ground floor is designed to encourage visual connections to the street and pedestrian environment;

- Terraces and balconies on the lower levels provide view opportunities down Washington Street and SW 12th;
- The southwest corner balconies on levels 3 through 7 and the two large cantilevered terraces on levels 6 and 7 are oriented to the historically significant First Presbyterian Church steeple a block to the south;
- Outdoor terraces on levels 8 and 24 provide views in all directions;
- Residential and office balconies along the entire building façades are developed to maximize views for indoor occupants; and,
- Level 24 contains resident amenities and a rooftop garden to capitalize on the expansive views available at this level.

This guideline is met.

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

Findings: The systems and materials of the proposed building are designed to be modern, durable and high-quality:

- One goal of the project, per the applicant, is to enhance and elevate the sense of quality and craft for the West End as a district. To that end, the main façades are made of systems that are locally fabricated to the extent possible, including steel plate storefront surrounds (3mm, or about 12 gauge thick) and board-formed concrete at the ground level, and custom break-formed aluminum plate panels (3mm, or about 12 gauge thick) above;
- The bulk of the tower façade consists of punched openings that have been detailed to minimize environmental impact on the skin and maximize building performance. The aluminum plate panels are customized for this project and are shaped to create a rich texture to the overall building that provides shading to the window openings while also creating a dynamic range of visual experience as it responds to different lighting conditions.

This guideline is met.

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings: A challenge of designing a mixed-use, high-rise building like this with larger floor-plate office floors and narrower floor-plate residential floors above is to design a massing and façade that is integrated and avoids looking like a wedding cake.

- The first and most significant design feature of the proposed tower is to stretch the massing of the residential tower through the office/retail floors of the building. This is done by stepping in the south edge of the levels 2-7 on both the southeast and southwest corners so that the mass reads as different and distinct from the main tower volume.
- The windows systems and façade materials are carried through the different program types from floor 2 through floor 24, with subtle changes and points of emphasis made by specific program elements – lounges, amenity spaces, and shared terraces.
- The social spaces of the building are clearly articulated in the façade, and serve to punctuate the building massing and programmatic elements. The building reads as a coherent whole rather than a stacked series of different programs.
- At the first hearing on September 17, 2017, the Design Commission encouraged the applicant to further refine the design of the following elements to better integrate them into the overall design concept:
 - Add more emphasis to the main building lobbies on the north elevation;
 - Reduce the height of the roof-level screen walls on the north elevation; and,
 - Refine/simplify the numerous push-outs on the south elevation.

- Since the first hearing, the design has been revised as follows:
 - The lobby entrance canopy on the north elevation has been raised to add greater emphasis to the main building lobbies, and the NE corner retail space has been more clearly articulated in material, glass type and form to relate to the pedestrian scale of the adjacent retail entry around the corner.
 - The roof-level screen walls on the north elevation have been reduced in height and the open-sky portions have been eliminated. This height reduction in the screen wall helps it to relate more to the scale of the floors below.
 - The push-outs on the south elevation have been refined - the pool and office terraces have been consolidated into a single form with strong horizontals which balances the more vertically oriented terrace and amenity elements above, reducing the four elements to three and adding a stronger hierarchy. These changes provide a more balanced composition for this large elevation.
- With these revisions, these building elements have been better integrated into the overall building design, adding further strength to an already strong composition.

This guideline is met.

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

Findings: The main building entries, service zones and garage access are positioned away from the street intersections. This allows the tenant spaces at the corners to be able have flexible and direct relationships to the sidewalk. Corner activity is further enhanced by providing a large terrace at level 2 over the intersection of SW 12th Avenue and SW Washington Street. On the east side, a series of balconies and large Juliette openings on levels 2, 3 and 4 contribute to the activation to the intersection of SW 11th and Washington. *This guideline is met.*

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

Findings: The sidewalk-level is differentiated from the body of the building in a variety of ways.

- The glazing at the base is a clear, low iron glass that maximizes transparency to and from the retail and lobby spaces;
- The storefront system at the base is articulated differently from the tower; rather than being expressed as a punched opening in a patterned skin, the storefront is designed as glazing set in steel plate surrounds with play in window depth and variety in vertical scale; and,
- The podium storefronts include integrated canopies, transoms and clerestory sections to help provide different scales to the street edge and coherence with respect to nearby retail precedents.

This guideline is met.

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

Findings: The sidewalk-level spaces are flexible and accommodate a variety of active uses through the accommodation of compartmentalized retail opportunities that can be changed from one tenant to the next. Retail entries have been located such that the building can accommodate many different tenancy scenarios: from small, single bay retailers to large tenants taking up to 5,800 SF of space at the frontage along SW 12th and

Washington. *This guideline is met.*

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

Findings: Encroachments, in the form of canopies at the pedestrian level with residential terraces and oriel windows above all serve to visually and physically enhance the pedestrian environment. The canopies will provide direct weather protection for pedestrians, as well as identify building entries and exits. The residential terraces above in the tower provide differentiation by carving out parts of the tower massing. The oriel windows on the east and west elevations serve to strengthen the architectural expression of the tower elements of the building. Refer the Design Exception for the oriel windows below for further detailed findings. *This guideline is met.*

C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings: The rooftops are programed with active uses and fully integrated into the design:

- The rooftop is accessible to the building tenants with views and amenities including outdoor seating, cooking and fire pits, rooftop garden and stormwater management planters;
- Rooftop mechanical equipment is fully screened and integrated into the building form; and,
- Wind protection for the roof terraces is achieved by extending the building skin up past the parapet to help reinforce the expression of the skin's thickness and provide a 'crown' for the building as it interfaces with the sky.

This guideline is met.

C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings: Exterior lighting is used to highlight building massing, entries and articulation; enhance pedestrian safety; and emphasize active outdoor amenity spaces (Exhibits C.57-C.61). *This guideline is met.*

C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: Signage is not included in this review. If future signage is proposed that is 32 square feet or larger, it will need to be reviewed through Design Review. *This guideline is therefore not applicable.*

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design

review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

The following Modifications (2) are requested:

- 1. Size of Loading Space** (33.266.310 Loading). Loading spaces for this proposal are required to be at least 10 feet wide, 35 feet long, and 13 feet high. One loading space provided (at grade) meets these dimensions; the other is smaller (van sized) and fits in the below-grade parking levels.

Findings: The proposed building requests a modification to the size of the second loading space required by Chapter 33.266.310, subsection C.2.c. Specifically, the project proposes one Standard A loading space at street level and one Standard B loading space at the first level of the garage in lieu of having two Standard A loading spaces.

Purpose statement:

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

Requirements:

C.2. “Buildings where any of the floor area is in uses other than Household Living must meet the standards of this Paragraph.”

c. “Two loading spaces meeting Standard A are required for buildings with more than 50,000 square feet of net building area in uses other than Household Living. Size of loading spaces:

Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

Standard B: the loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.”

Proposal:

To maximize an active pedestrian experience along 11th Avenue, the project is proposed with a single width Standard A loading space at street level and a second Standard B size loading space at the first level of the parking garage.

A project loading demand analysis was conducted by Kittelson & Associates, Inc. in July 2017 (Exhibit A.8). The analysis found that most of the proposed building’s deliveries can be served via on-street loading spaces. For both office and apartment locations, parcel pick-up and delivery vehicles are not readily scheduled but also do not require a loading space and are likely to park on-street. Garbage and recycle vehicles were observed to use both loading spaces and on-street loading depending on the type of materials being loaded and the loading bay configuration. Further, the on-street loading activities measured within the immediate vicinity of the proposed 11W site today indicate that there is sufficient capacity for any on-street loading associated with the new building.

Per the applicant, based on the observations recorded and comparable projects, one Standard A loading space has been demonstrated to sufficiently serve the proposed development. This Standard A space is supplemented by an additional Standard B loading space located on the first level of the garage conveniently located adjacent to the elevator bank with a large striped apron for move-in and deliveries.

As noted in their response dated October 12, 2010⁷ (Exhibit H.17), PBOT reviewed the loading study prepared by Kittelson & Associates, dated July 27, 2017. However, PBOT finds that the proposed Standard A and Standard B space will only be able to support the project if an aggressive Loading Management Plan is in place. The applicant provided a Loading Management Plan to PBOT on September 12, 2017. The Loading Management Plan addressed loading needs associated with the residential uses of the building. Specifically, the applicant has proposed to manage loading demand by scheduling residential moves via controlling the days/hours when moves are permitted and establishing a website for residents and moving company reference. This website will also allow residents to reserve a loading space.

While the Loading Management Plan did not address non-residential loading needs, given the available capacity of existing on-street truck loading zones in the area and the proposed residential loading plan, PBOT is supportive of the proposed Modification. PBOT advises the applicant that no additional on-street truck loading zones requested by and for this development will be approved. PBOT notes that this issue has been resolved.

By providing only one large loading space accessed directly off the street, and the second loading space within the below-grade parking area, the opportunity for more active frontage is created. Therefore, Guidelines A8. *Contribute to a Vibrant Streetscape* and B2. *Protect the Pedestrian* are better met by the proposal, as it helps better activate the ground level of the building.

- 2. Spacing of Bicycle Parking** (33.266.220 Bicycle Parking). The proposed building requests a modification to the standard for bicycle racks to include a combination of vertically mounted staggered racks with 18" on center spacing, and to use some two-tier bike racks.

Purpose Statement:

"Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's goal that 10 percent of all trips be made by bicycle."

Requirements:

C.3. "Bicycle Racks. The Portland Bureau of Transportation maintains a handbook of racks and siting guidelines that meet the standards of this paragraph. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:

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

Proposal:

Portland Bureau of Transportation provides a handbook of approved bike racks for long-term parking which meet the standards set forth in section 33.266.220. The approved double decker bicycle parking manufacturers include Sportworks. The proposed Sportworks Josta double stacker allows high-security locking in a manner that does not damage the wheels or components.

The proposed vertically staggered rack provides the capability to U-lock the frame and wheel to the rack, while providing a non-damaging surface to wheels and components. The rack secures each adjacent bicycle from falling and damaging its components.

By allowing vertically staggered rack spaced closer together, and two-tiered racks, less ground floor area will be taken up with bike parking, allowing for more active uses. Therefore, Guidelines A8 - *Contribute to a Vibrant Streetscape* and B2 - *Protect the*

Pedestrian are better met by the proposal as it helps better activate the ground level of the building.

This Modification warrants approval.

(3) EXCEPTION REQUESTS (33.825)

The following Exception (1) is requested:

- 1. Size of Window Projections into Public Right-of-Way (OSSC/32/#1).** The proposed building requests a modification to the maximum width standard of 12 feet to allow a varying width which does not exceed 40% of the wall's area or 50% of its building wall's length; it also proposes to not have side wall windows for projections greater than 2'-6".

Standard:

Per chapter 32 of the Oregon Structural Specialty Code, and revision OSSC/32/#1 by director, Paul Scarlett, on April 1, 2015, all window types that project over the public right-of-way, including those supported by a cantilevered floor system, apply to the standard.

- Maximum projection is 4 feet into the right-of-way, including trim, eaves and ornament. As defined in Chapter 32, section 3202.3.2 of the 2014 OSSC, no projection is allowed less than 8 feet above grade and 1 inch of projection is allowed for each additional inch of clearance above 8 feet to a maximum distance of 4 feet;
- The wall area of all windows projecting into the public right-of-way may not exceed 40% of the wall's area;
- The maximum width of any single window projecting into the public right-of-way may not exceed 50% of its building wall length;
- A minimum of 30% window area at the face of the projecting wall element is required;
- A projecting window may only have a maximum width of 12 feet, providing the window does not exceed 40% of the wall's area or 50% of its building wall's length; and,
- A minimum separation of 12 feet, measured from other projecting window elements, is required. When approved through design review, the width may vary provided the area of all windows on a wall which project into public right-of-way does not exceed 40% of the wall's area and the width of any single projecting window element does not exceed 50% of its building wall's length.

Proposal:

The upper level building massing is differentiated into separate bars that reflect the program and help to reduce the scale of the building in the urban context. These bars pass by one another in the east/west direction and cantilever into the right of way up to 4'-0".

The architectural expression of the bars is such that they are glazed on the ends and framed by solids on the sides; side windows at the projection areas would substantially weaken the articulation of these forms. The building steps back from the property line approximately 15' on the south side at Level 8. This creates a space for an amenity terrace, private decks and a pool. The scale and mass of the north elevation is broken up by a 1'-0" projection into the right of way that helps to define the major form of the building and create changes in the facade plane. Please see associated drawing exhibits for proposed areas at each elevation. [Exhibits C.91 (APP.36) and C.92 (APP.37)].

By allowing Window Projections into Public Right-of-Way over the maximum width standard of 12 feet, and to not require side wall windows for projections greater than 2'-6", the upper level building massing is better differentiated into separate bars that reflect the program and the scale of the building in the urban context is reduced. Therefore, Guidelines C4. *Complement the Context of Existing Buildings* and C5. *Design for Coherency* are better met by the proposal.

This Exception 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 Design Review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed development will provide an active and highly articulated ground level, responsive massing, a dense mix of uses, numerous exterior terraces above ground level, and highly-designed wall systems, which together will provide a building that strongly embodies the spirit intended by the applicable design guidelines, and responds well to the natural, cultural and built context. Revisions since the first hearing, held on September 19, 2017, further refined the coherency of the design, emphasized the main entrances, and added more pedestrian protection. With these changes, the proposal meets, and in some cases, exceeds, the applicable design guidelines, Modification criteria and Exception criteria, and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for of a new half-block, high-rise, mixed-use development with ground floor retail, below-grade parking, office, and residential uses, in the West End Sub-area and Downtown Sub-district of the Central City Plan District. Proposed exterior materials include break-formed, aluminum plate panels and fiberglass windows at the upper levels over steel plate storefront surrounds, aluminum storefront assemblies, and cast-in-place, board formed concrete bases.

Approval of the following Modification requests:

1. *Loading* (PZC Section 33.266.310): To reduce the size of one loading space from a Type A (35 feet long x 10 feet wide x 13 feet clearance) to a Type B (18 feet long x 9 feet wide x 10 feet clearance).
2. *Bike parking* (PZC Section 33.266.220): To reduce the spacing of vertically mounted staggered racks from 24" to 18" on center spacing, and to provide some two-tier bike racks.

Approval of the following Exception request:

1. *Size of Window Projections into Public Right-of-Way (OSSC/32/#1)*: To allow window projection width of 36'-9" on SW 12th and 37'-11" on SW 11th, which are greater than the maximum width standard of 12 feet; and to not have required side wall windows for projections greater than 2'-6".

Approvals per Exhibits C.1-C-80, signed, stamped, and dated October 30, 2017, subject to the following conditions:

- A.** As part of the building permit application submittal, the following development-related conditions (B – D) 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 16-283442 DZM M. All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B.** At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

C. No field changes allowed.

D. Prior to the issuance of any building permit, the applicant must demonstrate through the required covenants how FAR is achieved in accordance with the Portland Zoning Code.

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By: _____

Julie Livingston, Design Commission Chair

Application Filed: December 7, 2016
Decision Filed: October 20, 2017

Decision Rendered: October 19, 2017
Decision Mailed: November 3, 2017

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

Procedural Information. The application for this land use review was submitted on December 7, 2016, and was determined to be complete on May 31, 2017.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore, this application was reviewed against the Zoning Code in effect on December 7, 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 A.2. Unless further extended by the applicant, **the 120 days will expire on May 31, 2018.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

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

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

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on November 17, 2017 at 1900 SW Fourth Ave. Appeals can be filed at the 5th floor reception desk of 1900 SW 4th Avenue Monday through Friday between 8:00 am and 4:30 pm. 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.**

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 will be recorded with the Multnomah County Recorder.

- *Unless appealed*, the final decision will be recorded after **November 17, 2017** by the Bureau of Development Services.

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

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

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

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

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

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

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

Grace Jeffreys
October 30, 2017

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).

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Initial submittal; description and site plan, 12/7/16
 - 2. Request for an Evidentiary Hearing and Waiver of 120 Decision, 12/19/17
 - 3. FAR Covenant, 1/12/17
 - 4. Letter from applicant requesting application be deemed complete, 5/31/17
 - 5. Drawings and narratives, 7/12/17
 - 6. Confirmation letter indicating ownership of site for 1122-1136 SW Alder, 7/18/17
 - 7. Request to move hearing date from 8/31 to 9/21, 7/19/17
 - 8. Loading Demand Modification request, Kittelson & Associates, 7/27/17
 - 9. Illustration of parking indicating parking is an allowed use, 8/9/17
 - 10. Draft Stormwater and Soils reports, 8/10/17
 - 11. Draft final drawings and narratives, 8/18/17
 - 12. Revised draft drawings, 9/1/17
 - 13. Letter from Greg Goodman responding to letter from Susan Tomkins, 9/5/17
 - 14. Floor Area Ratio Transfer requests, received 9/6/19
 - 15. Confirmation letter indicating ownership of site for the Carlyle Building at 521-527 SW 11th, 7/18/17
 - 16. Revised narrative, 9/7/17
 - 17. Revised appendix- zoning diagrams, context, renderings, 9/7/17
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Cover
 - 2. Table of Contents
 - 3. Table of Contents
 - 4. Site Plan (attached)
 - 5. P4 Plan
 - 6. P3-P2 Plan
 - 7. P1 Plan
 - 8. P1 Mezzanine Plan
 - 9. Ground Floor Plan
 - 10. Mezzanine Plan
 - 11. Level 2 Plan
 - 12. Level 3 Plan
 - 13. Levels 4-5 Plan
 - 14. Levels 6-7 Plan
 - 15. Level 8 Plan
 - 16. Levels 9-20 Plan
 - 17. Levels 21-23 Plan
 - 18. Levels 24
 - 19. Roof Plan
 - 20. North Elevation (attached)
 - 21. North Elevation
 - 22. East Elevation (attached)
 - 23. East Elevation
 - 24. South Elevation (attached)
 - 25. South Elevation
 - 26. West Elevation (attached)
 - 27. West Elevation
 - 28. Building Section
 - 29. Ground Floor Elevation - North
 - 30. Ground Floor Section
 - 31. Ground Floor Section
 - 32. Ground Floor Elevation – East

33. Ground Floor Elevation – West
 34. Wall Section/Enlarged Elevation
 35. Wall Section/Enlarged Elevation
 36. Wall Section/Enlarged Elevation
 37. Wall Section/Enlarged Elevation
 38. Details
 39. Details
 40. Materials / Color
 41. Materials / Color
 42. Materials / Color
 43. Materials / Color
 44. Level 1 Illustrative Landscape Plan
 45. Level 1 Landscape Materials Plan
 46. Level 1 Landscape Materials
 47. Level 2 Illustrative Landscape Plan
 48. Landscape Section
 49. Level 2 Landscape Materials Plan
 50. Level 2 Landscape Materials
 51. Level 8 Illustrative Landscape Plan
 52. Level 8 Landscape Materials Plan
 53. Level 8 Landscape Materials
 54. Level 24 Illustrative Landscape Plan
 55. Level 24 Landscape Materials Plan
 56. Level 24 Landscape Materials
 57. Level 1 Exterior Lighting Plan
 58. Level 2 Exterior Lighting Plan
 59. Level 8 Exterior Lighting Plan
 60. Level 21-23 Exterior Lighting Plan
 61. Level 24 Exterior Lighting Plan
 62. Existing Conditions Plan
 63. Civil Table, Legends and Notes
 64. Civil Site Plan
 - 64b. Utility Plan
 65. Stormwater Basin Map
 66. Cut Sheets
 67. Cut Sheets
 68. Cut Sheets
 69. Cut Sheets
 70. Cut Sheets
 71. Cut Sheets
 72. Cut Sheets
 73. Cut Sheets
 74. Cut Sheets
 75. Cut Sheets
 76. Cut Sheets
 77. Cut Sheets
 78. Cut Sheets
 79. Cut Sheets
 80. Cut Sheets
- D. Notification information:
1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice

6. Mailing list
- E. Agency Responses:
 1. Bureau of Environmental Services
 2. Bureau of Transportation Engineering and Development Review
 3. Water Bureau
 4. Fire Bureau
 5. Bureau of Parks, Forestry Division
 6. Site Development Review Section of BDS
 7. Life Safety Section of BDS
- F. Letters
 1. Susan Tomkins, September 5, 2017, noting concerns about the lack of parks and green spaces to accommodate dogs, kids, and park benches for residents.
- G. Other
 1. Original LUR Application
 2. Pre-Application Conference Summary memo, 9/25/16
 3. Site Images
 4. Request for Completeness and PBOT response, 12/15/16
 5. Incomplete letter, 1/5/17
 6. Staff response to Completeness request, 5/31/17
 7. Email chain regarding 180-day warning notice, 6/12/17
 8. Letter from RACC regarding the art mural on the north side of the Carlyle Building, 9/16/14
 9. Removal of the Carlyle Building from the HRI, 1/8/16
 10. Permit for Mural on 1135 SW Alder, 8/15/13
 11. Email chain regarding requirements for short term bike parking, 7/19/17
 12. Email chain from PBOT regarding Loading Modification requirements, 8/15/17
- H. Design Commission Exhibits:
 - (Received before first hearing)**
 1. Staff Report for first hearing, 9/11/17
 2. Staff Memo for first hearing, 9/11/17
 3. Loading Management Plan, 9/12/17
 4. Letter from Mary Vogel, 9/15/17, requesting additional street trees.
 5. Letter from Ryan Sullivan, 9/19/17, requesting additional street trees.
 6. Letter from Colin Cortes, 9/19/17, objecting to bike spacing modification.
 7. Letter from Brad Baker, 9/20/17, requesting additional street trees.
 8. Letter from Lucy Wong, 9/20/17, requesting additional street trees and funds towards infrastructure.
 9. Applicant Response to Colin Cortes letter, 9/21/17
 - (Received at first hearing)**
 10. Staff presentation, 9/21/17
 11. Applicant presentation, 9/21/17
 12. Public Testimony, 9/21/17
 - (Received before the second hearing)**
 13. Staff notes from first hearing, 9/21/17
 14. Staff email with notes from first hearing and revised schedule, 9/21/17
 15. Applicant response to DR hearing #1, 10/9/17
 16. Applicant revised response to DR hearing #1, 10/10/17
 17. Revised drawings, 10/12/17
 18. PBOT Addendum response, 10/12/17
 19. Staff Memo for first hearing, 10/12/17
 20. PBOT Addendum 2 response, 10/13/17
 21. Staff Report for second hearing, 10/13/17
 22. Applicant presentation for second hearing, 10/19/17



ZONING



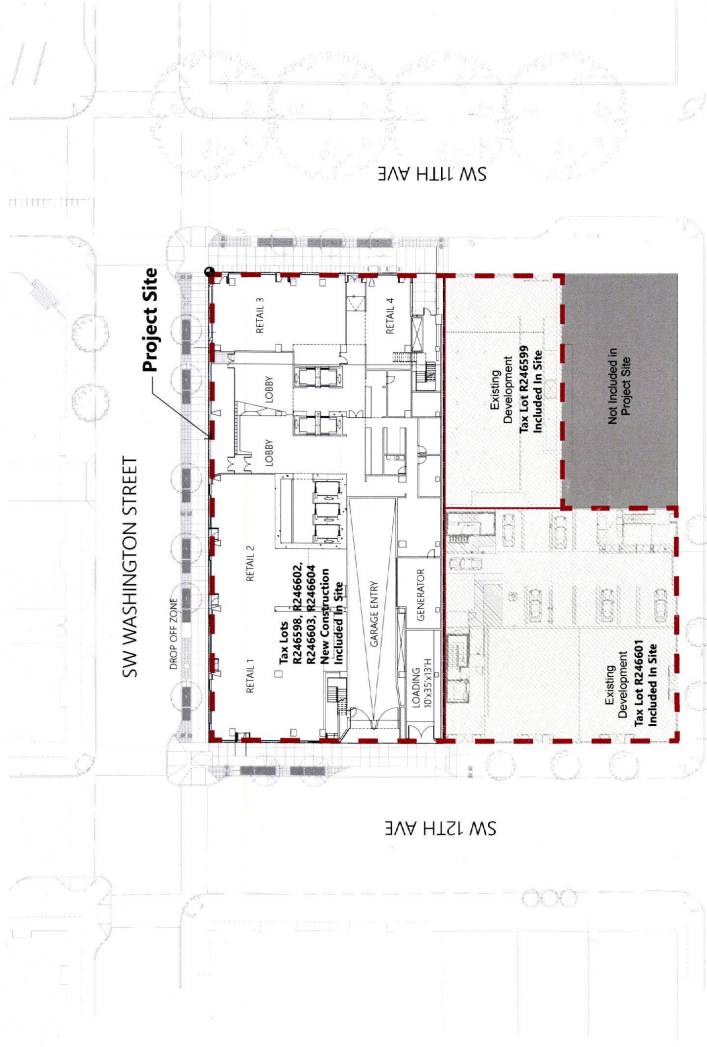
Site



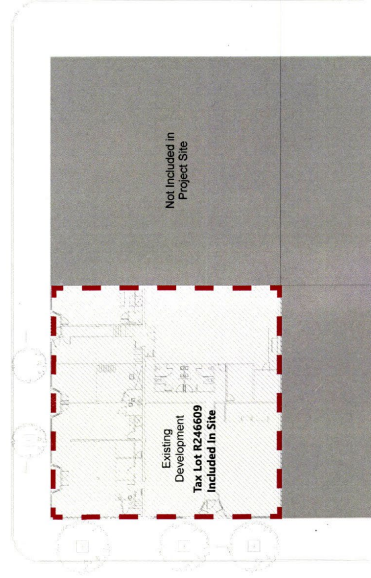
Historic Landmark

File No.	LU 16-283442 DZM
1/4 Section	3028
Scale	1 inch = 200 feet
State ID	1N1E33DD 2200
Exhibit	B Jul 17, 2017

SITE PLAN
SCALE 1" = 50'-0"



SW ALDER STREET



Approved
City of Portland
Bureau of Development Services
Planner _____
Date 10/30/17
* This approval applies only to the
review requested and is subject to all
conditions of approval.
Additional zoning requirements may apply.



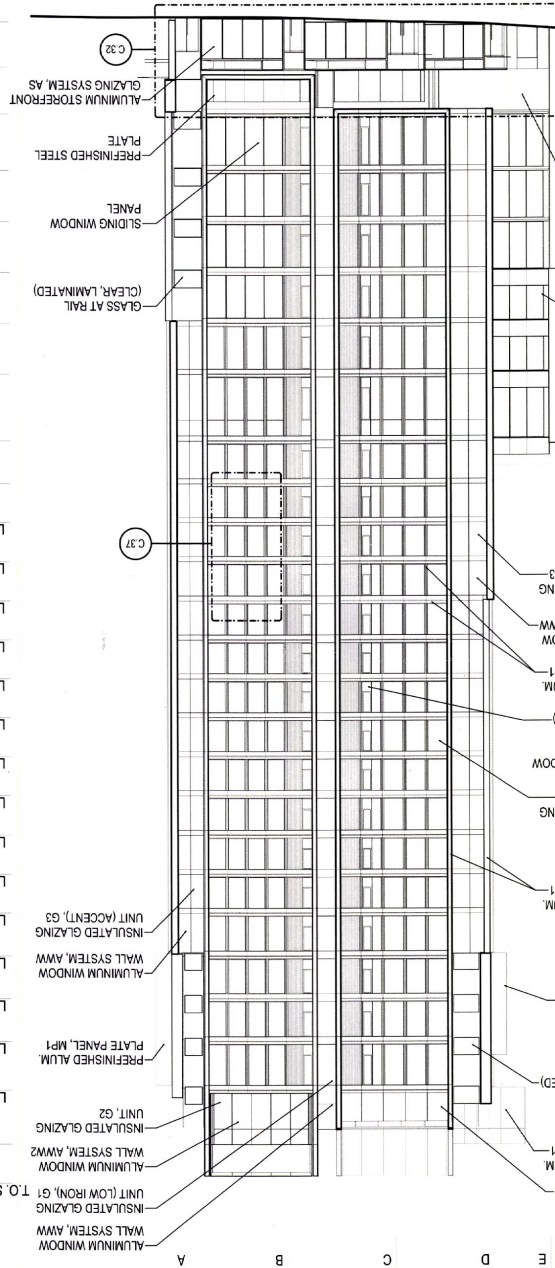
EAST ELEVATION
SCALE 1" = 30'-0"

BASE POINT
77.53
67.53

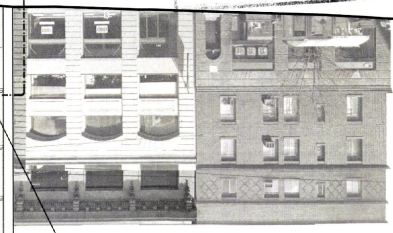
290' - 6"

10' - 0"

LEVEL 1 69'-4"
MEZZ 81'-0"
LEVEL 2 93'-0"
LEVEL 3 107'-6"
LEVEL 4 120'-6"
LEVEL 5 133'-6"
LEVEL 6 146'-6"
LEVEL 7 159'-6"
LEVEL 8 176'-6"
LEVEL 9 187'-6"
LEVEL 10 197'-6"
LEVEL 11 207'-6"
LEVEL 12 217'-6"
LEVEL 13 227'-6"
LEVEL 14 237'-6"
LEVEL 15 247'-6"
LEVEL 16 257'-6"
LEVEL 17 267'-6"
LEVEL 18 277'-6"
LEVEL 19 287'-6"
LEVEL 20 297'-6"
LEVEL 21 308'-6"
LEVEL 22 319'-6"
LEVEL 23 330'-6"
LEVEL 24 343'-0"
ROOF 357'-0"
TO SCREEN 367'-0"

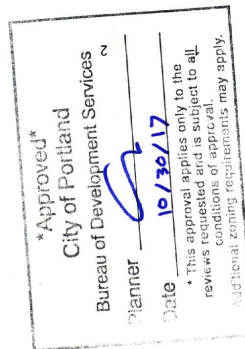


CARLYLE BUILDING



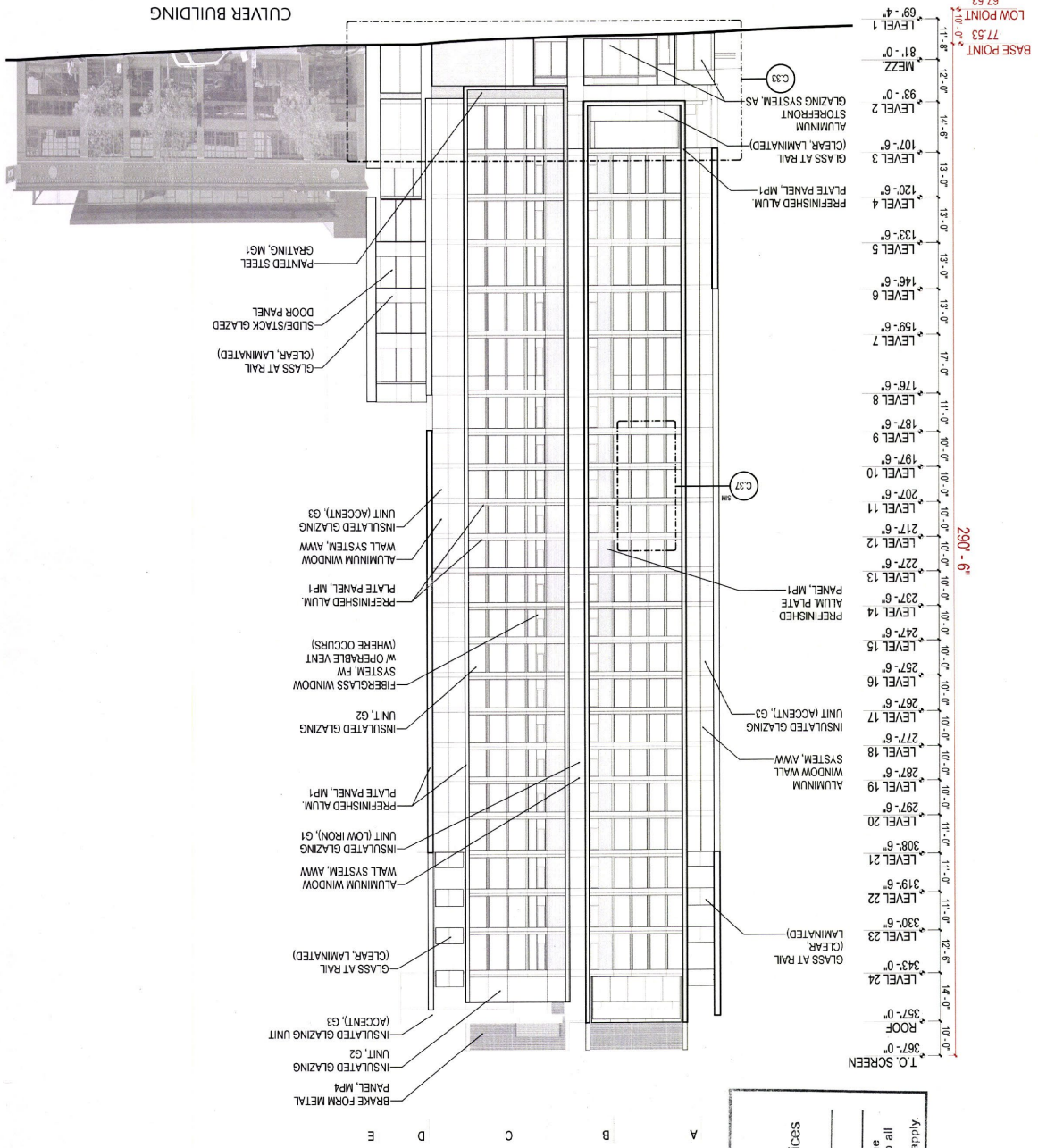
INSULATED GLAZING UNIT, G2
PREFINISHED ALUM. PLATE PANEL, MP1
(CLEAR, LAMINATED)
GLASS AT RAIL
MP1 BALCONY SURROUND
INSULATED GLAZING UNIT, G2
PREFINISHED ALUM. PLATE PANEL, MP1
FIBERGLASS WINDOW SYSTEM, FW W/ OPERABLE VENT (WHERE OCCURS)
PREFINISHED ALUM. PLATE PANEL, MP1
ALUMINUM WINDOW WALL SYSTEM, AWW
INSULATED GLAZING UNIT (ACCENT), G3
PREFINISHED ALUM. PLATE PANEL, MP1
GLAZED DOOR PANEL
SLIDE/STACK DOOR PANEL
PAINTED STEEL GRATING, MG1

Approved
City of Portland
Bureau of Development Services
Planner
Date 10/30/17
* This approval applies only to the project as shown. Any change to the project requires a revision to the approved plans and is subject to all applicable rules and regulations.



WEST ELEVATION
SCALE 1" = 30'-0"

0' 5' 15' 40'



Approved
City of Portland
Bureau of Development Services
Planner
Date 10/30/17
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.