



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

FROM CONCEPT TO CONSTRUCTION

Amanda Fritz, Commissioner
Paul L. Scarlett, Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

FINAL FINDINGS AND DECISION BY THE DESIGN
COMMISSION RENDERED ON August 1, 2013

CASE FILE NUMBER: LU 13-148833 DZM

CONWAY MASTER PLAN AREA BLOCK 296
GROCERY & MIXED-USE BUILDINGS
(EA # 12-218319 PC, EA 12-156491 DA)

BUREAU OF DEVELOPMENT SERVICES STAFF: Kara Fioravanti 503-823-5892 /
Kara.Fioravanti@portlandoregon.gov

GENERAL INFORMATION

Applicant: Alan Jones, Applicant
Holst Architecture
110 SE 8th Avenue / Portland, OR 97214

Con-way Properties Inc
Po Box 4138 / Portland, OR 97208-4138

Thomas Dichiara, Owner / C E John Properties 66 LLC
1701 SE Columbia River Drive / Vancouver, WA 98661

Site Address: 2170 NW RALEIGH STREET
Legal Description: BLOCK 296 LOT 1-10, COUCHS ADD; BLOCK 296 LOT 11-18,
COUCHS ADD
Tax Account No.: R180231250, R180231350
State ID No.: 1N1E28CD 02500, 1N1E28CD 02600
Quarter Section: 2927
Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Mike Conklin at 503-226-6126.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Northwest
Zoning: EXd – Central Employment with Design overlay
Case Type: DZM – Design Review with 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:

Renovation of a 36,000 s.f. warehouse for retail use, plus construction of a new 129,151 s.f. 6-story mixed-use building with ground floor retail and 114 apartments above. The new development will be separated from the renovated warehouse by a 60'-0" pedestrian accessway, as required by the Con-Way Master Plan. 64 (+3 ADA) surface and tuck-under vehicular parking spaces are proposed for the grocery and NW 21st retail portions of the proposal, with 76 (+3 ADA) vehicular parking spaces provided in a below-grade garage for the residential units. 6 (+1 ADA) vehicular parking spaces are proposed on site for the NW 22nd Avenue retail spaces. 126 long-term bicycle parking spaces are required with 88 currently shown in the

underground garage and the remainder in bike rooms on the upper residential floors.

Exterior materials include painted and board-formed concrete, wood siding and canopies, aluminum storefront systems, a green wall, Corten steel, and pavers at the warehouse. Exterior materials for the 6-story mixed-use building include white brick, charcoal brick, wood siding and storefront systems, steel storefront systems, aluminum storefront systems, fiberglass windows, Corten steel, concrete, and pavers.

Several modifications are requested to the following standards:

1. **Con-way Master Plan Standard 6C Building Line Standard** to reduce the amount of building line at the NW 21st Avenue property line from the required 75%;
2. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Quimby frontage.
3. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Raleigh frontage.
4. **Con-way Master Plan Standard 8D Ground Floor Active Use Standard** to reduce the Active Area required along the north and south elevations;
5. **Con-way Master Plan Standard 8E Private Entrances and Terraces Facing Pedestrian Accessways** to allow a raised deck area at the warehouse building to be constructed so that it projects 24'-1" into the pedestrian accessway for a linear distance of 39'-0", where a 10'-0" projection is allowed;
6. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Quimby for the 131'-9" long mixed-use building wall from the required 65'-10½" (50%) to 46'-0" (34.9%);
7. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Raleigh for the 104'-5" long mixed-use building wall from the required 52'-2½" (50%) to 42'-0" (40%);
8. **33.266.130 Parking Standards** to reduce the required 5'-0" of L2 landscape screening along the proposed parking on NW 22nd Avenue to 2'-6";
9. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the warehouse building; and
10. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the mixed-use building.

In addition, the applicant is proposing an additional loading space to be located in the right-of-way adjacent to the warehouse building along NW Quimby Street.

The Con-way Master Plan was approved under LU 12-135162 MS. This approval included Condition of Approval #6: "Street frontage improvements shall adhere to the design standards proposed in the August 30, 2012 Con-way Master Plan (Exhibit H-8a) under DESIGN PRINCIPLES FOR PUBLIC STREETS. The Con-way Master Plan street standards shall be finalized as part of the design approval for the first major development." This Type III Design Review application is considered the "first major development" and, as such, will also be reviewing the Con-Way Master Plan street standards so they are "finalized".

Design Review is required because the proposal is for new development in a Design overlay district.

Approval Criteria:

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

- Community Design Guidelines
- Con-way Master Plan (LU 12-135162 MS)

ANALYSIS

Site and Vicinity: This 91,400 SF site (two City blocks with a 60'-wide not-yet-developed pedestrian accessway) is part of the larger Con-way Master Plan area. Con-way Inc. traces its history to Leland James, who, in 1929, founded a small regional trucking company in Portland, named Consolidated Truck Lines. The company enjoyed great success through expansion and acquisition, and was later renamed Consolidated Freightways (CF). Today, Con-way delivers industry-leading services through its primary operating companies of Con-way Freight, Con-way Truckload, and Menlo Worldwide Logistics. These operating units provide industry-leading regional, inter-regional and national less-than-truckload (LTL); logistics, warehousing and supply chain management services; as well as full truckload freight transportation to the best companies across North America and around the globe. Con-way and its subsidiaries operate from more than 500 locations across North America and in 20 countries across five continents. Although Con-way's headquarters are now located in Ann Arbor, Michigan, they still control 25 acres in Northwest Portland, and will continue to maintain a presence in two large office buildings they currently occupy.

Con-way's property is located within the boundaries of the Northwest Plan District. The aggregate site area contained within the proposed Master Plan limits, excluding current right-of-ways, is 762,168 sq. feet, or 17.49 acres. Present uses of the Con-way property include office, industrial, warehousing and surface parking. The property originally accommodated a trucking depot and truck maintenance facilities; it evolved over time to include headquarters office facilities that supported the trucking operations. Trucking operations have moved to off-site locales. Today, Con-way owns and occupies office buildings on Blocks 293 and 294. It has largely vacated a third office building that resides on Block 295. Con-way also owns and occupies a warehouse building on Block 296 (the subject parcel of this Type III Design Review), a vacant truck maintenance building on Block 290, and a small, leased industrial building on Block 16. The balance of Con-way's site area includes paved lots which are used as parking.

Northwest Portland is recognized as the City's most intensely developed urban neighborhood – a place of diverse housing options, substantial employment, and regionally recognized destination retail. It is a close-in neighborhood with a mix of land uses located side-by-side in a compact geographic area. As noted in Appendix D of the approved Master Plan, as of 2009 population of Northwest Portland was estimated at close to 9,400 residents. And, while the district is known for a large supply of high value vintage older homes, nearly 90% of residential units district-wide (including apartments) are renter-occupied.

The northernmost boundary of the proposed Master Plan area is I-405, the southernmost boundary is NW Pettygrove Street, the westernmost boundary is NW 22nd Avenue and the easternmost boundary is almost to NW 20th Avenue. NW 21st (included within the Master Plan area boundary) and NW 23rd Avenues are the major north-south commercial corridors of the Northwest Plan District. They can be characterized as successful, vibrant retail streets offering amenities like small retailers, boutique shops and a wide-range of restaurants to residents, office workers, and visitors including tourists. The proposed Master Plan is unlike the rest of the district in that it includes a vast area of surface parking lots and a few large office buildings.

Block 296, in particular, includes an existing 1-story cast in place concrete warehouse building that is approximately 36,000 SF in area. It sits at the western edge of the site, but is setback about 20' from NW 22nd Avenue. The interior of the building has intricate wood trusses and a series of large monitor skylights that will be preserved and remain exposed with the current proposal. The existing building is mostly blank walls with some openings for overhead loading doors. The remainder of the site is a surface parking lot with parking lot landscaping.

Zoning: The entire site is within the Northwest Plan District. The Northwest Plan District implements the Northwest District Plan, providing for an urban level of mixed-use development including commercial, office, housing, and employment. Objectives of the plan district include strengthening the area's role as a commercial and residential center. The regulations of this chapter: promote housing and mixed-use development; address the area's parking scarcity while discouraging auto-oriented developments; enhance the pedestrian experience; encourage a mixed-use environment, with transit supportive levels of development and a concentration of commercial uses, along main streets and the streetcar alignment; and minimize conflicts between the mixed-uses of the plan district and the industrial uses of the adjacent Guild's Lake Industrial Sanctuary.

Included in the Northwest Plan District regulations is a requirement for the creation of a Northwest Master Plan for specified sites. Those specified sites (all owned by Con-way), as well as 3 other parcels under the same ownership received a Northwest Master Plan approval in 2012, under LU 12-135162 MS.

The Central Employment (EX) zone allows mixed uses and is intended for areas in the center of the City that have predominantly industrial-type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area.

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

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

- LU 06-157680 DZ – Approval of signage for Con-way;
- EA 11-160116 PC – Pre-Application Conference for the development of a Master Plan for Con-way properties;
- EA 11-188950 DAR – Design Advice Request for the development of a Master Plan for Con-way properties;
- LU 12-135162 MS – Approval with conditions of the Northwest Master Plan for Con-way properties;
- EA 12-218319 PC – Pre-application Conference for the current proposal; and
- EA 12-156491 DAR – Design Advice Request for the current proposal

Agency Review: A "Request for Response" was mailed **June 3, 2013**. The following Bureaus have responded:

The **Bureau of Environmental Services** responded with no objections to approval of the Design Review with Modifications. Staff does note several items that must be resolved during development and review of permit plans, particularly: runoff to drywells, the 2nd floor terrace planter as stormwater management, conveyance pipe to the 2nd floor terrace planter, and small isolated areas discharging off-site. Please see Exhibit E-1 for additional details.

The **Bureau of Transportation Engineering (PBOT)** responded with the following comments:

Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted

policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

PBOT has approved the items submitted for streetscape standards that include sidewalk scoring, pavers in the furnishing zone, and street furniture. The locations of the street furniture must meet current encroachment standards. The applicant has the opportunity to choose additional items such as street lights but has not done so at this time. The Conway Master Plan recommended a few tree species. PBOT recommends the applicant submit a list of trees to the City Forester prior to the next Design Commission hearing. The choice of street lights must be from the existing approved list since the City will maintain ownership and maintenance responsibilities. The applicant's street lighting consultant has been provided the list, but PDOT has not heard back as of the writing of this report.

PBOT recommends that any changes to the approved streetscape standards be processed with a Type II Design Review. PBOT will also recommend that the applicant submit a separate document that describes and illustrates the approved elements as a condition of building permit approval.

The applicant's proposed minimum 16-ft pedestrian corridor without any encroachments within the 60-ft wide north/south mid-block corridor is not in conformance with the adopted Conway Master Plan. Section 06-8 depicts a 60-ft right-of-way that allows 10-ft encroachments for steps and landscaping on either side with a 40-ft pedestrian zone. The exhibit also states that cars are not allowed within the 60-ft. From a functional perspective, the proposed 16-ft clear zone provides adequate width for pedestrians and bicycles to share the facility. PBOT will not require parallel parking to replace the head-in parking, but would support this change if required by the Design Commission to provide a wider buffer to the pedestrian through zone.

Transportation System Development Charges (Chapter 17.15)
System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at 503-823-6108.

Driveways and Curb Cuts (Section 17.28)

Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

RECOMMENDATION

No objection to approval subject to the following conditions:

- The applicant shall submit a separate document, including a boundary map, to PBOT that describes and illustrates the approved elements of the streetscape standards on all street frontages within the Master Plan boundary as a condition of building permit approval.
- Any changes to the approved streetscape standards must be processed through a Type II Design Review.

NOTE: The dedications and a bond and contract for the public works permit for the frontage improvements shall be conditions of building permit approval.

Please see Exhibit E-2 for additional details.

The **Water Bureau** responded, noting the location of existing service. Please see Exhibit E-3 for additional details.

The **Fire Bureau** responded, noting that a permit is required for this proposal. All applicable Fire Code requirements will apply to the new development. Please see Exhibit E-4 for additional details.

The **Site Development Section of BDS** responded, noting that a site specific seismic hazard study and a geotechnical engineering report are required to be submitted at the time of building permit application. It was also noted that a seismic upgrade of the existing warehouse may be required. The comments have been forwarded to the applicant. Please see Exhibit E-5 for additional details.

The **Life Safety Division of BDS** responded, noting that separate permits would be required, suggesting a Preliminary Life Safety Meeting be held, and noting certain building code requirements. The comments have been forwarded to the applicant. Please see Exhibit E-6 for additional details.

The **Bureau of Parks-Forestry Division** responded, originally noting that street trees will be required on all street frontages and then following up (on July 29th) in support of the applicant's proposed street trees. Please see Exhibit E-7 for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on June 28, 2013. No written responses have been received. The NWDA did testify at the July 18th hearing in favor of the project, noting 2 areas for improvement: the West elevation of the one-story warehouse and a modest setback at the top floor the mixed-use building.

Hearings Summary: A Design Advice Request for this development was held with the Design Commission on February 21, 2013 (Exhibit G.3). Additionally, the project was briefly reviewed in prior proceedings with the Design Commission during the review of the Con-way Master Plan. The first Type III land use review hearing on this project was held on July 18th. A Staff Report that did not recommend approval (Exhibit G.4) was presented to the Design Commission on July 18, 2013. The Commission discussed, at length, the appropriateness of surface parking in the pedestrian accessway (the one concern raised in the Staff Report). A majority of the Commissioners present justified how surface parking in the pedestrian accessway could be allowed for this particular development at this particular Block. The Commission directed Staff to return with a Staff Report recommending approval. As part of the Commission's deliberations, some suggestions were offered for the design team to consider as the design is further developed – allow the modern elements of the residential architecture to reach across the parking line, diminish the strong line between the surface parking and the pedestrian accessway, allow the seating canopy to stretch over the line, bring grass pavers into the parking, be more innovative with the parking design, rethink bumpers to diminish the appearance of parking in the pedestrian accessway, and further study the scale of the garage entry structure. The remainder of the discussion focused on the 2 buildings, which were described as “brilliant”, and “innovative”. The REVISED Staff Report of approval (Exhibit G.8) was presented to the Commission on August 1st. There was additional significant deliberation among the Commission about the privatization, design and programming of the accessway. There were a few attempts at a vote, with encouragement that the applicant take an additional two weeks to redesign the accessway for it to address issues with: significant private encroachments in the accessway, the perception of the public being allowed to walk through, the proximity of head-in cars in the accessway, blurring the line between parking and the pedestrian zone, tightening up the parking, etc. The applicant is on record from July 18th about considering these suggestions further as the design involves (which may require another land use review). The August 1st hearing concluded with a 3-2 vote in favor of the proposal as-is.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

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

Findings: The proposal enhances the sense of place and identity of the Northwest District Plan Area as prescribed by the examples given in the Community Design Guidelines. For instance, the new mixed-use building is a single building but in a very modest and refined way is divided into different volumes. The existing warehouse provides the space for one large retail tenant but two smaller retail spaces are provided on the street frontage along NW 22nd Avenue, as well as at the ground floor of the mixed-use building. Entrances to the mixed-use building and to the rehabilitated warehouse building are all predominantly located at corners with streets, with some entrances facing the pedestrian accessway. The proposal incorporates design elements such as large storefront windows, outdoor dining space and awnings along public right-of-ways as well as facing the pedestrian accessway. In addition, in anticipation of a future streetcar line clipping the northeast corner of the block, the proposed mix-use building is recessed at this location in order to prevent future conflicts, and as a result, provides courtyard space for outdoor dining as well as other public amenities.

Portions of the neighborhood platted after 1865 subdivided the land into 200' by 460' blocks. As such the existing block represents the historic block pattern in its current configuration. The proposal, and the Con-way Master Plan as a whole, seeks to establish mid-block pedestrian connections so that the area will be more aligned with Portland's predominant 200' x 200' block structure while maintaining the longer historic block pattern. The Con-way Master Plan specifically designates a 60-foot wide strip at the center of this block and four others as pedestrian accessways. The Con-way Master Plan

lists several design elements and allows for certain limited encroachments that can be incorporated into the design of the pedestrian accessways, of which parking is not listed and not encouraged, nor excluded. While staff did not consider the introduction of surface parking lots (particularly in designated pedestrian accessways) a preferred solution, a majority of the Commission recognizes that this site is unique to warrant surface parking, for the following reasons: Block 296 was set aside as the Master Plan area's sole large retailer, Block 296 is the catalyst for the rest of the development of the Master Plan area, and the aggregate of the Block 296 project surpasses the already high expectations of the Master Plan area. *This guideline is met.*

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

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

Findings for E1 and D4: At the perimeter of the proposed development, the applicant proposes sidewalks enhanced with landscaping both on site and in the public right-of-way. At the center of the development is a Master Plan-dedicated 60'-wide pedestrian accessway, within which the applicant proposes a variety of recommended uses, as well as a 13'-0" deep row of parking along the eastern edge, which is not a recommended (nor encouraged) use for the pedestrian accessway. This results in a 47'-wide space for pedestrian and bike use between the edge of the surface parking and the existing building wall. With a careful landscape design in this 47'-wide area to help buffer and screen the vehicles and also to create defined seating and gathering spaces, the project in its entirety supports the pedestrian network of the Master Plan area. Block 296 is the one site in the Master Plan area set aside for a large supermarket use and it is the catalyst for the remainder of the Master Plan area's development; for these two broader reasons and more specifically because the overall design of both buildings is "brilliant" and "innovative" (as discussed at the July 18th hearing), surface parking was considered reasonable for this site. *These guidelines are met.*

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

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

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

Findings for E2, D1, and D3: The proposal provides stopping places along all pedestrian paths, including perimeter sidewalks and along the pedestrian accessway. Along NW 22nd, the existing building is set back from the right-of-way nearly 20 feet and ample pedestrian areas are provided at both corner entries facing NW 22nd. Canopies are provided at the public edge projecting 8 feet over the right-of-way along the NW Raleigh and NW Quimby frontages, and 12 feet over the more private NW 22nd Avenue frontage. Canopies are provided at southeast and northeast corners of the rehabilitated warehouse building and a significant amount of covered and uncovered seating is provided within the accessway and at an elevated deck associated with the future tenant. The mixed-use building also features horizontal metal canopies and fabric awnings on all façades as well as seating integrated with the northeast courtyard adjacent to the public right-of-way. The corner courtyard is also designed to feature art and movable furniture (a condition of approval will require Design Review approval of the courtyard art prior to issuance of

certificate of occupancy of the mixed-use building). In addition, custom street furniture including reclaimed wood and metal benches are proposed in the furnishing zone of all of the right-of-ways.

The landscape plan is varied, yet unified across the whole development through the use of common plant materials and landscape furnishings such as Corten steel and plank decking. The proposal certainly includes stopping places, landscape features and outdoor areas that provide a pleasant environment for users and passersby; additionally, the landscape features help diminish the visual and physical impact of surface parking on the pedestrian areas. *These guidelines are met.*

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

Findings: The street level façades on all portions of the proposal are differentiated through the use of canopies, awnings, different materials, as well as different paint colors. The rehabilitated warehouse will provide human scale to the building through the introduction of storefront windows and a substantial amount of wood which will provide a sense of warmth. The mixed-use building provides visual interest with perforated Corten screen wall at the tuck-under parking area, and through the varied wall planes and storefront systems. The street level façade is further differentiated from upper levels through the use of monolithic solid wall planes combined with grouped floor-to-ceiling storefront windows, whereas the upper levels feature a more scattered fenestration pattern. The result is a substantial but not overwhelming appearance. *This guideline is met.*

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

Findings: The corners of the rehabbed building are where the entries are concentrated, and where canopies are located to protect those entering and exiting but also to serve as points where people may collect, particularly in inclement weather. In addition, the northeast corner of the warehouse building meets the pedestrian accessway with an extended deck area for seating which will allow opportunity for prolonged activity at this corner. The northeast corner of the mixed-use building features an outdoor area that will be activated by a future art installation and most likely by tenant-associated movable tables and chairs which can be accommodated in this space (a condition of approval will require Design Review approval of the courtyard art prior to issuance of certificate of occupancy of the mixed-use building). At the southeast corner, the orientation of the white brick volume proudly meets the corner of the property and leads the eye back toward the rest of the development. At the end of the mixed-use building on both the north and south façades, the perforated Corten steel screens will engage pedestrians despite the fact that it screens a less than pleasant view into a parking area. *This guideline is met.*

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

Findings: As noted above, a substantial number of canopies are provided on all frontages of the proposal, including in the pedestrian accessway, which will protect users and passersby from the rain and sun. Though the northeast courtyard is a result of the

potential for a future streetcar line, its location will protect users from the negative effects of the sun as the 6-story building will provide shade on hotter days. *This guideline is met.*

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

Findings: The nearest existing transit stop is less than a half block to the south along NW 21st. The primary entrance for the mixed-use building is located just north of the southeast corner and will provide easy access to this stop. Entrances to the mixed-use building are varied in their design and many feature canopies or awnings, making them prominent and interesting. All are pedestrian accessible. At the rehabilitated warehouse building, entrances are prominent and provided at multiple locations including level entries as well as raised entries. Transit stops are located within 1-3 blocks north, south and west of the subject property. *This guideline is met.*

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

Findings: By proposing residential uses above commercial uses, the proposal will further the development of this area as a 24-hour neighborhood. The ground level of the mixed-use building and the warehouse building will be developed for active uses and the proposal, as a whole, features a substantial amount of fenestration which will add eyes on the street. In addition, the majority of overnight parking will be secured in the underground residential garage. A perforated Corten screen is also provided at the tuck-under parking which will screen the negative impacts of the automobile parking while also provide opportunities for surveillance. *This guideline is met.*

D6. Architectural Integrity. Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

Findings: The existing building is a one-story utilitarian warehouse, built in 1950-1952 by the Crown Zellerbach Company, a paper manufacturer. The applicant's proposal to rehabilitate the warehouse for use as a grocery store and other commercial space respects the original character of the building while dramatically improving the building's relationship with the streetscape and neighborhood. The proposal will make the building more accessible through the introduction of fenestration with metal and wood storefront systems, providing human scale with the introduction of wood siding systems and canopies, as well as providing seating areas. *This guideline is met.*

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

Findings: While much of the immediate vicinity remains utilitarian or paved with parking lots, portions of the neighborhood have begun to develop around the Con-way properties providing a variety of uses and eclectic styles in new and existing buildings. This proposal includes both a rehabilitated building and a sleek new modern building. The rehabilitation of the warehouse will add warmth to a building that is currently cold and uninviting, and will certainly prove to be a gathering place that serves the needs of the neighborhood. The new mixed-use building plays off the utilitarian character of much of the neighborhood by using little adornment, but nevertheless providing interest and elegance through its clean and playful design. *This guideline is met.*

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

Findings: The proposed warehouse rehabilitation presents a cohesive design that can be comprehended from any viewpoint. New fenestration is provided on all façades as well as wood canopies and seating areas. The proposed mixed-use building is divided into bays of varying width and color with differentiation also expressed at individual ground floor tenant spaces as well as variations in the fenestration and other details at upper levels. The building is playful but not chaotic, modern yet traditional. At the west end of the building, where tuck-under parking areas are visible, the applicant proposes perforated Corten screens which will provide some relief to an otherwise uninteresting view. In addition, the Corten steel and plank decking are also proposed at landscaped areas in the 2nd floor courtyard, at the pedestrian accessway and in the landscaped areas along NW 22nd Avenue, providing cohesion to the development through landscape features. *This guideline is met.*

Con-way Northwest Master Plan Design Guidelines (Section 5)

Introduction

The existing Community Design Guidelines, along with these new seven (7) Con-way Master Plan design guidelines, are the applicable approval criteria for design review. Design guidelines are mandatory approval criteria that must be met as part of design review and historic design review. They inform developers and the community as to what issues will be addressed during the design review process. The guidelines state broader concepts than typical development standards in order to provide flexibility to designers, yet they are requirements.

Applicants are responsible for explaining, in their application, how their design meets each applicable guideline.

The design review process is flexible. It is intended to encourage designs that are innovative and appropriate for their locations. For this reason design guidelines are qualitative statements. Unlike objective design standards, there are typically many acceptable ways to meet each design guideline. Examples of how to address specific guidelines are included in this section for each design guideline. It is not the City's intent to prescribe any specific design solution through the design guidelines.

During the design review process, the review body must find that the proposal meets each of the applicable design guidelines. Proposals that meet all applicable guidelines will be approved; proposals that do not meet all of the applicable guidelines will not be approved.

If the review body approves the proposed design, they may add conditions to their approval to ensure the proposal's compliance with the guidelines. If the review body does not approve the proposed design, they would prefer that the applicants revise the design to address deficiencies rather than have the city impose a specific solution through conditions. They may find that such action is necessary to better achieve the goals for design review.

In some cases, a design guideline may be waived during the design review process. An applicable guideline may be waived as part of the design review process when the proposed design better meets the goals of design review than would a project that had complied with the guideline. If a waiver is requested, the applicants must explain, in their application, how the goals of design review are better met in the proposed design than would be possible if each guideline being considered for waiver was followed. Allowing the waiver of one or more guidelines during the design review process reflects the City's concern that the design guidelines not become a rigid set of requirements that stifle innovation.

Goals of the Con-way Northwest Master Plan Design Review

1. Encourage urban design excellence;
2. Integrate urban design and preservation of our heritage into the development process;
3. Promote the development of diversity and areas of special character within the district;
4. Establish an urban design relationship between the district and the Northwest District as a whole;
5. Provide for a pleasant, rich and diverse experience for pedestrians;
6. Assist in creating a 18-hour district which is safe, humane and prosperous; and
7. Ensure that development proposals are at a human scale and that they relates to the scale and desired character of its setting and the Northwest District as a whole.

Guideline 1: Provide human scale to buildings and edges along sidewalks, squares and pedestrian accessways.

Findings: Human scale is provided at both buildings with the incorporation of canopies and seating areas. At the mixed-use building, canopies are located 9-11 feet above grade, which reduces the overall scale of the 6-story brick building. At the warehouse building, canopies are located 15-20 feet above grade and extensive fenestration is introduced, which reduces the scale of the 32-foot tall building to create a more humane façade. Human scale is provided along the accessway and perimeter sidewalks as well with opportunities for seating and the softening of surface parking lot edges with landscaping. *This guideline is met.*

Guideline 2: Develop urban edge variety adjacent to parks, pedestrian accessways and greenstreets.

Program uses on the ground level of buildings adjacent to parks, accessways and greenstreets that activate and expand the public realm. Design the lower stories of buildings to include elements that activate uses and add variety and interest to the building facades.

Findings: The eastern edge of the warehouse building features varying projections including deep canopies, enclosed entrances, a raised deck for seating, a green wall, and variations in the paving, providing a varied urban edge. As the Master Plan area's sole large retailer, the supermarket use expected and planned for the warehouse building will result in Block 296 having one of the more active pedestrian accessways. The landscape design within the 47'-wide open space responds with the creation of distinct seating and gathering areas and the ability for the surface parking to accommodate public events like a farmer's market, similar to the EcoTrust block in the Pearl District. When the surface parking is being utilized for parking for the majority of the time, the landscape design appropriately screens and buffers. *This guideline is met.*

Guideline 3: 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: As noted above under E5, a substantial number of canopies are provided on all frontages of the proposal, including in the pedestrian accessway. The canopies will protect users and passersby from the rain, sun, and other negative effects of the weather. The northeast courtyard will also protect users from the negative effects of the sun as the 6-story building will provide shade to this area. *This guideline is met.*

Guideline 4: Develop buildings that are appropriately scaled to the neighborhood. Façades should be well articulated and offer diversity in volume and form along the street edge.

Findings: As discussed under D7, as this is the first development under the Con-way Master Plan, much of the immediate vicinity is still paved with parking lots or features

rather utilitarian buildings. The rehabilitation of the warehouse will dramatically open the building up to the neighborhood, resulting in an amenity not only for the service it is intended to provide but also as viewed from the street. In addition to more window area, the introduction of wood canopies and raised seating areas will also provide human scale to the building. The mixed-use building is six stories tall, but the façade is divided into bays of varying width as well as set back at varying distances from the right-of-way. Canopies are also provided at the street level to provide human scale. In addition, though the building is to be constructed of brick forms, the significant amount of fenestration proposed lends to a feeling of lightness that will not overwhelm the sidewalk experience. As noted above, the design is playful in its diversity of form, volume, and detail, but reads as an elegant introduction into the neighborhood. *This guideline is met.*

Guideline 5: Provide transitions between the public and private realms when residential structures abut streets, parks and pedestrian accessways.

Findings: The mixed-use building is located at the eastern end of the block and has an urban orientation toward NW 21st Avenue. (A building does not abut the pedestrian accessway, rather surface parking is proposed to abut the pedestrian accessway.) The mixed-use building contains residential units above ground level retail; therefore, the transition between NW 21st and the public and private realm is the commercial space itself. *This guideline is met at the NW 21st Avenue frontage.*

Guideline 6: Integrate high-quality materials and design details.

Findings: The proposed mixed-use building features brick, in two colors, as the primary building material. In addition to brick, wood, aluminum, and steel full-height storefronts are proposed with fiberglass windows recessed in the wall plane at the upper levels. Corten steel is used as an accent material, integrated into the design of the building as well as the landscaping on the entire block. Rehabilitation of the concrete warehouse includes the introduction of aluminum storefront systems and applied wood cladding, as well as substantial wood canopies which will provide warmth to the building. *This guideline is met.*

Guideline 7A: Provide private open spaces that are well integrated with adjacent development, act as gathering places designed to adapt to a variety of activities, are linked together and to other nearby open spaces, are accessible to the public and provide distinctive neighborhood identity.

PRIVATE PEDESTRIAN ACCESSWAYS OPEN TO THE PUBLIC Together with public sidewalks, the pedestrian accessways form a linked circuit of walkable open spaces within the Con-way Master Plan area. They will provide enhanced, connecting pedestrian experiences that are currently lacking in the neighborhood. New pedestrian accessways break down the superblocks in a north/south direction throughout the Con-Way properties. Although the accessways will be privately developed and owned as part of the site development, they will be offered for public use through permanent access easements. The north/south pedestrian accessways will provide the ability to enter the inner portions of the privately developed blocks, whether they are commercial uses, townhomes, and mixed-use, work/live spaces at the ground floor. The accessways will have continuously paved walkways and seating areas, ornamental lighting, bicycle parking and landscape or garden elements. Stormwater run-off from adjacent buildings and paved hardscape may be treated in the accessways, adding a seasonal displays and effects. In addition, the accessways may have works of art or small water features. Special signage will create identity and convey the appropriate uses of the accessways. Shade trees and ornamental plantings will be an important part of the pedestrian accessways, adding a distinguished identity and character. There may be variation in design from block to block,

depending on the adjacent ground floor uses. The accessways will be privately maintained by adjacent properties.

Guideline 7D: Pedestrian Accessways – Provide a network of pedestrian accessways that, together with public greenstreets and building forecourts, form a special pedestrian circuit or network of connected open spaces in the neighborhood, in addition to adjacent development.

Provide for pedestrian accessways that are privately owned but open to the public. Pedestrian accessways are located mid-block between NW 20/21st and NW 21/22nd. See Map 05-08.

7.D.1 Design pedestrian accessways as mid-block linear greens and pedestrian walkways that provide continuous informal green open spaces helping to reduce the scale of large blocks.

7.D.2 Design pedestrian accessways so that the distance between building elevations is generally 60 feet. Pedestrian accessways should be accessible to the public through public access easements that are generous (for example, 40 feet wide) and extend continuously between public streets to the north and south.

7.D.3 Single north-south pedestrian pathways within an accessway should be large enough to accommodate shared bicycle and pedestrian traffic (for example, 16 feet wide).

7.D.4 Design the character of pedestrian accessways east of NW 21st to extend elements of the neighborhood park north to the forecourt of the Con-way office building. Residential uses are expected to be the predominant adjacent uses.

7.D.5 Design these accessways to include paved walkways, fixed seating, lighting, benches and bollards.

7.D.6 Include landscape elements such as shade trees, low shrubs and ground covers. Consider opportunities for gardens

7.D.7 Consider bioswales or places for stormwater treatment from adjacent private development. 7.D.8 Express the character of pedestrian accessways west of NW 21st to reflect the variety of commercial, office and residential uses expected as adjacent uses along the accessways, and design to accommodate a variety of activities.

7.D.9 Design the entries to the accessways with signage and to be welcoming to the public.

7.D.10 Connect the pedestrian accessways with designated crosswalks at mid-block on the local east/west streets.

Findings for 7A and 7D: As noted above under P1, E1, D4, D1, and Guideline 2, the pedestrian accessway at the center of the block is well-designed, with the design incorporating several of the guideline's specific suggestions (continuous paved walkways, minimum 16'-wide paths, seating areas, ornamental lighting, welcoming building entries, bicycle parking, stormwater treatment, shade trees and ornamental plantings).

Generally, the project maintains a passageway to break down the superblock and support the pedestrian network that will ultimately be established at each superblock of the Master Plan area. A Condition of Approval will require a public access easement for the pedestrian accessway to fulfill the expectations of these guidelines and the larger Master Plan goals. Guideline 7A notes, "There may be variation in design from block to block, depending on the adjacent ground floor uses" and Guideline 7.D.8 notes, "Express the character of pedestrian accessways west of NW 21st to reflect the variety of commercial, office and residential uses expected as adjacent uses along the accessways, and design to accommodate a variety of activities", both statements suggesting the expected and proposed use for the warehouse building (the Master Plan area's single large supermarket) is a reasonable justification for allowing surface parking in the pedestrian accessway so long as its design and screening meet the high design expectations of other guidelines. This understanding, coupled with this site being the catalyst for the Master Plan's other development, was discussed at length by the Commission at the July 18th hearing and allowed the Commission to conclude surface parking in the pedestrian accessway. *These guidelines are met.*

District Street Standards

The Con-way Master Plan was approved under LU 12-135162 MS. This approval included Condition of Approval #6: “Street frontage improvements shall adhere to the design standards proposed in the August 30, 2012 Con-way Master Plan (Exhibit H-8a) under DESIGN PRINCIPLES FOR PUBLIC STREETS. The Con-way Master Plan street standards shall be finalized as part of the design approval for the first major development.” This Type III Design Review application is considered the “first major development” and, as such, will also be reviewing the Con-Way Master Plan street standards so they are “finalized”.

Staff notes that the street standards proposed as part of this application and described in pages C.81 through C.83 meet several of the guidelines above, including E1, E2, D3 of the Community Design Guidelines and #1 and #6 of the Con-way Northwest Master Plan Design Guidelines. The proposed materials include an intention for a variety and consistency of street trees and stormwater plantings as well as sidewalk paving patterns and high-quality street furniture such as bicycle racks and street benches. These elements will establish a pleasant, safe and efficient pedestrian network, provide stopping places, and provide human scale to the streetscape.

Staff with the Bureau of Transportation has approved the items submitted for streetscape standards that include sidewalk scoring, pavers in the furnishing zone, and street furniture. It is noted the locations of the street furniture must meet current encroachment standards. The Conway Master Plan recommended three tree species, which have been reviewed and accepted by the City Forester. The choice of street lights must be from the existing approved list since the City will maintain ownership and maintenance responsibilities.

PBOT recommends that any changes to the approved streetscape standards be processed with a Type II Design Review. PBOT will also recommend that the applicant submit a separate document that describes and illustrates the approved elements as a condition of building permit approval.

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.

- 1. Con-way Master Plan Standard 6C Building Line Standard** to reduce the amount of building line at the NW 21st Avenue property line from the required 75%;

Purpose Statement: Required building lines are intended to enhance the urban quality of the NW Master Plan Area.

Standard: 6C. Building line standards – Development proposals and major remodeling projects, along a frontage containing a required building line, must comply with this standard. The building must extend to the street lot line along at least 75 percent of the lot line.

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

Findings: Several of the guidelines above, including P1 and D8 call for varied façades that provide interest. The proposed building features varied wall planes, as well as additional cuts in those wall planes from the storefront systems. These cuts provide additional interest, as well as additional shelter.

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

Findings: The applicant proposes to reduce the required amount of building line at the NW 21st Avenue property line. At the northeast corner of the mixed-use building, the northernmost retail space is significantly recessed from NW 21st Avenue in anticipation of a potential future streetcar line clipping this corner. As a result, the recess allows for the development of a courtyard which will enhance the urban quality of the NW Master Plan Area.

By recessing portions of the building façade, the applicant is able to create a building that provides additional interest and enhances the urban quality of the area through the introduction of playful façades and an outdoor area where people can congregate and activate the streetscape. The purpose of the design standard, to enhance the urban quality of the NW Master Plan Area, is met.

Therefore this Modification merits approval.

2. Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard to reduce the required 50' depth at the interior space facing the NW Quimby frontage;

Purpose Statement: This requirement ensures that Retail Sales, Service, or Neighborhood Facility uses are developed along NW 21st Avenue; these uses activate and enrich the public realm. The requirement specifically focuses on Retail Sales and Service uses because they generate more activity and interaction within the public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm along NW 21st Avenue.

Standard: 7D. Areas designed to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:

7.D.1. The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;

7.D.2. The area must be at least 50 feet deep, measured from the street facing façade (building services, vertical shafts, and underground garage entrances may intrude up to 10 percent of the required area);

7.D.3. At least 75 percent of the area of the ground floor wall area must be windows and doors;

7.D.4. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and

7.D.5. Parking is not allowed in the ground floor areas designed to meet the standards of this subsection.

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

Findings: By establishing the orientation of commercial spaces in an east-west direction, rather than subscribing to a 50-foot depth from side street elevations, several guidelines such as D2 and Guidelines 1 and 4 will be better met, particularly as development along the NW 21st active use corridor progresses. This orientation encourages longer narrower retail spaces that will allow for more variety along the commercial spine.

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

Findings: The purpose of the standard is to activate and enrich the public realm along 21st Avenue. Based on Map 05-5 which shows that this standard is to be measured from NW 21st Avenue, as well as the side streets, this would require standard 50-foot by 50-foot corner retail spaces, thus limiting the diversity of spaces along this commercial spine. The southernmost retail space in the mixed-use building faces east and is more than 50 feet deep measured east to west. Staff notes that locating the entrance to this space on NW 21st will provide the opportunity for better activation of 21st Avenue and allows a greater number of retail tenants than designing for large corner tenants. Nonetheless, this southernmost retail space wraps the corner and will have a substantial presence at NW Quimby despite its reduced depth. Other requirements of this standard are met at this location.

By orienting narrower retail spaces toward NW Quimby Street, the purpose of the design standard, to activate the public realm along NW 21st Avenue, is met.
Therefore this Modification merits approval.

3. Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard to reduce the required 50' depth at the interior space facing the NW Raleigh frontage;

Purpose Statement: This requirement ensures that Retail Sales, Service, or Neighborhood Facility uses are developed along NW 21st Avenue; these uses activate and enrich the public realm. The requirement specifically focuses on Retail Sales and Service uses because they generate more activity and interaction within the public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm along NW 21st Avenue.

Standard: 7D. Areas designed to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:

7.D.1. The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;

7.D.2. The area must be at least 50 feet deep, measured from the street facing façade (building services, vertical shafts, and underground garage entrances may intrude up to 10 percent of the required area);

7.D.3. At least 75 percent of the area of the ground floor wall area must be windows and doors;

7.D.4. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and

7.D.5. Parking is not allowed in the ground floor areas designed to meet the standards of this subsection.

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

Findings: By reducing the width of the corner retail spaces and orienting them toward NW 21st Avenue, several guidelines, including, E2, E3, E4, D1, D2, D8, and Guidelines 1 and 4 are better met, in that the retail spaces now provide more diversity and interest in their form and the provision of an outdoor courtyard to activate this corner.

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

Findings: The purpose of the standard is to activate and enrich the public realm along 21st Avenue. The northernmost retail space is less than 50 feet deep, when measured from NW Raleigh Street; however orienting this space toward NW 21st avenue and recessing the space from the right-of-way allows the opportunity to develop a courtyard which will allow for activation of the exterior which will surely enhance the public realm more than designing a 50-foot deep enclosed space at this corner.

By recessing and orienting the northernmost retail spaces toward NW 21st Avenue and establishing an outdoor courtyard at this corner, the purpose of the design standard, to activate and enrich the public realm along 21st Avenue, is met.
Therefore this Modification merits approval.

4. Con-way Master Plan Standard 8D Ground Floor Active Use to reduce the Active Area required along the north and south elevations;

Purpose Statement: These regulations reinforce the continuity of the pedestrian-oriented environment, provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, and also help to maintain a healthy urban district with architectural elements or improvements that provide visual interest and interrelate with the pedestrian environment.

Standard: 8D. Ground floor active use standard – In order to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, schools and colleges, community service, religious institutions, daycare, community centers, and libraries, the ground floor of buildings (when proposed) must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls in designated sites, per Map 05-6. Areas designed to accommodate active uses must meet the following standards:

- 8.D.1. The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;
- 8.D.2. The area must be at least 25 feet deep, measured from the façade; and
- 8.D.3. At least 35 percent of the ground floor wall area must be windows and doors.

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

Findings: Guidelines related to developing a diverse pedestrian experience and adding interest to the architectural composition, as well as providing opportunity for surveillance and mitigating the negative effects on parking areas are all better met by this modification. These include guidelines E3, D4, D5, D8 and 4.

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

Findings: These standards are to only apply to those portions of a building that front on the pedestrian accessway and, extending east from the accessway, a distance of 150 feet along NW Quimby and NW Raleigh. The proposed building is oriented away from the

pedestrian accessway and faces NW 21st Avenue, where the ground level provides active uses along that frontage (required by other development standards) and extending approximately 70 feet to the west. As such, only a small portion (less than 50%) of the northern and southernmost retail spaces comply with standard 8D, with the western portion of the building not in compliance due to the presence of parking. The need for this modification would be resolved if the northern and southern rows of tuck-under parking were replaced with enclosed active use space. The applicant is intent on providing the surface parking spaces within the area subject to this standard and chosen to mitigate their effect on the building by providing perforated Corten screens and a landscape treatment along the sidewalk at these areas. The purpose of the standard is to provide a rich and diverse pedestrian experience and to maintain a healthy urban district with improvements that provide visual interest and interrelate with the pedestrian environment. Staff contends that the Corten screens and landscaping lend to the diversity of the pedestrian experience as they provide visual interest and allow for views and the flow of air through this space.

The modification to the ground floor active use standards allows for a creation of a diverse pedestrian experience by providing an alternative to the storefronts proposed along NW 21st Avenue and providing interest to the pedestrian environment through the incorporation of the Corten screens which are located throughout the proposal along pedestrian pathways, thus meeting the purpose of the standard.

Therefore this Modification merits approval.

- 5. Con-way Master Plan Standard 8E Private Entrances and Terraces Facing Pedestrian Accessways** to allow a raised deck area at the warehouse building to be constructed so that it projects 24'-1" into the pedestrian accessway for a linear distance of 39'-0", where a 10'-0" projection is allowed;

Purpose Statement: See purpose statement under Modification #4 above.

Standard: 8E. Private entrances and terraces facing pedestrian accessways. Areas to provide for stairs, stoops, and other private entrance features are permitted within a pedestrian accessway up to a depth of 10 feet. The area shall be delineated at the boundary within the accessway by including a low fence, wall, hedge, or similar feature.

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

Findings: Several design guidelines, including E2, E4, D1, D8 and Guidelines 2 and 5 are better met with the extension of the raised seating area into the accessway. This extension allows provides greater interest and variety of the urban edge along the pedestrian accessway and allows for prolonged social engagement in this transitional area.

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

Findings: The purpose of the standard is to provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas. By extending the allowed 10-foot encroachment an additional 14'-1" into the pedestrian accessway, this provides space for more seating and prolonged social engagement between users of the interior space and pedestrians.

By extending the raised seating area a greater distance into the pedestrian accessway, the purpose of the design standard, to provide for a pleasant and diverse pedestrian experience that connects indoor activities to outdoor spaces, is met.

Therefore this Modification merits approval.

- 6. 33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Quimby for the 131'-9" long mixed-use building wall from the required 65'-10½" (50%) to 46'-0" (34.9%);

Purpose Statement: In the EX zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like façades at street level; and
- Avoid a monotonous pedestrian environment.

Standard: In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

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

Findings: Several design guidelines are better met with this reduction in ground floor windows, particularly D4, D5, D8, E3 and Guidelines 4 and 6. The reduction in ground floor windows allows greater opportunity for interest and diversity in form and design detail with the introduction of the perforated Corten screen which also allows the parking garage edge to better integrate with the environment by allowing air to pass through this area and providing views between the garage and the outside.

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

Findings: The purpose of the standard is to provide a pleasant and rich pedestrian experience, avoid a monotonous environment and encourage surveillance and a continuity of retail and service uses. The standard is not met due to the western end of the mixed-use building's ground floor designed for tuck-under parking, rather than commercial use. The tuck-under parking however is accessory to the retail use to the west. The intent of this standard is to limit blank walls which create an unpleasant pedestrian experience. While retail use is concentrated along NW 21st in accordance with other standards of the Con-way Master Plan, the western portion of this building is used for parking. Rather than hiding the parking behind a solid blank wall, the applicant is proposing landscaping as well as a perforated Corten screen which will serve to break up the monotony of the façade, add diversity in the façade's texture, and provide opportunity for surveillance. The windows concentrated at the east end of this façade equal 32.5% of the total wall area, more than the required 25%.

The reduction of ground floor windows, supplemented by perforated Corten screens to the tuck-under parking, provides a pleasant and diverse pedestrian experience, while maintaining a connection between the interior and the exterior, and meets the purpose of the design standard.

Therefore this Modification merits approval.

- 7. 33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Raleigh for the 104'-5" long mixed-use building wall from the required 52'-2½" (50%) to 42'-0" (40%);

Purpose Statement: See purpose statement under Modification #6 above.

Standard: See standards description under Modification #6 above.

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

Findings: As noted for the ground floor windows on NW Quimby, the reduction in ground floor windows on NW Raleigh lend to a more diverse pedestrian experience. This façade, in particular, has distinct representations of solids and voids at the ground level, with storefront windows concentrated together to allow for substantial brick piers, and the Corten screen establishing a different type of void than the storefronts in both texture and visual permeability. As such, the modification allows the design to better meet guidelines D4, D5, D8, E3, and Guidelines 4 and 6.

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

Findings: The purpose of the standard is to provide a pleasant and rich pedestrian experience, avoid a monotonous environment and encourage surveillance and a continuity of retail and service uses. The standard is not met due to the western end of the mixed-use building's ground floor designed for tuck-under parking, rather than commercial use. The tuck-under parking however is accessory to the retail use to the west. The intent of this standard is to limit blank walls which create an unpleasant pedestrian experience. While retail use is concentrated along NW 21st in accordance with other standards of the Con-way Master Plan, the western portion of this building is used for parking. Rather than hiding the parking behind a solid blank wall, the applicant is proposing landscaping as well as a perforated Corten screen which will serve to break up the monotony of the façade, add diversity in the façade's texture, and provide opportunity for surveillance. The windows provided at the retail area along NW Raleigh Street equal 40% of the total wall area, more than the required 25%. In addition, although the windows at the recessed portion of this façade are set back 25 feet are not allowed to be included in these calculations, they do provide approximately 20 linear feet of ground floor windows, which would meet the standard if they were able to be counted. Staff feels that these windows, despite their distance, contribute to the intent of the standard, particularly since their function will allow the entire wall to be opened so that interior activities can extend to the exterior.

The reduction of ground floor windows, supplemented by perforated Corten screens to the tuck-under parking, provides a pleasant and diverse pedestrian experience, while maintaining a connection between the interior and the exterior, and meets the purpose of the design standard.

Therefore this Modification merits approval.

- 8. 33.266.130 Parking Standards** to reduce the required 5'-0" of L2 landscape screening along the proposed parking on NW 22nd Avenue to 2'-6";

Purpose Statement: The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

Standard: 33.266.130.G.2.d. Perimeter landscaping. The minimum setbacks and landscaping standards required are provided in Table 266-5. In all zones except EG2 and IG2, for a lot line abutting a street, 5 feet of L2 standard landscaping is required.

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

Findings: Staff found guidelines D3, D4, D6, and Guideline 1 to be applicable with regard to this standard. Guidelines D3 and D4 relate specifically to landscape design and promote a diversity of landscape features appropriate for their location and size. Staff notes that this parking area is smaller than the other parking area on the site and smaller than most parking areas, generally. The historic use of this paved area included head-in parking, which is no longer supported by the Bureau of Transportation. As such, the historic use of the set back area is maintained by retaining some parking, though the orientation has been changed. In order for the parking area to provide space for two parking stalls, the perimeter landscaping must be reduced. Staff considers this a reasonable request as it would not make sense to maintain 5-foot wide perimeter landscaping at the expense of a parking space as this would result in a parking area one stall wide. The reduced landscaping is appropriately scaled for the relatively small size of the parking area.

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

Findings: Although the L2 landscape strip is proposed to be reduced by half to 2'-6", the planter area will still provide many of the benefits a full-width planter would provide, including reduction of stormwater and pollution, mitigating the negative visual impact of the parking area and protecting the adjacent pedestrian right-of-way from automobile traffic.

The purpose of the design standard, to protect pedestrians and provide for the mitigation of the negative effects of the parking area are met with the proposed appropriately-scaled perimeter landscaping, is met.

Therefore this Modification merits approval.

- 9. 33.266.310 Loading Standards** to allow reverse motion for the proposed on-site loading space at the warehouse building; and

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

Standard: 33.266.310.F.1. Forward Motion Outside the Central City plan district, loading facilities must be designed so that vehicles enter and exit the site in a forward motion.

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

Findings: By allowing reverse motion the building can be programmed with loading facilities occupying less floor area as well as façade area. Allowing reverse motion enables the loading facilities to occupy only 14 linear feet of building frontage, as shown on C.28. Were forward motion required, the loading facilities would compromise the grocery store's ability to have active corners and façades. Therefore, guidelines E3, E4 and 1 are better met by this modification.

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

Findings: The purpose of the standard, as it relates to direction of motion, indicate that access to loading facilities must not have a negative effect on traffic safety and other functions abutting the right-of-way. With proper security measures employed, the purpose of this standard will be met. Limiting the floor area devoted to loading facilities can also ensure that effects on traffic and other functions will be improved as curbcuts will be minimized, reducing the opportunities for conflict.

The purpose of the design standard is to limit the negative effects of loading functions on the right-of-way and other traffic. By limiting the area that loading is permitted, opportunities for conflict are ultimately reduced, as are the negative effects of large loading facilities on the streetscape.

Therefore this Modification merits approval.

10.33.266.310 Loading Standards to allow reverse motion for the proposed on-site loading space at the mixed-use building.

Purpose Statement: See purpose statement under Modification #9.

Standard: See standard description under Modification #9.

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

Findings: Using similar reasoning as with the modification to allow reverse motion at the warehouse building, allowing reverse motion at the mixed-use building allows for the loading facilities to occupy less floor area as well as façade area. Were forward motion required, the loading facilities would compromise the mixed-use building's ability to have active corners and façades, requiring more of this area for the unpleasant active of loading. Therefore, guidelines E3, E4 and 1 are better met by this modification.

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

Findings: The purpose of the standard, as it relates to direction of motion, indicates that access to loading facilities must not have a negative effect on traffic safety and other functions abutting the right-of-way. With proper security measures employed, the purpose of this standard will be met. Limiting the floor area devoted to loading facilities can also

ensure that effects on traffic and other functions will be improved as curbcuts will be minimized, reducing the opportunities for conflict.

The purpose of the design standard is to limit the negative effects of loading functions on the right-of-way and other traffic. By limiting the area that loading is permitted, opportunities for conflict are ultimately reduced, as are the negative effects of large loading facilities on the streetscape.

Therefore this Modification merits approval.

DEVELOPMENT STANDARDS

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

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 proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for the renovation of a 36,000 s.f. warehouse for a grocery use, the construction of a new 129,151 s.f. 6-story mixed-use building with ground floor retail and 114 apartments above, and the construction of a new 60'-0" pedestrian accessway (as required by the Con-Way Master Plan) that separates the 2 buildings.

It is the decision of the Design Commission to approve the Con-way Master Plan street standards.

It is the decision of the Design Commission to approve the following Modification requests:

1. **Con-way Master Plan Standard 6C Building Line Standard** to reduce the amount of building line at the NW 21st Avenue property line from the required 75%;
2. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Quimby frontage.
3. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Raleigh frontage.
4. **Con-way Master Plan Standard 8D Ground Floor Active Use Standard** to reduce the Active Area required along the north and south elevations;
5. **Con-way Master Plan Standard 8E Private Entrances and Terraces Facing Pedestrian Accessways** to allow a raised deck area at the warehouse building to be constructed so that it projects 24'-1" into the pedestrian accessway for a linear distance of 39'-0", where a 10'-0" projection is allowed;
6. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Quimby for the 131'-9" long mixed-use building wall from the required 65'-10½" (50%) to 46'-0" (34.9%);
7. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Raleigh for the 104'-5" long mixed-use building wall from

- the required 52'-2½" (50%) to 42'-0" (40%);
- 8. **33.266.130 Parking Standards** to reduce the required 5'-0" of L2 landscape screening along the proposed parking on NW 22nd Avenue to 2'-6";
- 9. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the warehouse building; and
- 10. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the mixed-use building.

Approvals per Exhibits C.1-C-105, signed, stamped, and dated August 1, 2013, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B through F) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 13-148833 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Design Review approval of the northeast courtyard art is required prior to issuance of the certificate of occupancy of the mixed-use building. However, if the art installation will be through the Regional Arts and Cultural Council (RACC), Design Review would not be required per 33.420.045 T.
- C. The applicant shall submit a separate document, including a boundary map, to the Portland Bureau of Transportation that describes and illustrates the approved elements of the streetscape standards on all street frontages within the Master Plan boundary as a condition of building permit approval.
- D. Any changes to the approved streetscape standards must be processed through a Type II Design Review.
- E. As a condition of building permit approval, the applicant shall record public walkway easements for the north/south pedestrian accessway alignment between NW Quimby and NW Raleigh,
- F. No field changes allowed.

=====



By: _____
David Wark, Design Commission Chair

Application Filed: May 6, 2013
Decision Filed: August 2, 2013

Decision Rendered: August 1, 2013
Decision Mailed: August 9, 2013

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 May 6, 2013, and was determined to be complete on May 24, 2013.

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 May 6, 2013.

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 extended the 120-day timeline an additional 14 days from July 18th to August 1st (Exhibit G.7.) **The 120 days will expire on: October 9, 2013.**

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 August 23, 2013** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor in the Development Services Center until 3 p.m. After 3 p.m. and on Monday, appeals must be submitted to the receptionist at the front desk on the fifth 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.

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).

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

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 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 26, 2013**.
- 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.

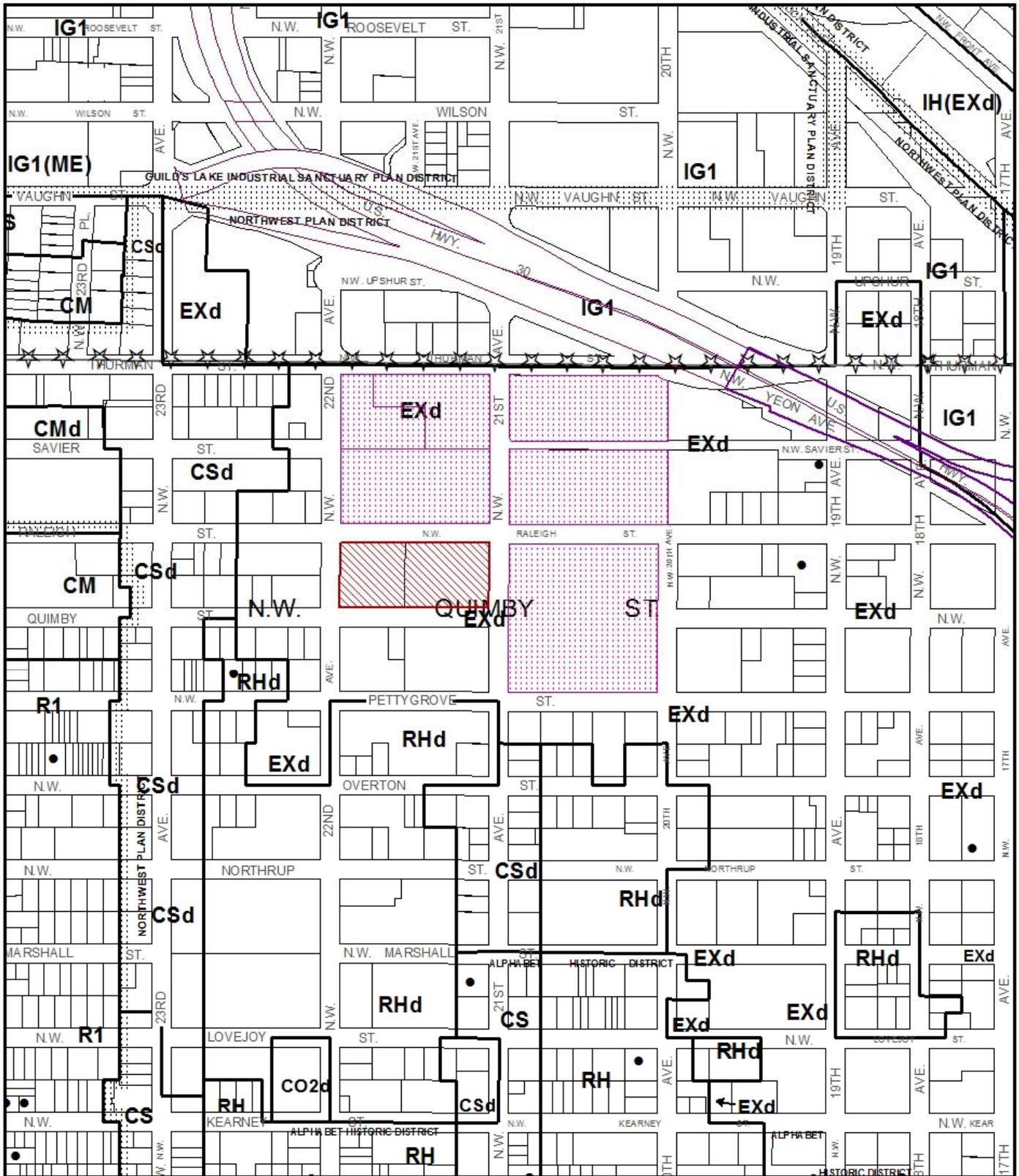
Kara Fioravanti
August 1, 2013

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).

- A. Applicant's Submittals
 - 1. Original Narrative, dated April 1, 2013
 - 2. Original Drawing Set, sheets C.1-C.106, dated May 3, 2013
 - 3. Revised Narrative, dated May 28, 2013
 - 4. Stormwater Management Memo, dated April 24, 2013
 - 5. Revised Narrative, dated June 24, 2013
 - 6. Drainage Report, dated July 2, 2013
 - 7. Con-way testimony in support of project, dated July 18, 2013
 - 8. Revised Drawing Set, sheets C.1-C.100, dated May 28, 2013
- B. Zoning Map (attached):
- C. Plans & Drawings:
 - 1. Table of Contents
 - 2. Overview Title Sheet
 - 3. Existing Master Plan and Block 296 Map
 - 4. Existing Master Plan and Block 296 Photos
 - 5. Master Plan and Block 296 Diagrams
 - 6. Master Plan and Block 296 Diagrams
 - 7. Block 296 Diagrams and Code Review
 - 8. Site Plan (attached)
 - 9. Rendering, Aerial (attached)
 - 10. Rendering, Aerial of Warehouse and Pedestrian Accessway
 - 11. not used
 - 12. Warehouse Title Sheet
 - 13. Rendering, Aerial of West Façade
 - 14. Rendering, Northeast Corner
 - 15. Rendering, Looking West on NW Quimby Street
 - 16. Rendering, Southeast Corner
 - 17. Ground Floor Plan
 - 18. Roof Plan
 - 19. Building Elevations
 - 20. Building Elevations
 - 21. Rendering, Northeast Corner at Pedestrian Accessway
 - 22. Enlargements, Northeast Corner at Pedestrian Accessway
 - 23. Enlargements, Northeast Corner at Raleigh
 - 24. Enlargements, Southeast Corner at Quimby
 - 25. Enlargements, Northwest Corner at Raleigh
 - 26. Enlargements, Northwest Corner at 22nd
 - 27. Enlargements, Southwest Corner at 22nd
 - 28. Enlargements, Loading Zone on Quimby
 - 29. Building Materials
 - 30. Landscape Plan, 22nd Avenue Frontage
 - 31. not used
 - 32. Accessway Title Sheet
 - 33. Rendering, Meandering Through the Accessway
 - 34. Rendering, Looking at Green Wall
 - 35. Rendering, Approaching from Parking
 - 36. Rendering, Approaching from Raleigh
 - 37. Site Plan
 - 38. Concept Diagrams
 - 39. Plant Palette
 - 40. Planting Plan
 - 41. Materials Plan
 - 42. Composite Plan
 - 43. not used

44. Mixed-Use Title Sheet
45. Rendering, Southeast Corner
46. Rendering, Northeast Corner
47. Rendering, Northwest Corner
48. Rendering, Aerial of West Façade
49. Rendering, Southwest Corner
50. Rendering, Garage Entry and Ramp Cover
51. Plans
52. Plans
53. Plans
54. Plans
55. East Building Elevation
56. West Building Elevation
57. North Building Elevation
58. South Building Elevation
59. East-West Building Section
60. North-South Building Elevation
61. Rendering, East Façade Storefronts
62. Rendering, East Façade Storefronts
63. White Brick Rendering and Enlargement
64. White Brick Enlargements and Details
65. Charcoal Brick Rendering and Enlargement
66. Charcoal Brick Enlargements and Details
67. Enlargement, Wood Storefront at SE Corner
68. Enlargement, Wood Storefront at Residential Lobby
69. Enlargement, Butt-Glazed Aluminum Storefront at 21st
70. Enlargement, Steel Storefront at 21st
71. Enlargement, Aluminum Storefront at 21st
72. Enlargement, Wood Storefront at 21st
73. Enlargement, Aluminum Storefront at NE Corner
74. Corten Screen Details
75. Enlargement, Sixth Floor Amenity Deck
76. Building Materials
77. Landscape Plan, 21st Avenue Frontage
78. Landscape Plan, 2nd Floor Roof Decks and Stormwater Planter
79. not used
80. Right-of-Way Title Sheet
81. Keyed Site Plan
82. Site Trees, Plantings, Pavers, Furnishings, Lights
83. Sidewalk Scoring Pattern Diagrams
84. 22nd Parking Turning Radius Diagrams
85. not used
86. Appendix Title Sheet
87. Existing Site Survey
88. Grading Plan
89. Utility Plan
90. New Season's Sign Package
91. New Season's Sign Package
92. New Season's Sign Package
93. New Season's Sign Package
94. New Season's Sign Package
95. Warehouse Lighting Plan
96. Pedestrian Accessway Lighting Plan
97. Mixed-Use Lighting Plan
98. Mixed-Use Roof HVAC Plan

- 99. Modification Diagrams
 - 100. Modification Diagrams
 - 101. Modification Diagrams
 - 102. Modification Diagrams
 - 103. Warehouse – mechanical screen, guardrail and Mixed-Use – bike parking at residential entry
 - 104. Mixed-Use, Details
 - 105. Warehouse – Enlarged Plan of West end showing vine pockets
 - 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. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of Bureau of Development Services
 - 6. Life Safety Review Section of Bureau of Development Services
 - 7. Portland Parks and Recreation, Urban Forestry
 - F. Letters: none received
 - G. Other:
 - 1. Original LUR Application
 - 2. Copy of the LU 12-135162 MS Hearings Officer approval of the Con-way Master Plan
 - 3. Copy of the EA 12-156491 DA summary memo from the February 21st meeting
 - 4. Original Staff Report, dated July 8, 2013
 - 5. Staff presentation from July 18th hearing
 - 6. Staff notes from July 18th and August 1st hearings
 - 7. Request for Extension of 120-Day Review Period, July 30, 2013
 - 8. REVISED Staff Report, dated July 30, 2013
- cc: Applicants and Representatives
Neighborhood Associations
Those who testified, orally or in writing



ZONING

-  Site
-  Also Owned
-  Historic Landmark

| | |
|-------------|--------------------------|
| File No. | <u>LU 13-148833 DZM</u> |
| 1/4 Section | <u>2827,2927</u> |
| Scale | <u>1 inch = 400 feet</u> |
| State_Id | <u>1N1E28CD 2600</u> |
| Exhibit | <u>B (May 07, 2013)</u> |

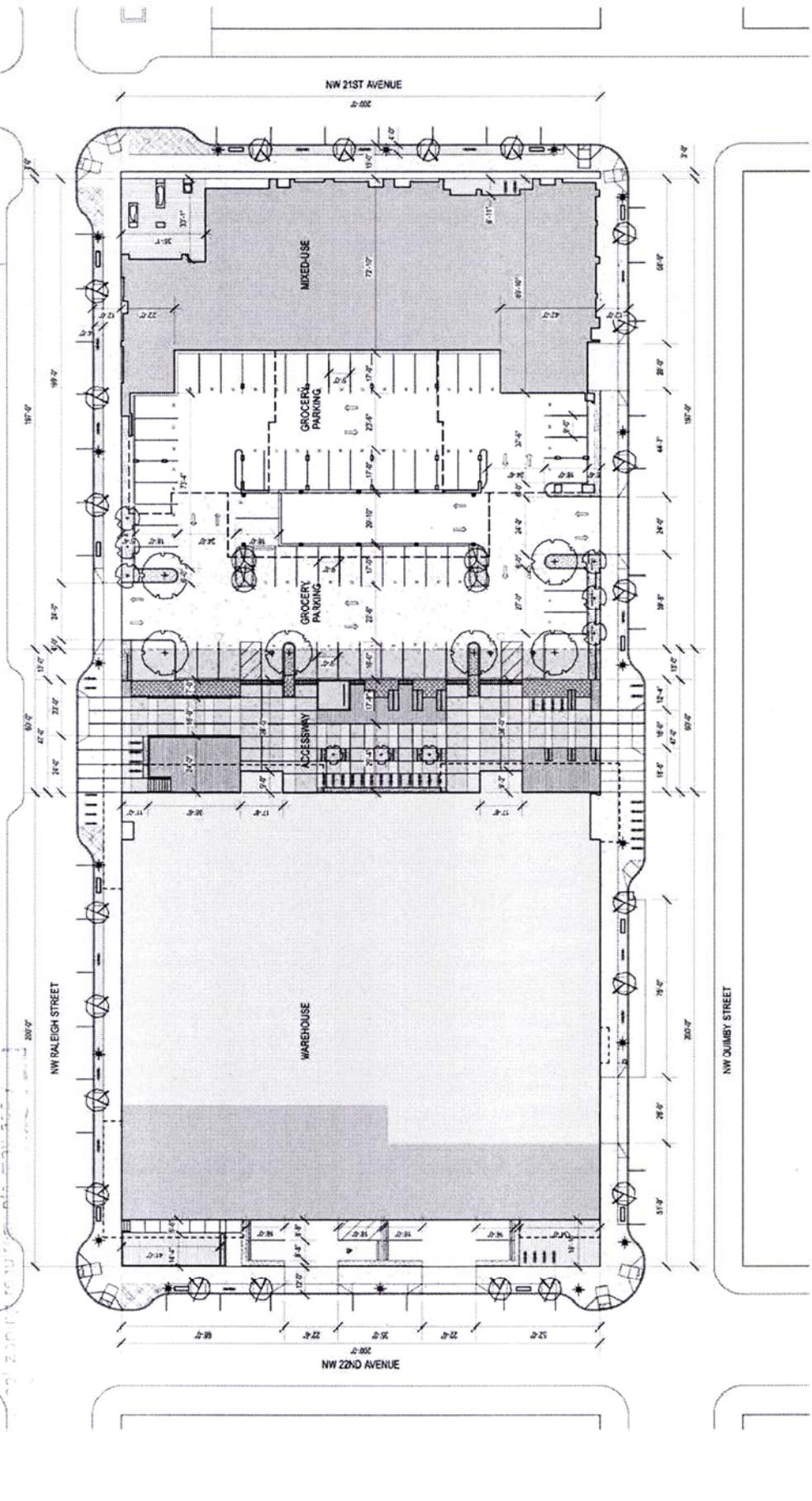


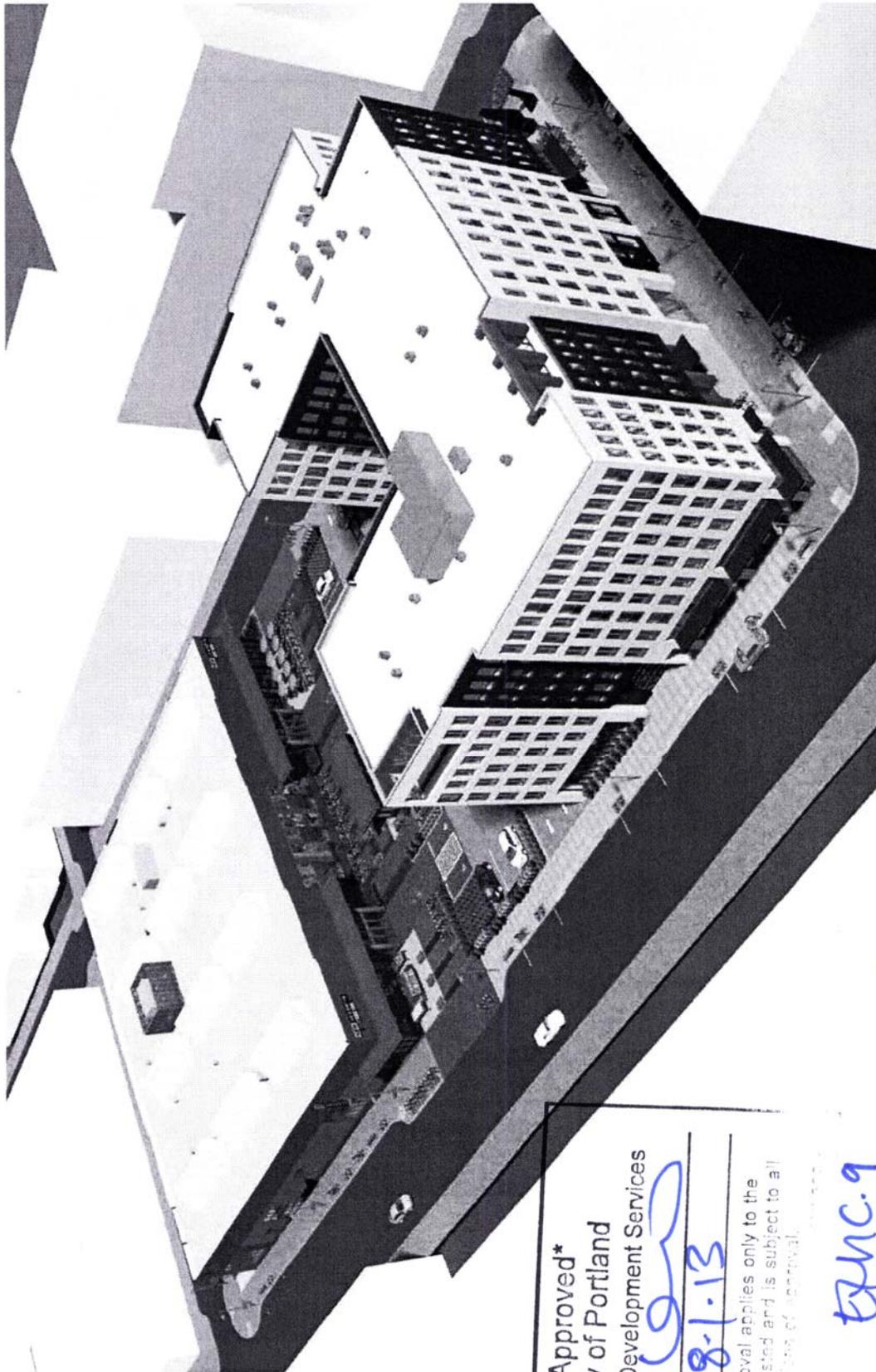
This site lies within the:
NORTHWEST PLAN DISTRICT

Approved
 City of Portland
 Bureau of Development Services
 Planner [Signature]
 Date 8-1-13

*EFHC-8
 13-148833 D2M*

* This approval applies only to the reviews requested and is subject to all conditions of approval.





Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *8-1-13*

* This approval applies only to the reviews requested and is subject to all conditions of approval.

EMC-9
13-148833P2M

Rendering, Aerial

C.9