



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 13-233011 DZM
The Overton Apartments
(PC # 13-212985)
REVIEW BY: Design Commission
WHEN: February 6, 2014 at 1:30PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Kara Fioravanti 503-823-5892 /
Kara.Fioravanti@portlandoregon.gov

GENERAL INFORMATION

Applicant: Julie Currier, Unico Properties
1215 Fourth Avenue / Suite 600
Seattle, WA 98161

Representative: Bertha Martinez, ZGF Architects
925 Fouth Avenue / Suite 2400
Seattle, WA 98104

Peter Van Der Meulen, ZGF Architects
1223 SW Washington Street / Suite 200
Portland, OR 97205

Site Address: 1301 NW 12TH AVENUE and 1333 NW 12TH AVENUE
(entire block bound by SW Overton, Pettygrove, 12th, 13th)

Legal Description: BLOCK 227 LOT 1, COUCHS ADD; BLOCK 227 LOT 2-8,
COUCHS ADD

Tax Account No.: R180220470, R180220490
State ID No.: 1N1E33AA 01600, 1N1E33AA 01500
Quarter Section: 2928

Neighborhood: Pearl District, contact Patricia Gardner 503-243-2628.
Business District: Pearl District Business Association, contact Adele Nofield 503-
223-0070.
District Coalition: Neighbors West/Northwest, contact Mark Sieber 503-823-4212.

Plan District: Central City - River District - North Pearl
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: The applicant seeks Design Review approval for a new full-block mixed-use development. The proposed development is for a 26-story building with 285 residential units and a small corner retail space at NW Pettygrove and NW 13th. The building is approximately 252’ tall and 302,430 square feet above grade.

The 2 and 3 story podium is primarily brick with live-work units facing NW 13th and townhomes facing NW 12th. The underground parking for 233 vehicles is accessed from NW 12th. The main through-lobby is accessed through a small courtyard space off NW Pettygrove and a large generous plaza space off NW Overton. Loading is accessed at-grade off NW 13th, and the NW 13th live-work units are accessed via an elevated dock within the typical sidewalk zone of the right-of-way. The roof of the private podium is primarily eco-roof and outdoor gathering spaces (dog run, play area, terrace, water feature).

The tower is centrally located on the block and rotated off the urban grid. It is a concrete, glass and metal structure atop the podium, but touches the ground at the south plaza lobby.

Modifications to Zoning Code Development Standards:

The following two applicable development standards are not met in the proposal:

33.266.220 C. Modification #1. This standard requires bike rack parking spaces to be 2’ wide x 6’ long. The proposal reduces the dimensional standard for width by 6 inches so that 467 of the 473 long term bike parking spaces are accommodated by a wall-hung vertical rack system that provides parking that is spaced 18” on center, with a 6” stagger. (The remaining 4 long term bike spaces will be in horizontal racks that meet the standard.)

33.510.205 H.2. Modification #2. The project seeks additional height above the maximum height limits shown on Map 510-3. Height limit indicated on Map 510-3 is 100’ and the proposed height is 252’. (The site is located within the height opportunity area shown on Map 510-16. The floor area above the maximum height limit of 100’ is proposed to be achieved through FAR bonus, the floors of the building above 100’ are less than 12,500 sf, and facade lengths above 100’ are less than 120’.)

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:

- Central City Fundamental Design Guidelines
- River District Design Guidelines
- 33.825.040 Modifications

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. This application was submitted on November 27, 2013 and determined to be complete on December 20, 2013.

ANALYSIS

Site and Vicinity: The subject property is a full-block site, located in the River District, bound by NW 12th and NW 13th Avenues and by NW Pettygrove and NW Overton Streets. The larger vicinity was formerly owned by the Spokane, Portland and Seattle Railway Company and housed freight yards, a train shed and office. Over the past many years, the character of the neighborhood has significantly changed, providing opportunities for viable residential, commercial, and open space development.

Nearby developments include the recently-opened Fields Park, the 16-story Encore, the 14-story Pinnacle, the 6-story Lexis on the Park, Tanner Springs Park, the 7-story Bridgeport, the 6-story Sitka building. All named buildings are mixed-use buildings with dwelling units over ground floor retail. The area is designated as the Northwest Triangle Pedestrian District in the Transportation System Plan with NW 13th and 12th designated as Local Service Bikeways. NW Overton is designated a City Bikeway and a Traffic Access Street. NW Pettygrove is a designated Greenstreet from NW 11th to NW 15th.

The River District was established as an Urban Renewal Area in 1998, selected as such for its proximity to the core of downtown and to correct blighted conditions that had overtaken the area. It was envisioned that transit and open space improvements, as well as the introduction of dense housing and commercial opportunities would bring new life into this area while meeting the state land use planning goals. Since 2001, the River District, and in particular the Pearl District at the heart of the URA, has transformed significantly into one of Portland's densest and fastest-growing neighborhoods.

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

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

Land Use History: City records indicate that prior early assistance for this site includes the Design Advice Request (DAR) for The Overton Apartments (13-212985) and the Pre-application conference (PC) for The Overton Apartments (13-212985). The DAR summary notes are included in Exhibit G.10. The PC summary notes are included in Exhibit G.3. There are no prior relevant land use reviews on this site.

Agency Review: A “Request for Response” was mailed December 24, 2013. The following Bureaus have responded with no issue or concerns: Forestry, Fire Bureau (Exhibit E-5), and Water Bureau (Exhibit E-4).

The Bureau of Development Services, Life Safety responded with the following comment, Exhibit E-1. Separate building permit and mechanical permits are required for this work; a preliminary Fire and Life Safety meeting is encouraged; landings on both sides of a doorway in compliance with Code are required; the exit discharge shall provide a direct and unobstructed access to a public way; and at least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry.

The Bureau of Environmental Services responded with the following comment, Exhibit E-2 and E-3. BES has no objection to the requested Design Review with modification. Note that the proposed development will be subject to BES standards and requirements (listed in E-2 and E-3) during the permit review process. The proposed eco-roof has achieved a 2:1 FAR bonus totaling 25,728 SF.

As of the date of this report, the Bureau of Transportation Engineering responded with the following comment, Exhibit E-6. Portland Transportation has no objections to the proposed Design Review. Street standards that must be met at the time of permit were provided in the detailed response.

As of the date of this report, the Site Development Section of BDS has not responded.

Neighborhood Review: A “Notice of Proposal in Your Neighborhood” was mailed on January 17, 2014. No written responses have been received as of the date of this report.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

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

33.825.055 Design Review Approval Criteria

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

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

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

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

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

A1. Integrate the River.

Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Link the River to the Community.

Link the Willamette River to the community reinforcing the river's significance.

Findings A1, A1-1: Conceptually, the tower orientation is the project's response to integrating the river. The rotated siting of the tower helps to visually define the River's linkage to the community by paralleling the river's edge, and by directing view corridors past the upper facades toward the river. The tower's NE face will be in alignment to the river's edge, and will maximize views from the units to the river. And, the tower's SE and NW tower faces step out of the way of other buildings' views, and could create view corridors toward the Willamette. Internally at the ground level, the larger, south facing lobby and the smaller, north-facing lobby will be connected within the building to create flow toward the river for its residents. The pedestrian plaza on Overton Street, which is a key neighborhood pedestrian and bike link to the river, will provide welcome seating and respite. Rain gardens along the east side of the podium, along 12th, will provide pedestrian seating in full view of the Fremont Bridge to the north.

These guidelines are met.

A2. Emphasize Portland Themes.

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

Findings A2: The project develops a contemporary architecture that relates to the emerging North Pearl area through its rich contextual materiality, and its strong sense of anchor provided by a lively ground level. At the street scale, the project clads the retail height first floors with a richly hued and substantial brick façade, grounding the base to fit within the context of 12th and 13th and at a scale that relates to pedestrians. It also extends and continues the theme along NW 13th of raised loading docks. At the city scale, the tower is rotated and closely aligned with the river's edge to acknowledge and reflect, both figuratively and literally, the presence and importance of the river. The project provides extensive views to the surrounding landscape by the use of a glass window wall system in the tower while still protecting the view corridors of other buildings, and it provides access to the outdoors through plazas and landscaped areas at ground and podium levels, to allow enjoyment of the natural environment. Ample bike parking and extensive inclusion of eco-roofs and stormwater planters support the sustainable goals the City has for all development.

This guideline is met.

A3. Respect the Portland Block Structures.

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

A3-1. Provide Convenient Pedestrian Linkages.

Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods.

Findings A3, A3-1: The proposal will be constructed on a typical city block with a pedestrian-supportive streetscape on all four sides. On the west side, along NW 13th, a raised loading dock will be established to serve six two-story live/work units facing west, thus extending and honoring a structure found on many of the historic buildings further south of this site on NW 13th. Loading facilities are also included at NW 13th, which is consistent with loading locations of other buildings facing this unique street. On the north side, at Pettygrove, a secondary lobby plaza will provide seating and lingering space for residents and pedestrians alike. Pettygrove will be built to the new Pettygrove Greenstreet standards to provide continuity at the street's frontages from Fields Park to 15th. There is an expectation that Pettygrove will be well-traveled by pedestrians due to Greenstreet improvements and direct access to the park; and, as such, retail being located on this frontage is fitting. On the east façade, at NW 12th, rain gardens that manage the podium roof run-off will be fitted with concrete seat walls to offer a rest to pedestrians. Along Overton Street, a main link to the river from the North Pearl, the large south-facing semi-private pedestrian plaza will welcome residents and passers-by alike to sit and rest.

These guidelines are met.

A4. Use Unifying Elements.

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

A5. Enhance, Embellish and Identify Areas.

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

A5-1-1. Reinforce the Identity of the Pearl District Neighborhood.

A5-3 Incorporate Water Features.

A5-4 Integrate Works of Art.

Findings A5, A5-1-1, A4, A5-3, A5-4: Sidewalk design and pattern will all be per the River District right-of-way Standards; Portland's Twin Ornamental lights will be used; and the project will incorporate loading dock walkways on 13th Avenue. To add warmth and texture to the 13th pedestrian environment, the proposed dock will utilize heavy timber as the surface. In addition, the podium façade will be rich-hued brick, in keeping with original industrial buildings that are still abundant several blocks south of this site. All these features will help tie the project into the larger neighborhood context. Use of dark, clinker-style brick and use of simple architectural forms for the podium façade are in keeping with the former urban warehouse character of the Pearl District, as is the two- to three-story height of the podium level. Glazed and unglazed openings punctuating the brick façade are also similar to the older warehouse buildings. This brick base will be in stark contrast to the lighter materials approved for some recent buildings, thus continuing the tradition of variety and contrast in the District. Through the North Pearl planning process height was encouraged for new development as long

as certain criteria were met (see Height Modification below). As a point tower, the building represents a contemporary interpretation of a tripartite composition, with the strong, sturdy podium base of brick balanced by a slender tower component of glass window-wall design. The top steps back in a subtle series of moves, and is designed as an extension of the tower corner elements for coherency and consistency with the tower. The tower achieves additional verticality through articulation and vertical color differentiation on two of the four corners. A rotated tower above its podium will add variety to North Pearl's emerging skyline. The hope is that it will add a new array of views and light effects as it catches and reflects sunlight at different times of day and in a different manner than its neighbors. In addition, with its dark brick base it will be in counterpoint to a number of newer, nearby buildings that are light in color or very glassy. The building also incorporates aspects of neighborhood architecture in its inclusion of ground-floor retail, live-work spaces served by a raised loading dock, and townhomes.

A water feature is included in the upper roof deck area for residents, and stormwater facilities are provided alongside public sidewalks. Art is not included in the proposal. As always, staff encourages the use of art within the public or semi-public spaces of a project. With such a generous forecourt to the main lobby entrance at Overton, this project could certainly handle the inclusion of art.

These guidelines are met, though the inclusion of art is encouraged.

A7. Establish and Maintain a Sense of Urban Enclosure.

Define public rights-of-way by creating and maintaining a sense of urban enclosure.

Findings A7: The proposed building extends to the property line or near it on three sides, at NW Pettygrove, 12th, and 13th. NW 12th poses a challenge with regard to a "hole" in the urban fabric at the deep recess for parking access, coupled with the corner adjacent planter area. Providing access to sunlight at the plaza by cutting away the corner with a planter is a move that could be supported, but to erode the street edge for more than 50' to accommodate a planter and a deeply recessed parking access may be too much. It is possible to explore bringing the parking entry to the street and adding a unit atop. If a deep recess for the parking remains because it is found acceptable, the design of the space should be improved with more texture and softening.

Along Overton, the building proposes a large semi-private pedestrian plaza, separated from auto traffic, for the enjoyment of residents and the public. A portion of this plaza is overhung by the point tower, creating an indoor-outdoor room that blends seamlessly into the main residential lobby. This overhang provides a sense of enclosure and weather protection to users of the plaza. Based on discussions at the DAR, the building has been redesigned to remove the auto access to the south plaza. As a result, the plaza is now buffered on the east by a stairway up to the active roof areas, on the north by the grand lobby and a large overhang offering three-season protection, and on the south by seat walls, trees and landscaping enclosing the southern edge. These modifications make the outdoor courtyard useable during more seasons for events and everyday enjoyment.

Guideline A7 is not yet met due to the deep recessed area of the parking access.

A8. Contribute to the Cityscape, Stage and the Action.

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

A8-1. Design Fences, Walls and Gateways to be Seen Over.

Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.

Findings A8, A8-1: The project has two considerable plazas, one at the south face of the building at Overton, and a smaller, more intimate plaza at the north-facing Pettygrove building entrance. Both are connected to the street and extend the sidewalk edge, softened with a variety of plantings. At Pettygrove, the entrance is configured to allow views into an internal north-south pedestrianway with an overhead opening that provides natural lighting. The large south plaza is connected to the lobby by an overhang, where the tower hovers over the podium on columns, and invites residents into an indoor-outdoor room that provides weather protection, and leads to the grand interior lobby. This indoor outdoor room will function in three-seasons as comfortable, flexible space. The plaza is defined with deep planters at seat height to both allow respite and also visual access from the public realm into the plaza. Two generous breaks in the planter wall allow people to enter the plaza. Along the retail corner at Pettygrove and 13th, the project's NW corner, the building is setback on both sides along the sidewalk to allow retail to spillover onto the sidewalk, for bistro seating or other pedestrian use.

These guidelines are met.

B1: Reinforce and Enhance the Pedestrian System:

Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B1-1. Provide Human Scale to Buildings along Walkways.

Provide human scale and interest to buildings along sidewalks and walkways.

B2. Protect the Pedestrian.

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

B3. Bridge Pedestrian Obstacles.

Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

C12. Integrate Exterior Lighting.

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

Findings B1, B1-1, B2, B3, C12: On the full perimeter of the block, the podium is between two or three stories above the street, providing human-scaled roof heights. Many of these low roof areas provide active spaces for the residents. The proposal features glazing at ground level, seen: at the two-story live-work units fronting NW 13th; at the NW retail corner at 13th and Pettygrove; along resident-amenity spaces on Pettygrove; in the angled townhome windows along 12th; and in the main lobby entrance with its seamless indoor-outdoor room. Where the tower extends to the ground floor, the building provides a large overhang to cover and protect the pedestrian, and to provide outdoor space connected to the lobby for three-season use. According to the applicant, this space will be furnished with moveable street furniture for a variety of purposes. Street furniture in the form of integrated seating is provided along 12th as

part of the storm water treatment. Built-in benches and planter seat walls are proposed for several locations on the Overton frontage.

The ground floor townhouses along the 12th Street frontage were a point of discussion at the DAR. The townhomes are set back to allow a small planting front yard that will frame views to and from living spaces in the adjacent units. Since the DAR, the planting design has been improved, the concept of a seat wall along the stormwater planters has been embraced, and the sills of the clear glazing in the units were raised to provide a better buffer and sense of privacy for the interior of the units. However, in the spirit of activating the streetscape, the project is not successful. Accommodating an outdoor deck between the street and the units seems difficult given the shallow depth between the angled windows and the property line and the relatively small grade change between the sidewalk and the unit slab. However, as was discussed at the DAR and encouraged in these guidelines (particularly B1-1), providing entries for each unit from the street would be a great amenity for the human scale of the streetscape and, also, the residents of the townhome units. Further along 12th, the deep parking access is an unfortunate hole in the pedestrian system and loses any sense of human scale. As mentioned elsewhere in the report, it is possible to explore bringing the parking entry to the street and adding a unit atop. If a deep recess for the parking remains because it is found acceptable, the design of the space should be improved with more texture and softening.

Retail awnings and a setback from the property line along the retail corner at Pettygrove and 13th will allow outdoor seating or bicycle parking under the weather protection of the awning. Live/work units facing 13th at the SW corner of the project will open onto a raised heavy timber loading dock structure. An elevated dock creates a path along 13th where sidewalks are found at typical streets, protecting the pedestrian from automobile traffic and creating a visual elevation inviting pedestrians to explore, which is consistent with the character of the Pearl District.

Street frontage design is per the River District right-of-way standards including tree plantings and bioswales in the furnishing zone and on-street parking, all providing a clearly defined, protected, pleasant environment on all three sides. The fourth side, 13th Avenue, includes a loading dock height pedestrian access, completely separating pedestrian activities from vehicles in the street below. Frontage zones on NW Overton are planted with tree groupings to create both an entrance and a buffer to this semi-private realm. The large south-facing plaza was originally proposed as a shared pedestrian/vehicular space. In response to the Design Review Commission's feedback at the DAR hearing and staff's suggestion, vehicular traffic has been eliminated within this plaza.

13th is the location of the single loading access door, which is a typical location for loading at other projects on 13th. Mechanical exhaust is screened and located away from pedestrians. The generator room at the NW Pettygrove Greenstreet, however, presents a large mechanical room/blank wall to an important street. With retail on one side of the generator room and a unit on the other, it is awkwardly placed and creates a discontinuous pedestrian experience at this frontage. The staff recommendation is to revisit the interior layouts of back-of-house functions to remove this large gap at this street front. The goal would be to prioritize active street fronts first and make the back-of-house areas more efficient and moved away from the public realm.

Finally, lighting will enhance the architecture and provide pedestrian safety and wayfinding. Street lighting characteristic of the District will be used at all four sides to provide a layered, modest lighting system. The plaza will be lit with step-lights and spillover light from the glazed-front lobby.

Guidelines B1, B1-1 and B2 are not yet met due to: the deep recessed area of the parking access, the generator room at NW Overton, and the lack of stoops at the 12th townhomes.

B4. Provide Stopping and Viewing Places.

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

B5. Make Plazas, Parks and Open Space Successful.

Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

B5-1. Recognize the Roles of the Tanner Creek Parks.

Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.

C6. Develop Transitions between Buildings and Public Spaces.

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

Findings B4, B5, B5-1, C6: At the retail corner (Pettygrove and 13th), the building is setback 3 feet on both frontages to allow outdoor bistro-style seating within the property line and in the right-of-way. Stormwater planters fronting 12th and at the southeast corner of Overton will include integrated seating for the enjoyment of the public.

Although this property is not directly on any of the Tanner Creek parks, the project recognizes and strives to strengthen the strong connections provided by this string of parks.

- The open plaza on the south side of the property is surrounded by various planting beds and creates a significant addition of open space to the community. The plaza is oriented toward Overton, which is a key bicycle, pedestrian and auto connector to the river.
- Pettygrove will meet the Pettygrove Greenstreet standards for a cohesive link to Fields Park between 15th and 11th.
- Green roof elements at the third level, above the podium and serving the amenity spaces, provide greenery and a connection to the parks from above.
- The treatment of storm water in rain gardens along 12th also reminds the pedestrian of the importance and presence of ground water in this urban environment.

The main lobby is envisioned as an indoor-outdoor room. It extends south from the building footprint, first as a covered space and then transitioning to an open plaza and on to the sidewalk at Overton. Enclosed by arms of the building and by extensive landscaping, this large outdoor room will serve as a transition and a space to linger and rest. Improvements to this plaza since the DAR include: better landscape layout, better plant choices, better definition of spaces, activation of the plaza with a new stair leading up to the podium roof and openings in the wall of the 13th units that will overlook the plaza.

The secondary entrance, on Pettygrove, will have its own more intimate plaza with seating and landscape, as a transition into the building from the north.

These guidelines are met.

B6. Develop Weather Protection.

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

Findings B6: Continuous integrated weather protection is provided along the retail at the corner of Pettygrove and 13th. This identifies the corner as a place of commerce, and will allow pedestrian protection as well as protection for outdoor seating. Further south on 13th, the live-work spaces show weather protection above the door. This provides architectural definition for the door, without blocking either views or light from inside. Residents entering the building at the southern plaza in particular will be covered by a large overhang that creates a seamless indoor-outdoor entrance to the lobby. Residents entering the building at the north plaza have overhead cover as well with the active roof areas overhead, though a cut-out is offered to let light in for a comfortable entry sequence below.

This guideline is met.

B7. Integrate Barrier-Free Design.

Integrate access systems for all people with the building's overall design concept.

Findings B7: Access for all is integrated into the building's design with ground-level exterior connections at most main entry points. The dock, however, falls short of providing full access for all. A stair is located at the south end, which could require wheelchair users who want to access the live/work units at the dock level via Overton to maneuver in the street in order to reach the north dock ramp. A redesign of the dock should allow full ADA accessibility.

Guideline B7 is not yet met due to the stairs at the south end of the NW 13th dock.

C1. Enhance View Opportunities.

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

C1-1. Increase River View Opportunities.

Increase river view opportunities to emphasize the River District ambiance.

Findings C1, C1-1: Placement of the point tower on this block carefully protects view corridors for other buildings, and by rotating the tower at an angle to the street grid, those view corridors are expanded and aligned to the river. Windows for the residents are now directed toward the river shoreline on the NE side, maximizing that experience for those occupants. Residents of the other three sides will have great river and city views as well. The Fremont Bridge and river will be viewed from the NW facade of the tower. The SW and the SE sides will have views of the Pearl District and the Central Business District and beyond to the south waterfront. By rotating the tower, windows in the tower do not directly align with windows of any other building, so privacy is preserved within the tower and at adjacent properties. Their views are directed elsewhere rather than into another person's home.

This building is several blocks from the river itself and one block from the new Fields Park. It is located between a green street, Pettygrove, and a key bicycle, pedestrian and auto connector to the river, Overton Street. Along 12th, the six townhomes' windows are slanted, three toward the north and three toward the south. These direct the views from

within the units to the river for the northern three, and to the center of the Pearl District for the southern three. Seating along 12th is integrated with the rain gardens that are between the units and the street. The south-facing plaza is oriented to Overton Street, the key bike/pedestrian connector to the river, will create open space relief and respite and also provides integrated seating for pedestrians and bicyclists on that route. For the residents, the podium-roof amenities located on the third level will have close views of the river from a variety of both active and passive spaces. The potential for outdoor café seating at the retail space along 13th will offer views up the Avenue to the Fremont Bridge and, by extension, the river.

These guidelines are met.

C2. Promote Quality and Permanence in Development.

Use design principles and building materials that promote quality and permanence.

Findings C2: The project will be an exciting addition to the district. It adds to the significant amount of development around the River District's newest park, which will contribute to the instant success the park has already achieved. The proposed ground level will support the anticipated high volume of pedestrian traffic in the North Pearl. And, the tower will add more excitement to North Pearl's skyline. In addition, the project brings new ideas, such as color and more open space at the ground level than most projects provide. Proposed materials are included in some submitted sheets, but real material samples and more specification information are necessary to ensure quality and permanence. Additionally, more clarity is needed on some elements such as the types of loading door and garage door. And, some elements are noted as optional such as fiberglass or aluminum storefront – the decision could approve both or find that only one is acceptable. Samples and specifications of proposed materials will be presented at the hearing.

With approval of the presented materials and material information and clarification on some missing information, Guideline C2 could be met.

C3-1. Integrate Parking.

Design parking garage exteriors to visually integrate with their surroundings.

C9-1. Reduce the Impact of Residential Unit Garages on Pedestrians.

Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.

C7. Design Corners that Build Active Intersections.

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

Findings C3-1, C9-1, C7: It certainly is a great improvement since the DAR for the project to no longer include a shared vehicle/pedestrian court at the south entry plaza. Parking is now entirely below ground for auto maneuvering and parking. However, the garage entrance is from 12th, via a deeply recessed entry point. As mentioned above in Guideline A7, this deep recess creates a hole in the urban fabric, a hole that is auto-oriented. While the parking entry is screened from NW Overton with landscaping and visually softened from NW 12th with upgraded paving, it does not necessarily integrate with the more typical lively and interactive streetscape of the River District and, more importantly, it does not contribute to an active intersection at NW Overton and 12th. Again, as mentioned earlier in A7, it is possible to explore bringing the parking entry to the street and adding a unit atop. If a deep recess for the parking remains because it is

found acceptable, the design of the space should be improved with more texture and softening.

To varying degrees, the other three corners of the project are more successful at contributing an “active” corner than the southeast corner due to the parking recess. However, there were comments at the DAR about large expanses of brick wall, which remain at the NE and SW corners. In and of themselves these actual building corners are not overly active, but they are enhanced with the adjacent public realm elements such as the loading dock and the Greenstreet design. The NE corner, but more so the SW corner, could be improved with more glazing.

Guidelines C3-1, C9-1 and C7 are not yet met due to the deep recessed area of the parking access. Guideline C7 is not yet met due to concerns with some leftover areas of blank walls.

C4. Complement the Context of Existing Buildings.

Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings C4: The North Pearl Height Opportunity Area describes several goals for tower-style design. By angling the tower on the podium, the tower creates new views past and beyond the tower to various parts of the City. This same tower creates a singular and dynamic new form to the skyline, complementing and contrasting with other window wall towers. The hope is that the angle causes the skin to catch and bounce city lights and sunlight differently than its neighbors. Other elements that complement the district but add a distinction include the inclusion of color at the tower, and more open space at the ground level than traditionally found at other full block developments.

This guideline is met.

C5. Design for Coherency.

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

Findings C5: The two main materials are dark, rich brick at the podium to establish the pedestrian experience, with a window wall tower above. Careful articulation of the body and top results in a clarity and coherency of expression in the tower. The articulation of the window system at two corners adds verticality to the tower and delineates programmatic elements.

The area of the project needing better integration is the relationship between the tower and the base. Improvements to the interaction between the tower and the base since the DAR can be found with successful resolution of the tower’s SE corner - at the south plaza where the tower corner is brought down further and more successfully interacts with the space below. However, the tower and the base still feel too incongruous at the remainder of the project. Making these two pieces more coherent could be achieved with subtle moves through color or finishes, or more significant changes such as bringing the tower to the ground at the smaller north plaza (as it does in a grander scale at the south plaza). This latter suggestion would include reworking the program so that the north plaza is located at the NW corner of the tower to expose the tower to the ground.

Another, more focused, area of the base that many need further study is the stair from the south plaza to the podium roof, added since the DAR. This stair is a responsive move to Commission concerns about activating the south plaza. Providing access to and from the active podium roof via the plaza is a great improvement. However, architecturally, the stair is not fully integrated into the podium. This issue may be handled if other components are better integrated and/or if another unit is added to the top of an expanded parking entry.

Other smaller elements at the ground level around the building are coherent, such as integrated planters, lighting, railings, landscaping, window systems, louvers, etc.

Guidelines C5 is not yet met due to lack of coherency between the tower and the base.

C8. Differentiate the Sidewalk-Level of Buildings.

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

C9. Develop Flexible Sidewalk-Level Spaces.

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

Findings C8, C9: The scale and proportion of the brick base relates to surrounding urban streetscape and to the traditional brick warehouse style. Retail and residential facades of the building at sidewalk level are punctuated by a varied window system. Two corners of this building are occupied by flexible retail; The NW corner, at 13th and Pettygrove, has an 1800 SF retail space wrapping the corner, with storefront window system, the potential for outdoor seating and high ceilings. This is not currently an active retail street, but it may become more so as the North Pearl develops. The SW corner, at 13th and Overton, is defined by the raised heavy timber loading dock walkway serving six live/work spaces. This arrangement is congruent with the docks found in the historic district further south, and extends the vernacular northward. Both the main (south) lobby and the secondary (north) lobby are generally centered on the block. The south plaza, facing Overton, is enclosed at the southern edge by a series of planters that soften and enclose the plaza edge and provide a welcoming entrance to the semi-public space. The landscape changes since the DAR better define the plaza. The plaza provides seating, bike parking, and an indoor/outdoor room near the entry under the cover of the tower.

These guidelines are met.

C11. Integrate Roofs and Use Rooftops.

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

Findings C11: The podium roof is certainly a great amenity for the residents of this project, give the amount of active areas and green roofs. It could be an amenity to the larger public in two ways: for those looking down the on the podium - the variety and design will be interesting and pleasant to view - and for those on the sidewalk, the activity on the rooftop could be heard and seen. Extensive eco-roofs integrated in the podium roof provide panoramas of the district, and become sustainable features to manage stormwater. The extensive use of green roofs and paving elements will also improve the view of the podium rooftop from other buildings. Uses are both active and

passive, with indoor amenity spaces opening to gardens, paths, grilling stations with tables and chairs, children’s play areas and more. These outdoor amenity spaces extend to the parapet at some locations, providing views over the close-in streetscape and further to the river and District views. Some landscaping will be visible from the street, providing warmth and connection to the street.

The top of the tower steps back in a subtle series of moves, and is designed as an extension of the tower corner elements for coherency and consistency with the tower. The tower achieves additional verticality through articulation and vertical color differentiation on two of the four corners. A rotated tower above its podium will add variety to North Pearl’s emerging skyline. Mechanical is integrated into the tower top and enclosed to improve views from various spots around the City.

This guideline is met.

C13. Integrate Signs.

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

Findings C13: Signage will be pursued separately, most likely within the 32-square foot exemption for design review, or through the design review process for larger signage. The design team’s stated intent in this application “is to integrate signage with the building’s architectural language”.

This guideline does not apply at this time.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

The following two modifications are requested:

33.266.220 C. Modification #1. This standard requires bike rack parking spaces to be 2’ wide x 6’ long. The proposal reduces the dimensional standard for width by 6 inches so that 467 of the 473 long term bike parking spaces are accommodated by a wall-hung vertical rack system that provides parking that is spaced 18” on center, with a 6” stagger. (The remaining 4 long term bike spaces will be in horizontal racks that meet the standard.)

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

Findings: The project includes 473 total long term bicycle parking spaces (residential and retail), which are comprised of the required 430 long term spaces plus an additional 43 spaces (10%) required to achieve the locker room FAR bonus bringing the total long term space requirement to 473. Accommodating 473 bicycle parking spaces in a horizontal rack would consume considerable floor area (5,676 sf + maneuvering area). Relying upon a vertical/wall hanging bike rack is a more efficient use of space (1,760 sf), and is identical to the parking system recently approved in the Pearl Block 17 project (LU 13-178392). The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in active uses at the street, such as commercial use, lobbies and residential units. This criterion is met.

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

The purpose of the bike parking standards is: *(italicized)*

“These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.”

Findings: The proposed DERO Bike Rack system is engineered to stagger bikes vertically to allow the handle bars to overlap. This allows the racks to provide the same level of service that would be provided by a standard 24” on center spacing within an 18” space. The staggered clearance between adjacent bikes and allowance for sliding hangers ease the hanging and locking of a bike. Additionally the loops, to which the bikes are hung, project out of the wall 27” to further ease hanging and locking bikes. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage enclosure within the parking garage. The bicycle parking system is safe and secure, located in a convenient area, and is designed to avoid initial or accidental damage to bicycles, so the proposal is consistent with the purpose statement of the bicycle parking standards. This criterion is met.

33.510.205 H.2. Modification #2. The project seeks additional height above the maximum height limits shown on Map 510-3. Height limit indicated on Map 510-3 is 100’ and the proposed height is 250’. (The site is located within the height opportunity area shown on Map 510-16. The floor area above the maximum height limit of 100’ is proposed to be achieved through FAR bonus, the floors of the building above 100’ are less than 12,500 sf, and facade lengths above 100’ are less than 120’.)

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

Findings: The North Pearl Subarea includes a Height Opportunity Area to support the goals of the North Pearl Plan. By limiting the floorplate to just over 100’ x 100’ (up to 120’ x 120’ is allowed), this project better meets Guidelines C1 and C1-1. In better meeting Guideline C11, which encourages an enhanced skyline, perhaps the top of tower could be more dynamic. In response to direction from the Commission to work on the top, the SE and NW corner with gradated color were improved since the DAR by being extended. Because of the added responsibility to “better meet” Design Guidelines, more consideration of the tower’s top in context could help inform how contributory it will be in Portland’s skyline. Staff recommends further design study of the tower’s contribution to the skyline.

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

The purposes of the North Pearl Subarea height opportunity area are: *(italicized)*

- *Promote the use of development bonus and transfer provisions to create and support a range of community amenities to serve the diversity of residents and employees of the Central City;*

Findings: The additional height is proposed to be achieved through a variety of FAR bonus options. Selected FAR bonus options include; Residential Housing, Efficient Family Units (2 bedroom and 3 bedroom units), Bike Locker Room, and Eco-roof. These bonus paths will increase both community diversity and amenities in the neighborhood.

- *Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;*

Findings: Placement of the point tower on this block carefully protects some view corridors for other buildings, and by rotating the tower at an angle to the street grid, some view corridors are aligned to the river. The Zoning Code standards target the façade lengths of towers to be less than 120'. The proposed façade lengths are 103' and 105', adding to the visual permeability.

- *Encouraging the development of taller buildings that may accommodate a range and diversity of land uses;*
- *Provide flexibility to allow a range of uses and building types to be developed in a manner that fulfills the design objectives of this purpose statement.*

Findings: The building's primary use is residential, and does include a variety of unit types. The building also includes significant amenities for the residents, pleasant open spaces at the ground level that are semi-public, and some retail and live/work at the ground level. With an increased number of neighborhood residents comes an increased demand for a variety of supporting amenities that this project provides, and also spurs other development to provide. And, finally, this project certainly responds to the significant public investment in this area of the Central City, public investments the residents of this building will utilize.

- *Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living;*

Findings: The 250' tall residential point tower is centrally placed on the site to extend the view zone between the building and its neighbors. The tower's alignment is rotated on the urban grid and optimized to further increase views and daylight opportunities for residents. This alignment is parallels the Willamette's edge. This rotated plan will increase residents' privacy and minimize direct viewing into neighboring tower's residential spaces. Light and airy, the tower rises above the podium to brighten the skyline with window wall and painted metal panel facades. The podium is firmly grounded to maintain the urban grid.

- *Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm;*

Findings: The floorplates of the tower are less than 12,500 sf and the tower footprint is pulled in towards the center of the block to allow space, light, and air to circulate around the building and permeate the lower levels. The north and south entry plazas

provide an opening at street level that further draws air and light into the building core. The podium anchors the building to the neighborhood. It is grounded with richly hued masonry walls punctuated by glazed and unglazed openings.

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

As mentioned in the findings above, the project will be an exciting addition to the district. It adds to the significant amount of development around the River District's newest park, which will contribute to the instant success the park has already achieved. The proposed ground level will support the anticipated high volume of pedestrian traffic in the North Pearl. And, the tower will add more excitement to North Pearl's skyline. In addition, the project brings new ideas, such as color and more open space at the ground level than most projects provide.

A Design Advice Request for this project was held in November and some important issues were addressed directly with changes to the design and program of the project.

As proposed, the project meets many Design Guidelines. A few remaining design issues, however, call to question if the project could transform more to fulfill these remaining Guidelines (please refer to the findings under each specific Guideline for an expanded discussion on the specific components needing additional attention):

Guideline A54 encourages art. The project provides great opportunities for art.

Guideline A7 is not yet met due to the deep recessed area of the parking access.

Guidelines B1, B1-1 and B2 are not yet met due to: the deep recessed area of the parking access, the generator room at NW Overton, and the lack of stoops at the 12th townhomes.

Guideline B7 is not yet met due to the stairs at the south end of the NW 13th dock.

With approval of the presented materials and material information and clarification on some missing information, this **Guideline C2** could be met.

Guideline C5 is not yet met due to lack of coherency between the tower and the base.

Guidelines C3-1, C9-1 and C7 are not yet met due to the deep recessed area of the parking access. **Guideline C7** is not yet met due to concerns with some leftover areas of blank walls.

Further design study of the tower's contribution to the skyline, could help better meet **Guideline C11, Modification #2**.

TENTATIVE STAFF RECOMMENDATION

Staff does not yet recommend approval.

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Procedural Information. The application for this land use review was submitted on November 27, 2013, and was determined to be complete on December 20, 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 November 27, 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 waived the 120-day review period, as stated with Exhibit G.2.

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if

you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged.**

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. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

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.

- 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.

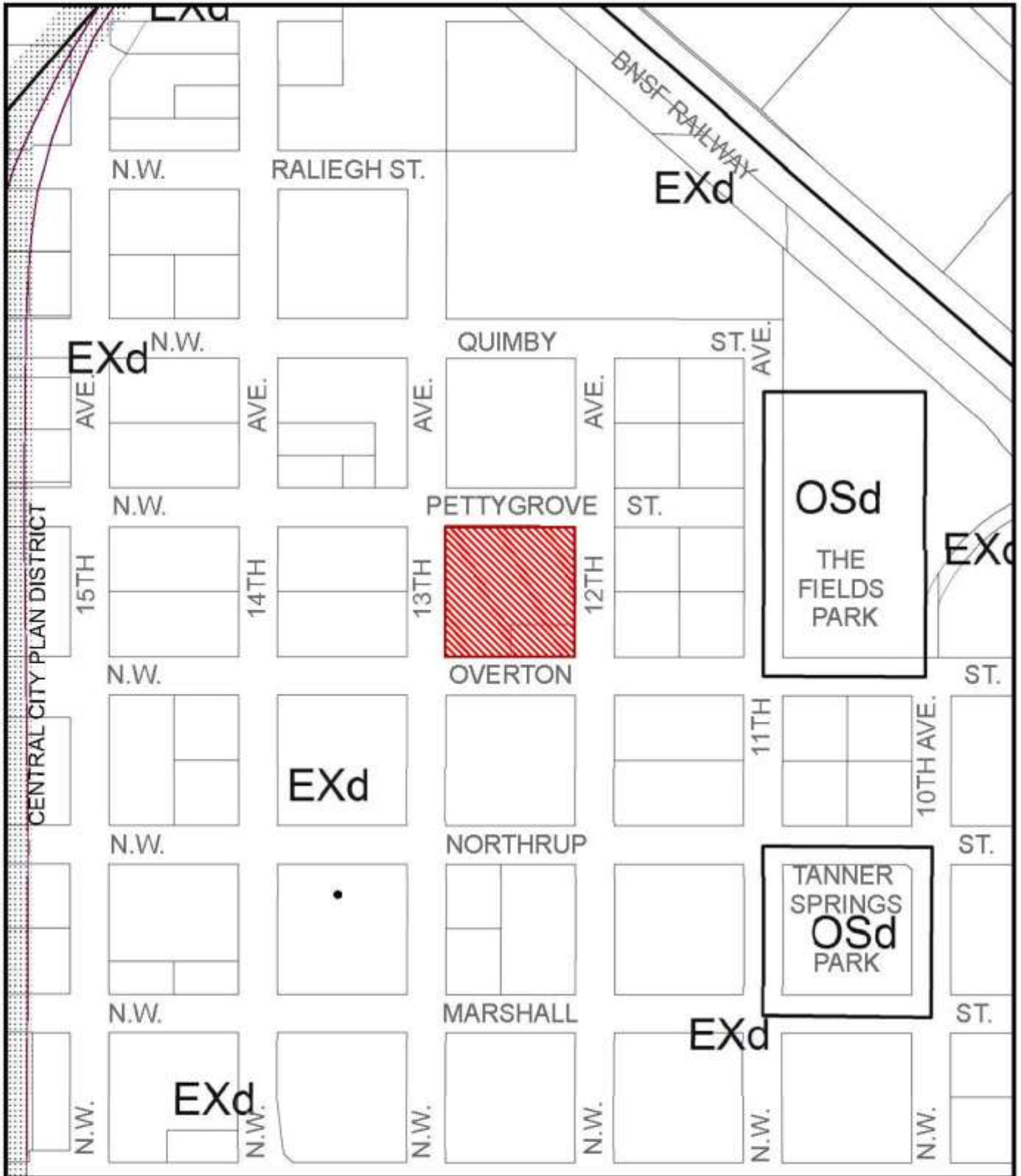
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Kara Fioravanti
January 31, 2014

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
 1. Initial drawings, 11-26-13
 2. Initial narrative, 11-26-13
 3. Initial eco-roof submittal, 11-26-13
 4. Initial Stormwater Management Report, 11-20-13
 5. Incomplete letter response, 12-20-13
 6. Draft narrative, 1-13-14
 7. Draft drawings, 1-13-14
 8. Final responses from applicant, 1-20-14
 9. Final narrative, 1-20-14
 10. Final drawings, 1-20-14
- B. Zoning Map (attached)
- C. Plan & Drawings reviewed for this Staff Recommendation (see A.10 drawings) – site plan and rendering (attached)
- D. Notification information:
 1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice
 6. Mailing list
- E. Agency Responses:
 1. Bureau of Development Services, Life Safety
 2. Bureau of Environmental Services
 3. Bureau of Environmental Services, Eco-roof certification
 4. Water Bureau
 5. Fire Bureau
 6. Bureau of Transportation Engineering & Development Review
- F. Letters
none received as of the date of this report
- G. Other
 1. Original LUR Application
 2. 120-day waiver to establish a denovo appeal hearing
 3. Pre-application conference summary memo 13-195667
 4. Incomplete application letter, 12-18-13
 5. Incomplete letter response from applicant, 12-20-13
 6. Meeting #2 notes and minutes, 12-6-13 and 1-8-14
 7. Draft submittal transmittal, 12-13-14

8. Staff response to draft, 12-16-14
 9. Final submittal transmittal, 12-20-14
 10. Summary memo from DAR, 12-19-13
 11. Memo to Commission, 1-29-14
- H. *Not used*



ZONING

 Site

 Historic Landmark



This site lies within the:
CENTRAL CITY PLAN DISTRICT
RIVER DISTRICT
NORTH PEARL SUB AREA

File No. LU 13-233011 DZM
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State_Id 1N1E33AA 1500
 Exhibit B (Dec 03, 2013)



VIEW FROM SOUTHEAST
PERSPECTIVE VIEWS