



Revised STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 13-211645 DZM
PC # 13-154618
11th & Jefferson Apartments
REVIEW BY: Design Commission
WHEN: February 20, 2014 @ 1:30pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

It is important to submit all evidence to the Design Commission. City Council will not accept additional evidence if there is an appeal of this proposal.

Bureau of Development Services Staff: Hillary Adam 503-823-3581 /
Hillary.Adam@portlandoregon.gov

NOTE: Changes in this report from the January 2, 2014 staff report are boxed.

GENERAL INFORMATION

Applicant: Steve Poland, Applicant
Ankrom Moison Associated Architects
6720 SW Macadam, Suite 100
Portland, OR 97219

Peter Wenner, Owner
PH Portland Jefferson LLC
100 N City Parkway Suite 1700
Las Vegas, NV 89106

Barbara Shaw, Owner
City Of Portland Housing Bureau
421 SW 6th Ave Suite 500
Portland, OR 97204

Site Address: 1101-1139 SW JEFFERSON ST

Legal Description: BLOCK 263 LOT 3-6 TL 5300, PORTLAND
Tax Account No.: R667729200, R667729200
State ID No.: 1S1E04AA 05300, 1S1E04AA 05300
Quarter Section: 3128

Neighborhood: Portland Downtown, contact Jennifer Geske at 503-750-9843.
Business District: None

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Central City - West End

Zoning: RXd – Central Residential with Design overlay

Case Type: DZM – Design Review with Modifications requested

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 proposes a new 15-story building with 196 residential units, 13,000 square feet of commercial space, two levels of underground parking for 89 vehicles, a central bicycle storage room to accommodate 294 bicycles, one loading space accessed from SW 12th Avenue, and a common roof deck and community room on the 15th floor. A total of 201,336 gross square feet of floor area is proposed, for a total FAR of 11.94:1, with the 3.94:1 FAR over the 8:1 base FAR earned through the Large Dwelling Unit and Below Grade Parking bonus options in the Central City Plan District. Proposed exterior materials include brick, thin masonry cladding, two shades of metal panel, vinyl windows, painted steel balconies, and metal panel canopies

Three modifications to the Zoning Code standards are requested:

1. 33.130.230 *Ground Floor Windows* to reduce the required window length from 39 feet to 28 feet;
2. 33.266.310.D *Size of loading spaces* to reduce the required length and clearance of the Standard A loading space from 35 feet to 31 feet and from 13 feet to approximately 12 feet, respectively; and
3. 33.266.220.C *Standards for all bicycle parking* to reduce the bicycle parking space width from the required 2 feet to 18 inches for 300 long-term bicycle parking spaces, 296 of which are required.

Design Review is required because the proposal is for a new building in the Central City Plan District.

Relevant Approval Criteria:

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

- 33.420, Design Overlay
- 33.825, Design Review
- 33.825.040, Modifications That Will Better Meet Design Review Requirements
- Central City Fundamental Design Guidelines

ANALYSIS

Site and Vicinity: The subject property is located in the West End subarea of the Downtown subdistrict of the Central City Plan district. Currently, there are two three-story brick buildings on site with ground floor retail with residential units above. The residential units have not been used in an official capacity for several years in anticipation of redevelopment of the site and also potentially due to both buildings being deemed “Unsafe” by the Portland Fire Bureau.

The two buildings, originally the Cordova Hotel and the Cordova Hotel annex were designed by local architect Frederick Mason White, who made the papers as much for

his architecture as for his early brushes with the law. Originally designed as apartments with storefront commercial, the east building was constructed in 1911 for the Reed Institute, and the west building was constructed in 1923 for M. Pallay. Many notable businesses were located in the two buildings over the years including the Mural Room, the Jazz Quarry, and the Jefferson Theater.

The subject property is bound by SW 11th Avenue to the southeast, SW Jefferson Street to the southwest and SW 12th Avenue to the northwest and is located within the Downtown Pedestrian District. The Transportation System Plan designates the bounding streets as follows: SW 11th is a Central City Transit/Pedestrian Street, a Transit Access Street, Traffic Access Street, and a Community Main Street; SW 12th is a City Walkway; SW Jefferson is a Local Service Walkway, a City Bikeway, a Transit Access Street, and Traffic Access Street. The Portland Streetcar runs south along SW 11th Avenue and a stop is located at the corner of SW 11th & Jefferson. Additional transit services are located one block east on SW 10th Avenue, one block south on SW Columbia Street, and one block west on SW Jefferson Street.

North of the subject property is the 5-story Newton Apartments built in 1924 and facing SW 11th Avenue, and the 1982 9-story 1200 Building facing SW 12th Avenue. North of these buildings, is a 2½-story 1890 duplex, the 1880 Landmarked Morris Marks House, the 5-story 1909 Doricourt Apartments, a 1-story converted 1923 garage building, the 4-story Landmarked 1923 Campbell Court Hotel, and the 6-story 2009 Jeffrey Apartments. To the east is the 17-story 2006 Eliot condominium building, to the southeast the 7-story 2004 Museum Place apartments, to the south a Plaid Pantry with surface parking and the 6-story 2001 Cornerstone condominiums, to the southwest a 2-story 1921 commercial building, and to the west, two 1-story commercial buildings built in 1923 and 1960. The immediate area had a varied architectural aesthetic and includes a notable amount of surface parking.

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

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

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

- DZ 9-78 – Design Review approval for a new retail store;
- DZ 59-82 – Design Review approval to replace a glass storefront with solid wall;
- DZ 22-83 – Design Review approval for storefront remodels to the Jefferson Theater and Pizza Quarry spaces;

- EA 08-165448 PC – Pre-Application Conference for a 16-story 254-unit apartment building;
- EA 12-133525 APPT – Early Assistance appointment for 364-unit student housing development;
- LU 12-152628 DAR – Design Advice Request for 368-unit student housing development;
- EA 13-154618 PC – Pre-Application Conference for the current market-rate apartment proposal; and
- EA 13-165538 DAR – Design Advice Request for the current market-rate apartment proposal.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed December 20, 2013. The following Bureaus responded with comments.

The **Bureau of Environmental Services** responded with the following comment: “BES has no objections to the requested Design Review. Note that additional information may be required at the time of building permit review. Refer to the following:

The applicant has submitted a Special Circumstances request to pay an off-site stormwater management fee in lieu of meeting specific stormwater management requirements of the SWMM. The request is for a pedestrian-only walkway area (1,700 SF) and a bike maintenance shelter (608 SF) that cannot be managed because the specific design of the project will not allow gravity flow of stormwater runoff from these areas to be directed to a stormwater management facility. Since pollution reduction for these areas is less of a concern and flow control is not required for this project, BES has approved the Special Circumstances request.”

Please see Exhibit E-1 and E-1b for additional details.

The **Bureau of Transportation Engineering** responded with the following comment: “The applicant requests a Modification to the depth and clearance dimensional requirements for the on-site loading space that is proposed. The Code’s required depth dimension is 35-ft, whereas the applicant is proposing a width of 31-ft; the Code’s required clearance dimension is 13-ft and the applicant is proposing a clearance of 12-ft. PBOT has no concerns relative to the slightly shorter (length & height) loading space proposed by the applicant because the loading space will mostly serve the primary use of the building, the 195 residential units. While there will be a commercial component of the proposed building, loading/unloading activities for the limited use can be accommodated within the slightly smaller proposed space. It is highly likely as well, that the minimal dimensional exception being sought by the applicant will not affect the operation of the private driveway. Accordingly, PBOT has no objections to the proposed loading space modification request.”

PBOT also noted that the proposed utility vault is located partially within the pedestrian-through zone and has advised that the applicant apply for and receive a Design Exception for the proposal as soon as possible to avoid any conflicts with the land use decision. Revocable Encroachment Permits must also be obtained for the portions of the development located below grade in the right-of-way, including the underground parking structure, and utility rooms.

PDOT further noted that a 12-ft wide sidewalk corridor along SW Jefferson is required to meet the City’s Pedestrian Design Guide, which would require a 4-ft dedication. In July 2012, the applicant requested an appeal for the 4-ft dedication, which was approved, provided the applicant extend the SW Jefferson sidewalk curb 4-feet to the south.

Please see Exhibit E-2 for additional details.

The **Bicycle Program Specialist for the Bureau of Transportation** responded with the following comment:

“Obviously the current PBOT code does not even touch double-decker bicycle parking, only referencing (as of 5/2013) a footprint of 24”x 6 feet.

Block 17 case allowed a 18” OC, as long as there is a 6” vertical stagger.

The FALCO design only allows for 375mm (or just under 15”). I am unable to determine the vertical stagger.

Not many cities have code provision for two tier bicycle parking. San Francisco recently updated their code to allow them, assuming a 17” OC spacing and that the bicycle does not need to be lifted more than 12” off the ground.”

Due to the very narrow spacing on this product I would be hesitant to give PBOT’s consent.”

Please see Exhibit E-3 for additional details.

The **Life Safety Division of BDS** responded with the following comment:

“It is recommended that the applicant contact the project Process Manager to arrange a Preliminary Life safety Meeting.” Additional comments were provided related to various sections of the Building Code, including openings and accessible routes.

Please see Exhibit E-4 for additional details.

The **Water Bureau** responded with comments, noting the number, location, and size of existing water services to the subject property, adding that any changes to the existing services will be at the applicant’s expense.

Please see Exhibit E-5 for additional details.

The **Site Development Section of BDS** responded with the following comment:

“The project will include two basement levels, with excavations up to 30 feet deep adjacent to an existing building. Shoring will be required for construction. Shoring plans and calculations must be submitted with the building permit application – they may not be a deferred submittal.” Site Development further noted that a demolition permit will be required to remove the two existing buildings on site.

Please see Exhibit E-6 for additional details.

The **Bureau of Parks-Forestry Division** responded, noting that existing street trees will need to be protected. See Exhibit E-7 for additional details.

The following Bureau responded with no issue or concerns:

- **Fire Bureau**

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on December 20, 2013. At the time of writing the original staff report, no written responses had been received from either the Neighborhood Association or notified property owners in response to the proposal.

Since the original staff report was issued, three written responses were received:

- Gunnar Sacher, on January 4, 2014, wrote requesting additional information, but did not provide comments about the proposal. See Exhibit H-4.
- Comments from Wendy Rahm, received January 8, 2014, both supporting and not supporting aspects of the proposal. In support of the proposal, Ms. Rahm suggested continuation of the Eliot Tower streetscaping and incorporation of electrical outlets at the tree wells to allow for holiday lighting, supported the proposal for a green wall

at SW 12th, and suggested incorporation of the Mural Room mosaic. In opposition, Ms. Rahm expressed concern that the proposed building, would create a canyon effect and suggested that the building be required to step back from the street lot line on upper floors. See Exhibit H-5.

- Comments from Felicia Williams, president of the Downtown Neighborhood Association, received at the hearing January 9, 2014, noting general support of the project, such as the proposed mixed-uses, but also concerns regarding ADA access, bike parking, and the proposed height of the building. See Exhibit H-6.

Staff Response: Exhibits H5 and H-6 were presented to the Commission at the January 9th hearing. Staff notes that some of the comments in these two letters were echoed by the Commissioners. More direct responses are outlined in the findings below.

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.

Chapter 33.120 – Central Residential (RX) Zone

Chapter 33.266 – Parking and Loading

Chapter 33.510 – Central City Plan District

[Note: The proposal does not have to meet all development standards in order to be approved during this process, but will have to meet those standards (or appropriate adjustments/modifications be approved) before a building permit can be issued.]

Central Residential Zone Primary Uses (Table 120-1, Table 120-2 and 33.120.100)

Development Standard

- Household Living is an allowed use in this zone and Multi-Dwelling Structures are allowed.
- Retail Sales and Service or Office uses are allowed up to 20% of the net building area.

Proposal

- The proposed mixed-use structure is Household Living with less than 20% Retail Sales and Service or Office use. This standard is met.

Floor Area Ratios (33.510.200, Table 120, Map 510-2)

Development Standard

- Maximum FAR 8:1 allowed, Additional FAR, through bonus or transfer, available up to 4:1 in the West End.

Proposal

- The proposal has a floor area ratio of 11.94:1 based on a net site area of 16,860 SF and a building size of 201,336 SF. The additional 3.94:1 FAR will be achieved through the following bonuses:
 - 33.510.210.C.11 Large dwelling unit bonus option. In the West End subarea, where a dwelling unit is larger than 750 square feet, one square foot of bonus floor area is earned for every 1 square foot beyond 750 square feet. Several units are larger than 750 sf, thus potentially earning 13,034 square feet in bonus floor area. A covenant, not yet provided, is required for this bonus.
 - 33.510.210.C.16 Below-grade parking bonus option. In the West End subarea, a bonus of two additional square feet of floor area is earned for every 1 square foot

of below-grade parking. The applicant proposes 31,132 square feet of below-grade parking area, thus potentially earning 62,264 square feet of bonus floor area.

- Staff notes that on C.10, the applicant indicates the “total bonus earned” is 4.5:1 FAR, or 75,298. Staff notes that this is rather the *potential* total bonus earned while the total bonus earned is limited to 4:1 FAR, or 67,440 square feet. Since the applicant is limited to 67,440 square feet (4:1) of bonus floor area over the base-zone-allowed 134,880 square feet (8:1), for a grand total of 202,320 square feet (12:1), the total of the *potentially* earned bonus cannot be applied in their entirety to the total floor area allowed on this site.
- This standard is met.

Minimum Density [Table 120-3]

Development Standard

- A minimum of one residential unit per 500 square feet of site area or 20 units for this 10,000 SF site.

Proposal

- 196 residential units are proposed. This standard is met.

Maximum Height (Table 120-3 and Map 510-3)

Development Standard

- Maximum height is 250 feet.

Proposal

- Building height is 160'-0". This standard is met.

Minimum and Maximum Setbacks (Table 120-3 and 33.120.220)

Development Standards

Minimum setbacks are 0 feet for building walls and 5 or 18 feet for garage entries. Maximum setbacks are 10 feet for 100% of the ground-level street-facing facades along a Transit Street in a Pedestrian District and 10 feet for 50% of the ground-level street-facing façade along an intersecting Transit Street. In this case, the applicant may choose on which of the 2 transit streets they apply the standards.

Proposal

- Standard 2, which requires 100% of the length of the ground level street-facing façade of the building to be within the maximum setback, is met on all three frontages. This standard is met.

Building Coverage (Table 120-3 and 33.120.225)

Development Standard

100% building coverage is allowed.

Proposal

- Not more than 100% site coverage is proposed. This standard is met.

Street Facing Façades (33.120.232)

Development Standard

At least 15% of the area of each façade that faces a street lot line must be windows or main entrance doors. In RX zones, the portions of the building that are in non-residential development are subject to the ground floor windows requirements of the CX zone in 33.130.230.B.2, which requires that 50% of the length and 25% of the ground level wall area be windows.

Proposal

- The proposal appears to meet the 15% requirement on each street-facing frontage; however, the requirement that 50% of the length be windows is not met at the street-level façade on SW 12th Avenue and a **Modification** is requested.

This standard is not entirely met.

Required Windows Above the Ground Floor (33.510.221)

Development Standard

Windows must cover at least 15% of the area of street-facing facades above the ground level wall areas up to 9 feet above grade. In the West End, the regulation applies to the portion of a site within 200 feet of a streetcar alignment.

Proposal

- A significant amount of windows are proposed on all street-facing façades. This standard appears to be met.

Ground Floor Active Uses [33.510.225 and Map 510-7]

Development Standard

Buildings must be designed and constructed to accommodate lobbies, retail, residential, commercial & office uses. The standard applies to a minimum of 50% of the ground floor of walls that front public open spaces, plazas, or rights-of-way, and requires that the floor to ceiling dimension be a minimum of 12'-0", the interior space be at least 25'-0" deep, have ADA access, and include windows and doors, or be constructed to allow for the addition of doors and windows at a later date.

Proposal

- The interior commercial spaces appear to be at least 25'-0" deep, as measured from the primary entrance of each space. The applicant should provide dimensions clarifying this.
- The interior commercial spaces appear to be about 12'-0" in height, based on section drawings. The applicant should provide a floor-to-ceiling dimension clarifying this.

- | |
|--|
| <ul style="list-style-type: none"> ▪ ADA access is provided to all potential commercial spaces. |
|--|

- This standard appears to be met.

Minimum Active Floor Area [33.510.226 and Map 510-7]

Development Standard

On a portion of the site within 200 feet of a streetcar alignment, at least 50% of floor area in each building must be in one or more active uses where allowed by the base zone. These can include Household Living.

Proposal

- 100% of the building is in Household Living or Retail Sales and Service uses. This standard is met.

Screening (33.120.250)

Development Standard

All exterior garbage and recycling areas must be screened from the street and any adjacent properties. Mechanical equipment on the roof must be screened or set back from roof edges 3 feet for every foot of equipment height if within 50 feet of an R zone.

Proposal

- The garbage/recycling area is located entirely within the building.
- Rooftop equipment proposed is screened as required. This standard is met.

Pedestrian Standards (33.120.255)

Development Standard

These pedestrian standards implement the State Transportation Planning Rule. Under the pedestrian standards, the site must contain a pedestrian circulation system connecting all adjacent streets to the main entrance and provide connections to other areas of the site.

Proposal

- The building contains direct access to all entrances via the public sidewalks. This standard is met.

Parking (33.266, and 33.510.263)

Development Standard

In the RX zone, for Household Living developments where 51+ units are proposed, 0.33 parking spaces are required per unit; therefore, 65 parking spaces are required.

Proposal

- 89 parking spaces meeting dimensional requirements are provided in two below-grade parking levels. This standard is met.

Bicycle Parking (33.266.210 and Table 266-6)

Development Standard

In the Central City Plan District, the following standards apply: 1.5 long-term bike parking spaces are required per each dwelling unit, plus 1 short-term space for every 20 dwelling units. For the retail sales and service portion of the building, 2 long-term bike parking spaces must be provided, plus 1 short-term space for each 5,000 sf of net building area. The project consists of 196 dwelling units with 12,043 sf of retail space. Bike Parking requirements are:

Proposal

▪ Long-Term Residential Spaces	294 required	300 provided
▪ Long-Term Retail Spaces	2 required	10 provided
▪ Short-Term Residential Spaces	10 required	10 provided
▪ Short-Term Retail Spaces	3 required	3 provided

While the applicant is providing 14 more long-term spaces than are required, all but 10 of these long-term spaces are proposed at 18 inches wide, less than the 24 inches required. The applicant is requesting a **Modification** to the standard width of the required long-term bike parking spaces. This standard is not entirely met.

Loading Spaces (33.266.310)

Development Standard

One loading space at least 35 feet long, 10 feet wide, and having a clearance of 13 feet is required for buildings with more than 100 units and less than 20,000 square feet of floor area in uses other than Household Living.

Proposal

- One loading space is proposed at 31 feet long, 10 feet wide, with a clearance of 12 feet. This standard is not met and a **Modification** is requested for the reduced dimensions.

Signs (33.120.310 and Title 32) No signs over 32 SF in area are proposed for approval and therefore they do not need design review.

Street Trees (33.120.315) Street Trees will be provided as approved by the City Forester.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural

values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

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

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

Central City Fundamental Design Guidelines

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

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

Central City Plan Design Goals

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

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

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

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 accessways for pedestrians that provide connections to the Willamette River and greenway.

Findings: The proposed development is located twelve blocks from the Willamette River, and therefore has few opportunities for orienting to the river. Nevertheless, this is accomplished with the 15th floor rooftop deck located at the southeast corner of the building. This location will potentially provide limited views toward

the river better than any other potential rooftop deck location. In addition, the main entrance for the residential units is located on SW 11th Avenue, immediately adjacent to a Portland Streetcar stop which runs directly to the South Waterfront district along the banks of the Willamette River, providing residents with relatively easy access to the river. *This guideline is met.*

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

Findings: The proposal is for a single 15-story building at the south end of the block bound by SW 11th & 12th, Jefferson and Main Streets. The existing buildings maintain a fairly uniform street façade in their traditional form and matching heights; however the new building will provide a more dynamic anchor to the south end of this block through its material shifts and relatively transparent ground floor treatment. In addition, the proposed building will provide outdoor amenities for use by the tenants, as well as seating opportunities and landscape elements along the sidewalk to enhance the pedestrian environment. *This guideline is met.*

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

Findings: The proposed building is located along a streetcar line with a streetcar stop located at the southeast corner. The applicant has indicated that the coupling element of streetcar connectors has been the basis for the design of the building. Also, the proposal includes integrated seating at the southeast corner in order to provide additional seating which can be used by people waiting for the streetcar. *This guideline is met.*

A6. Reuse/Rehabilitate/Restore Buildings. Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Findings: Unfortunately, rehabilitation of the existing buildings is not practical, as the subject property is zoned for a much higher level of residential density. While the existing buildings have relatively storied histories, they have not been deemed historically significant and, as such, are relatively expendable in terms of opportunities for the City to meet housing and density goals. The proposed development is aiming for LEED certification and, toward that end, will route construction waste from the demolition of the existing buildings accordingly. *This guideline is met.*

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

Findings: The immediate area has a range of building typologies and heights from the 1-story Plaid Pantry with surface parking lot directly to the south to the 17-story mixed-use building directly east. The proposed 16-story building will continue the relatively recent trend of taller residential buildings as most traditional buildings were 5 or fewer stories. The additional height will increase the sense of urban enclosure along the north side of Jefferson Street at this

location. For the most part the proposed building is set a couple feet back from the property line in order to provide a wider sidewalk area, as well as space for integrated and movable outdoor seating, making the ground level of the building more welcoming as the line between public and private space is blurred. The proposal also includes canopies at the ground floor level, which nearly wrap the entire perimeter of the building. The canopies will provide an immediate sense of enclosure at the sidewalk level for passing pedestrians. *This guideline is met.*

A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

Findings: As noted in A7 above, the ground level building edge is set back a couple feet from the property line, allowing space for the commercial activities of the building to spill onto the sidewalk, thus providing opportunities for engaging the public and encouraging interaction between the public and private realms. In addition, the ground floor along SW 11th and SW Jefferson is primarily comprised of glass storefront systems which allow extensive views between the interior and exterior of the building, including the residential lobby and retail spaces. The 2nd floor is treated similarly, with extensive views in and out of the building's residential amenity spaces, although offering a bit more privacy at this higher level, but nonetheless providing additional interest to the street through these views, including views to the proposed two-tier bicycle storage system.

The garage access, trash, and loading areas are located along the western frontage as SW 12th Avenue is the street with the lowest transit and traffic classification. As such, this façade offers the least in the way of vibrancy and a Modification is requested to the ground floor windows standard which is discussed below. This façade does feature an area of green wall at the garage and loading entrances as well as an additional glass storefront entry for retail and offices. *This guideline is met.*

A9. Strengthen Gateways. Develop and/or strengthen gateway locations.

Findings: Although the subject property is not a designated gateway location, it will be one of the last buildings that will be seen as one passes through the West End into Goose Hollow over the Jefferson Street overpass. The Central City Plan District provides for increased residential building heights and FAR in the West End subarea in order to encourage higher-density residential development in the area bound by W Burnside to the north, SW 9th Avenue to the east, SW Market to the south, and the I-405 freeway to the west. The proposed building will strengthen the West End subarea by meeting the intent of the Central City Plan District for this area. *This guideline is met.*

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

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.

Findings for B1 and B3: The proposal will maintain the existing sidewalks along SW 11th and 12th and will provide an additional 4 feet of sidewalk along the SW Jefferson frontage. The additional sidewalk area will be provided by extending the curb further south, rather than through a dedication. The additional sidewalk area will result in the loss of on-street parking spaces, but will provide continuity of the traffic and bicycle lane widths as well as provide space for street trees along this frontage. This curb extension will also continue the configuration of the pedestrian environment found on the block to the west, thereby reinforcing the pedestrian system in this area by providing consistency. *These guidelines are met.*

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

Findings: The proposal provides for the safety of pedestrians by concentrating vehicular movements to one area of the building along SW 12th Avenue. While this results in a relatively wide vehicular area, the number of locations where a pedestrian may come into conflict with a vehicle is reduced. In addition, the applicant is proposing can lighting to be integrated into the underside of the canopies along the sidewalk level which will provide illumination at night. Lighting is also proposed above the garage and loading bay entrances on SW 12th Avenue, as is a green wall which may help to absorb some of the carbon dioxide expelled by the vehicles in this area. Louver vents for the mechanical system are also proposed to be integrated above storefront systems and within the residential window units in order to minimize their effect on pedestrians as well as the architectural composition. *This guideline is met.*

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

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.

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

Findings for B4, B6, and C6: As noted above, the majority of the ground floor level features a canopy that nearly wraps the perimeter of the building, thereby providing shelter along much of the street level façade. The canopy, as well as the proposed street trees, will also protect pedestrians from glare bouncing off of the storefront windows. Since the canopy is mostly located within the bounds of the property line, pedestrians will also have the option of not walking beneath it and are therefore not overly protected by an excessively deep canopy. Integrated seating is also proposed at the street façade, built in to the street level wall which is pulled back from the property line, thus providing areas for people to stop and rest without interfering with other sidewalk activities. As noted above the SW Jefferson Street curblineline will be extended 4-ft further south to expand the width of the sidewalk. This extension, combined with a slightly recessed building that features integrated seating, an extensive canopy, and expansive views between the

interior and exterior will facilitate a vibrant transition between the building and the public realm. *These guidelines are met.*

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

Findings: The proposed building is oriented in a northwest to southeast line with the southwest façade serving as the primary façade. As such, there are a significant number of windows on this façade facing the SW hills. This is in contrast to the relatively limited amount of windows on the northeast façade which faces an interior property line. North of the proposed building is the 5-story Newton Apartments, an unprotected building on the City's Historic Resources Inventory on a relatively small lot, and the 1200 building built in 1982. While redevelopment of the properties to the north is unlikely in the near future, window openings are limited on this façade due to Building Code requirements. Balconies are proposed for some units on the south façade to provide opportunities to enjoy southern sun exposure and views of the SW hills, though staff notes additional balconies could be provided for additional opportunities. A common rooftop deck is also proposed at the southeast corner which will provide views toward the SW hills, the Willamette River and potentially Mt. Hood. Two additional private rooftop decks are provided at the southwest penthouse unit and the northeast penthouse unit. *This guideline is met.*

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

Findings: As noted above the architecture in the immediate vicinity is varied in both age and aesthetic, ranging from 1880 Italianate to contemporary metal and glass residential towers. Brick, stucco, and concrete are also common materials in the area. The most recent buildings constructed near the subject property, the Jeffrey and the Eliot, include a combination of masonry veneer and metal panel and are slightly irregular in form. The proposed building is relatively regular in its form but employs shifts in the exterior materials as a means to break up the façade and avoid monotony. The strong brick and glass storefront base will complement the context of both contemporary and traditional buildings in the area. While metal panel and masonry veneer are used on other buildings in the area, the current proposal uses them in such a way as to help define the architectural expression of the building, rather than utilizing them simply as exterior cladding materials, thus adding to the variety of architectural vocabulary in the area. *This guideline is met.*

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

Findings: The proposal includes large window expanses, planar façade changes, commercial entrances and canopies that wrap the corner at both the SE and SW corners. The residential entrance is located at the northeast corner, toward the middle of the block and away from the corner commercial entrances. *This guideline is met.*

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

Findings: As noted above, the proposed mechanical equipment is concentrated at the north side of the central bar and is sufficiently hidden from view from the street and from higher points in the area by rooftop walls and screens on the proposed building. Rooftop decks are proposed for private use at the northeast and southwest corners and for common use at the southeast corner where a larger patio is proposed connected to an enclosed common room containing a full kitchen. Decorative planters are proposed at the rooftop deck; however stormwater will only be managed through the 2nd floor mezzanine courtyard planters. *This guideline is met.*

Guidelines B5, B7, C2, C5, C8, C9, C12, and C13 were previously found to not be met and are addressed below between pages 15-22.

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.

Findings: The subject property is not located adjacent to any public parks or plazas; however, the South Park Blocks are located two blocks to the east. The proposed building's entrance is to be located at the northeast corner of the building which will provide convenient access to the South Park Blocks either along SW Jefferson or via the mid-block crossings through the two superblocks to the east.

Where the applicant was previously proposing an area of glass blocks set into the brick veneer and backlit with colored lighting to provide visual interest along SW Jefferson, has been restored to the dark stacked bond brick. Staff notes that while no art is proposed at this location, the building is made stronger by the removal of the previous gesture.

This guideline is met.

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

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

Findings:

The proposal now includes barrier-free access from the sidewalk to all retail entrances, the SW 11th Avenue residential lobby, and at the rear courtyard via a ramp accessing SW 12th Avenue. Staff's prior concerns regarding efficient and equitable barrier-free access have been eliminated. While currently designed as four separate retail spaces, staff notes that the spaces could be reconfigured to accommodate more or less spaces since the floor plate is now at, or within a

reasonable ramping distance to the sidewalk.

These guidelines are met.

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

Findings:

Proposed materials include brick veneer, metal panel, thin masonry cladding, painted steel balconies, aluminum storefront systems for the commercial spaces and vinyl windows for the residential units. The applicant has indicated that the metal panels will be a 16-gauge Dri-Design aluminum panel system. The masonry veneer at the upper levels is proposed to be TerraCORE panels.

Staff notes the applicant previously proposed to use Arriscraft Thin-Clad masonry panels which are 12" x 24" calcium silicate masonry units which have been used locally on the Mirabella in South Waterfront. The TerraCORE panels are 12" x 24" quarried limestone veneer panels mounted to an aluminum honeycomb backer panel which allow for easier installation and fewer sealant joints. They have been used locally at the Nines. In general, staff supports the proposed exterior cladding materials as the metal is of a notably strong gauge and the TerraCORE panels are true stone. The proposed materials, through their high quality and authenticity, will promote a sense of quality and permanence in the building.

Staff previously had concerns that the punched residential window systems were not recessed far enough from the exterior wall plane to provide sufficient depth and visual interest. The applicant has provided details clarifying a 4" recess for the residential windows which staff believes will provide sufficient relief (see C.50 and C.53).

Staff also previously expressed concern that insufficient details were provided for a full understanding of how certain design elements would be articulated. Additional details have been provided with regard to the metal canopies, balconies, and parapet details, alleviating staff's previous concerns regarding permanence, consistency, and clarity (see C.49-C.53).

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.

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

Findings: The applicant's design is inspired by the distinctive C-shaped coupling mechanism used to connect streetcars. While not necessarily obvious to the average viewer of the building, the applicant has strengthened this aspect of the design since the August 2013 Design Advice Request, on recommendation of the Commission, which expressed that this concept was not clearly expressed.

At the January 9th hearing, the Design Commission noted that the building components could be further strengthened and articulated to provide more clarity to the overall design. The design team has revised the designed slightly based on

Commission comments and staff believes the design is responsive and sufficiently clarified, resulting in a clean and elegant building.

The current design uses the white metal panel as the “C” element with the metal panel covering the north end of the building, capping the penthouse levels and appearing again across the south façade as a segmented ground floor canopy. On the west and east façades, a darker secondary metal panel is used to separate the white metal panel from the stone panel that wraps around to form the primary material of the southern façade. The darker metal panel is also used to further break the stone panel into three separate columns to add dimension and interest to the south façade, emphasizing the vertical expression of the building. The thin-clad masonry and dark metal panel is also visible at the center of the north façade where the building is set back from the north property line, in a sense revealing the inside of the “C” on the north façade.

As viewed from the south and east, and to a certain degree, the west, the white metal panel creates an integrated horizontal expression at the street level which provides shelter to pedestrians, and also serves as a contemporary cornice detail which visually connects the bottom and top of the building. Staff notes that, the building presents a strong base and top through the use of dark brick veneer and aluminum storefront systems at the first two levels which ground the building, with the white metal panel and light-toned thin-clad masonry at the top and upper levels, respectively. In the previous design, the masonry panels extended to the ground level on a portion of the SW Jefferson façade confusing the separation of commercial and residential façade treatments. The applicant has revised this façade and now proposes the masonry panels at the upper levels only, allowing the first two floors to be expressed solely with storefronts systems and the dark stacked bond brick with a white metal canopy dividing the two floors and serving as a visual datum as well as adding human scale to the ground level.

At the rooftop, the mechanical units will be contained within a screened enclosure on the north side of the central bar and appear that they may be nearly invisible from both the street and higher points around the building. Entrances, windows and doors appear to be typical storefront systems in a color to match the dark brick veneer, thus not overtly drawing unwarranted attention. Staff notes that louver vents are proposed to be integrated with the window systems at all levels for a fully integrated mechanical system; no extraneous vents appear to be evident. As noted above, lighting is proposed to be integrated into the metal canopy to light the pedestrian realm below the canopy. Although some signage is shown on a couple of renderings, no signage is formally proposed as part of this land use application; however the signage shown in renderings appear to be appropriately sized and a continuation of the proposed material palette.

These guidelines are met.

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

Findings:

At the request of staff and the Commission, the applicant has provided a lighting plan that now shows the extent and type of lighting proposed. The overall lighting scheme is uncomplicated and will provide illumination for nighttime safety as

well as highlight building elements. For instance downlighting is proposed at the underside of the ground floor canopy, above the garage and loading areas, up-down sconces are proposed at the pilasters on SW Jefferson Street as well as the pilasters framing the residential entrance, and step lighting is proposed throughout the rear courtyard and path. Staff was previously curious whether lighting was proposed at the penthouse overhangs, but the applicant has clarified that the lighting at this level will only be ambient lighting from the amenity lounge.

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: As noted above, a few signs are represented in the renderings; however the proposal does not include any formal signage details. The signs shown in the drawings seem to be of the same material palette as the proposed building and located within the first two levels of the building; however they appear to be less than 32 square feet and are therefore not subject to review.

This guideline is met.

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

The following Modifications are requested:

1. Section 33.130.230 *Ground Floor Windows* to reduce the required window length from 39 feet to 28 feet;

Purpose Statement: [Applies to RX zones] In the C zones, 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 facades at street level; and
- Avoid a monotonous pedestrian environment.

Standard: 33.130.230.B.3 General standard. 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.

Findings: Due to the property's location along a streetcar line to the east and a city Bikeway and Traffic Access Street to the south, the frontage with the lowest traffic and transit classification is SW 12th Avenue. As such, it was determined that the best location for vehicular access to the site would be SW 12th Avenue in order to minimize conflicts with other vehicles and transit modes. In order to access two levels of underground parking the garage access ramp dives steeply from the sidewalk, thus limiting the potential to incorporate loading or trash access within this same drive aisle. Therefore, two curb cuts and overhead doors are required, reducing the possible total length of ground floor windows on this façade to below the required minimum. Staff notes that concentration of the garage, loading, and trash access in the same general area reducing potential conflicts between pedestrians and vehicles and preserves the continuity and safety of the other two façades. The applicant is proposing mitigation through the addition of a green wall to be mounted proud of the brick veneer façade at this location.

The purpose of the standard to “provide a pleasant, rich, and diverse pedestrian experience” and to “encourage continuity of retail and service uses” is met and guideline B2 *Protect the Pedestrian* is better met by modification of this standard. *Therefore this Modification merits approval.*

2. Section 33.266.310.D *Size of loading spaces* to reduce the required length and clearance of the Standard A loading space from 35 feet to 31 feet and from 13 feet to approximately 12 feet, respectively;

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: Required loading spaces must meet the standards of this subsection.

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

Findings: By reducing the clearance of the proposed loading space, this one foot of vertical space can be transferred to additional green wall area, therefore slightly minimizing the negative impacts of the loading space on the sidewalk environment. The reduction in clearance will have little, if any, affect on traffic safety or other transportation functions of the abutting right-of-way. The increased area for the green wall will help the proposal better meet B2 *Protect the Pedestrian* as this will minimize the negative effects of vehicles areas and perhaps also absorb some of the carbon dioxide emitted by vehicles. In addition,

the reduced length dimension also allows the this extra space to be devoted to additional sidewalk area, therefore better meeting guidelines B4 *Provide Stopping and Viewing Places* and C6 *Develop Transitions between Buildings and Public Spaces*. Therefore this Modification merits approval.

3. 33.266.220.C *Standards for all bicycle parking to reduce the bicycle parking space width from the required 2 feet to 18 inches for 300 of the proposed 310 long-term bicycle parking spaces.*

Purpose Statement: These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonable safeguarded from intentional or accidental damage.

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

Findings: The applicant proposes to locate all required long-term bicycle parking in a central bike storage room on the 2nd floor in order reduce wear and tear on the common areas of the building and provide more enjoyable living spaces. In order to do so, the applicant is requesting a Modification to the 24” width standard in order to utilize a two-tier bicycle storage system with a reduced center-to-center distance.

Staff notes that the applicant previously requested a Modification to reduce the 24” required width to 14.76”, but has since changed this request to reduce the width to 18 inches.

Staff is supportive of the proposal to concentrate bikes in a central storage room rather than locating them in the units, as well as supports the use of a two-tier system so that vertical storage space is maximized. Based on the extent of the previous request, planning staff conferred with PBOT’s bicycle program specialists, who noted their hesitancy to support the proposed system, citing concerns with potential pedal and handlebar conflicts. To address these concerns, the applicant secured a sample of the proposed system from the manufacturer and installed it at their office. Planning staff, PBOT’s bicycle specialists and Chris Smith, a local transportation advocate and member of the Portland Planning and Sustainability Commission, all visited the applicant’s office prior to the January 9th hearing to view the installation. The sample demonstrated the possibility of conflicts with a width reduced to 14.76”; however, it seemed to indicate that, combined with the nearly 8” vertical stagger between adjacent bicycles, an 18” center-to-center width could be reasonable and possibly approvable. Some concerns about the locking capabilities were noted at that time and the applicant has responded, noting that a locking attachment is available and providing videos showing how bicycles can be secured. Staff understands that the applicant will have these videos available at the February 20th hearing, in case the Commission would like to view them.

Staff notes that the Design Commission previously approved a modification to reduce the width to 18”, provided it was accompanied with a 6” vertical stagger for wall-mounted bicycles; however this Modification only applied to long-term spaces that were proposed in addition to the required minimum number of spaces which did not require a Modification to the standards. The applicant is

requesting a Modification to the width standard for *all* required long-term spaces and is providing 14 spaces over the minimum number required for a total of 310 long-term bicycle parking spaces, with 10 of those spaces provided at the standard 2' x 6' dimension.

Based on the visit to the installation, verbal comments made at the visit by others indicating an 18" width might be acceptable, the nearly 8" vertical stagger, and the applicant's response to staff's locking concerns, staff believes that the requested Modification to reduce the width to 18 inches is supportable. Staff notes that the proposed system is innovative and will most likely be visible from the street through the 2nd floor windows adding interest to the project, thus allowing such a system with a reduced width will help the overall proposal better meet Guideline A8 *Contribute to a Vibrant Streetscape*.

Therefore this Modification merits approval.

CONCLUSIONS

The proposed building presents high quality materials used in an elegant and logical manner, expressing volumetric portions of the building as large individual elements tied together as a coherent package which will allow viewers of the building to appreciate its understated elegance without being overwhelmed by any singular gesture. Staff notes that the original concept for the building is the idea of "Coupling", which staff believes the applicant has articulated with the current design without being too literal with the concept; an approach that has ultimately strengthened the design. The applicant has addressed staff's previous concerns by simplifying the design, providing equitable access for all directly to the sidewalk, and providing a reasonable width for the proposed long-term bicycle parking spaces. Additional details and clarification has also been provided since the January 9th hearing, resolving staff's previous concerns. The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed design meets the approval criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

Staff recommends approval of the proposed 15-story building in the West End sub-area of the Downtown sub-District of the Central City Plan District.

Staff recommends approval for the following **Modification** requests:

1. 33.130.230 *Ground Floor Windows* to reduce the required window length from 39 feet to 28 feet;
2. 33.266.310.D *Size of loading spaces* to reduce the required length and clearance of the Standard A loading space from 35 feet to 31 feet and from 13 feet to approximately 12 feet, respectively; and
3. 33.266.220.C *Standards for all bicycle parking* to reduce the bicycle parking space width from the required 2 feet to 18 inches for 300 long-term bicycle parking spaces, 296 of which are required.

This approval is per the approved site plans, Exhibits C-1 through C-67, signed and dated January 16, 2014, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-67. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 13-211645 DZM. No field changes allowed."

=====

Procedural Information. The application for this land use review was submitted on October 1, 2013, and was determined to be complete on November 13, 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 October 1, 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 did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: March 13, 2014.**

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the 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 review body, only evidence previously presented to the review body will be considered by the City Council.

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 (one-half of the application fee for this case).

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.

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

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

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

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).

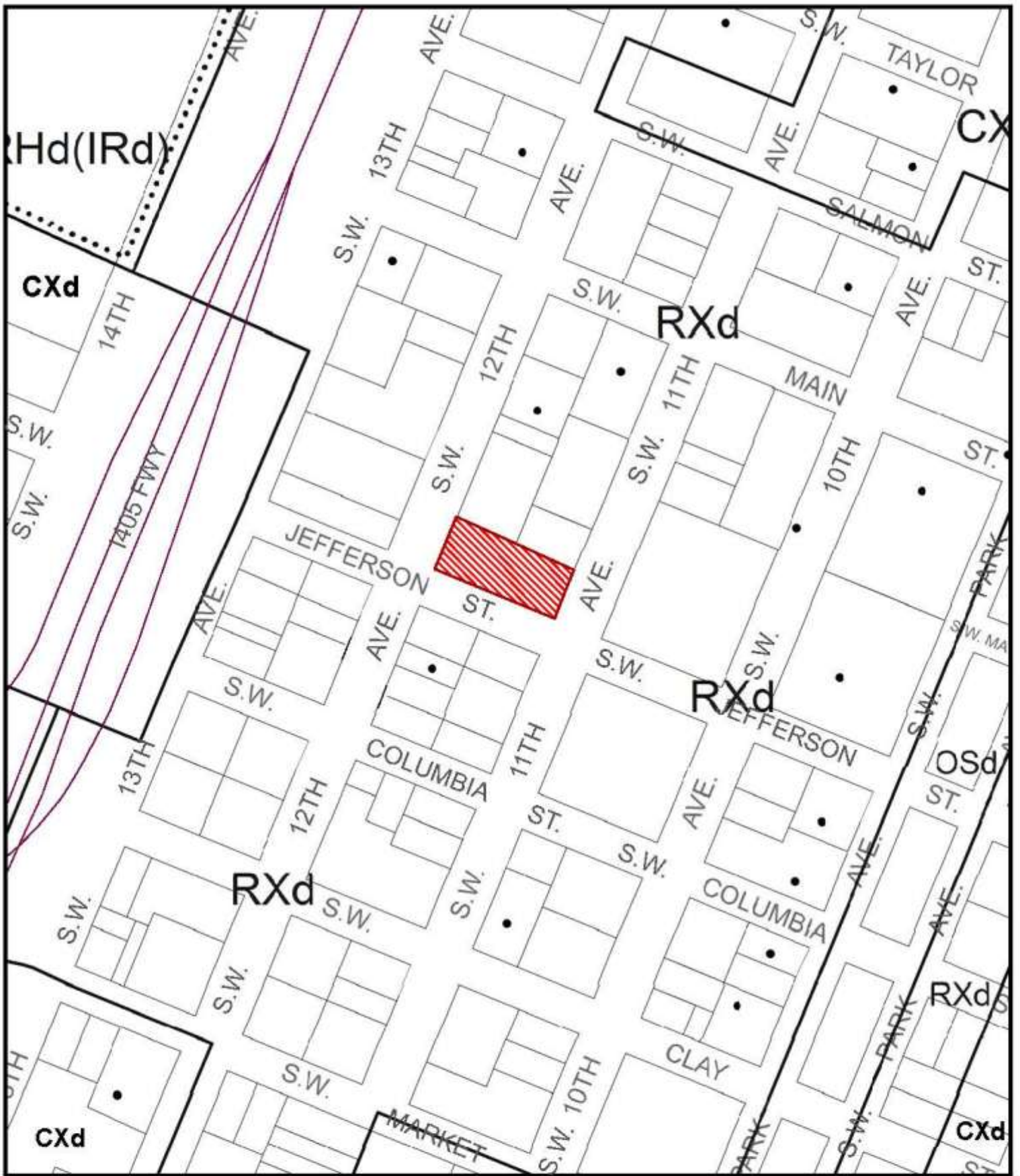
Hillary Adam
February 10, 2014

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Original Design Narrative, dated October 1, 2013
 2. Original Drawing Set, dated October 1, 2013
 3. Letter from Jeff Reingold to Peter M. Wenner, dated November 8, 2013, allowing the proposed security gate at the northeast corner
 4. Completeness items, provided November 13, 2013
 5. Email from Ross Cichosz, of Pacific Power approving the proposed vault location, dated November 12, 2013
 6. Memorandum on trip generation from Kittleson & Associates, Inc., dated August 20, 2013
 7. Stormwater Management Report, received November 13, 2013
 8. Geotechnical Investigation and Site-Specific Seismic Hazard Evaluation, received November 13, 2013
- B. Zoning Map (attached)
- C. Plan & Drawings
 - X. Cover Sheet
 1. Table of Contents C.1
 2. Vicinity Map C.2
 3. Overall Area Diagram C.3
 4. Existing Site Conditions Plan C.4
 5. Frontage and Grading Plan C.5
 6. Utility and Storm Water Management Plan C.6
 7. Photos Project Site C.7
 8. Photos Neighborhood Images C.8
 9. Photos Neighborhood Images C.9
 10. Overview and Program Area Summary C.10
 11. Design Advice Request Hearing – Commissioner Comments C.11
 12. Design Advice Request – Comment Integration C.12
 13. Design Advice Request – Comment Integration C.13
 14. Design Advice Request – Comment Integration C.14
 15. Current Building Massing – With DAR Comment Integration C.15
 16. Overall Building Rendering C.16
 17. Overall Building Rendering – Evening C.17
 18. Street View at 11th Avenue – Main Entry C.18
 19. Street View at Corner of 11th Avenue and Jefferson Street C.19
 20. Perspective Views C.20
 21. Street View at 12th Avenue and Jefferson Street C.21

22. Corner of 12th Avenue and Jefferson C.22
 23. Rooftop Amenity & Penthouse Level C.23
 24. Shadow Studies C.24
 25. Streetscape Plan at Grade – Single Retail C.25
 26. Streetscape Plan at Grade – Multiple Retail C.26
 27. Streetscape Sections C.27
 28. Streetscape – Plants and Materials C.28
 29. Level 2 Mezzanine – Plan C.29
 30. Level 2 Mezzanine Courtyard – Sections C.30
 31. Level 2 Mezzanine Courtyard – Plants and Materials C.31
 32. Roof Terrace – Plan C.32
 33. Roof Terrace – Section & Plants and Materials C.33
 34. Roof Terrace – Plants and Materials C.34
 35. Parking Level P1 Plan C.35
 36. Parking Level P2 Plan C.36
 37. Ground Level Plan – Jefferson Street Retail – Entry C.37 (attached)
 38. 2nd Level Plan – 12th Ave Retail – Loading and Parking Access C.38
 39. 3rd through 13th Level Plan – Typical Residential Levels C.39
 40. 14th Level Plan – Residential C.40
 41. Roof Plan – Mechanical Penthouse – Amenity Level C.41
 42. Roof Plan – Mechanical Penthouse – Amenity Level C.42
 43. Building Sections: East/West & North/South Through Courtyard C.43
 44. Building Section: West/East C.44
 45. Exterior Materials & Colors C.45
 46. South Elevation C.46 (attached)
 47. West & East Elevation C.47 (attached)
 48. North Elevation C.48 (attached)
 49. Enlarged Elevation – Wall Section – Exterior Detail C.49
 50. Enlarged Elevation – Wall Section – Exterior Detail C.50
 51. Enlarged Elevation – Wall Section – Exterior Detail C.51
 52. Enlarged Elevation – Wall Section – Exterior Detail C.52
 53. Enlarged Elevation – Wall Section – Exterior Detail C.53
 54. Google Earth Aerial View – Towards intersection of 11th & Jefferson C.54
 55. Google Earth Aerial View – East towards intersection 12th & Jefferson C.55
 56. Google Earth Street Views C.56
 57. Google Earth Aerial View – City Context C.57
 58. Exterior Lighting Plan C.58
 59. Exterior Lighting Plan C.59
 60. Exterior Lighting Fixtures C.60
 61. Trifab® VG 451/451T Specifications
 62. Innotech Windows & Doors Specifications
 63. Innotech Terrace Swing Door Collection Specifications
 64. FalcoLevel(-PRO) Specifications, received at hearing January 9, 2014
 65. Dri-Design Aluminum Panel Specification, received at hearing January 9, 2014
 66. Innotech Product Portfolio, received at hearing January 9, 2014
 67. TerraCORE Panels Manufacturer Details
- D. Notification information:
1. Request for response
 2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice
 6. Mailing list
- E. Agency Responses:
1. Bureau of Environmental Services

2. Bureau of Transportation Engineering and Development Review
 3. PBOT Bicycle Program Specialist
 4. Life Safety Division of BDS
 5. Water Bureau
 6. Site Development Review Section of BDS
 7. Bureau of Parks, Forestry Division
 8. Fire Bureau
- F. Letters: none
- G. Other
1. Original LUR Application
 2. Incomplete Letter, dated October 22, 2013
- H. Hearing:
1. January 9, 2014 Drawing Set (58 sheets), received December 30, 2013
 2. Staff Memo to Design Commission, dated January 2, 2014
 3. Staff Report to the Design Commission, dated January 2, 2014
 4. Comments from Gunnar Sacher, received January 4, 2014, requesting additional information
 5. Comments from Wendy Rahm, received January 8, 2014, both supporting and not supporting aspects of the proposal.
 6. Comments from Felicia Williams, president of the Downtown Neighborhood Association, received at the hearing January 9, 2014, noting general support of the project but also concerns regarding ADA access and bike parking.
 7. Staff Presentation to the Design Commission, dated January 9, 2014
 8. Applicant Presentation to the Design Commission, dated January 9, 2014
 9. Thin-Clad Renaissance® Units Specifications, received at hearing January 9, 2014
 10. Request for Extension of 120-Day Review Period, dated January 13, 2014
 11. Staff Memo to Design Commission, dated February 10, 2014
 12. Revised Staff Report to the Design Commission, dated February 10, 2014



ZONING



Site



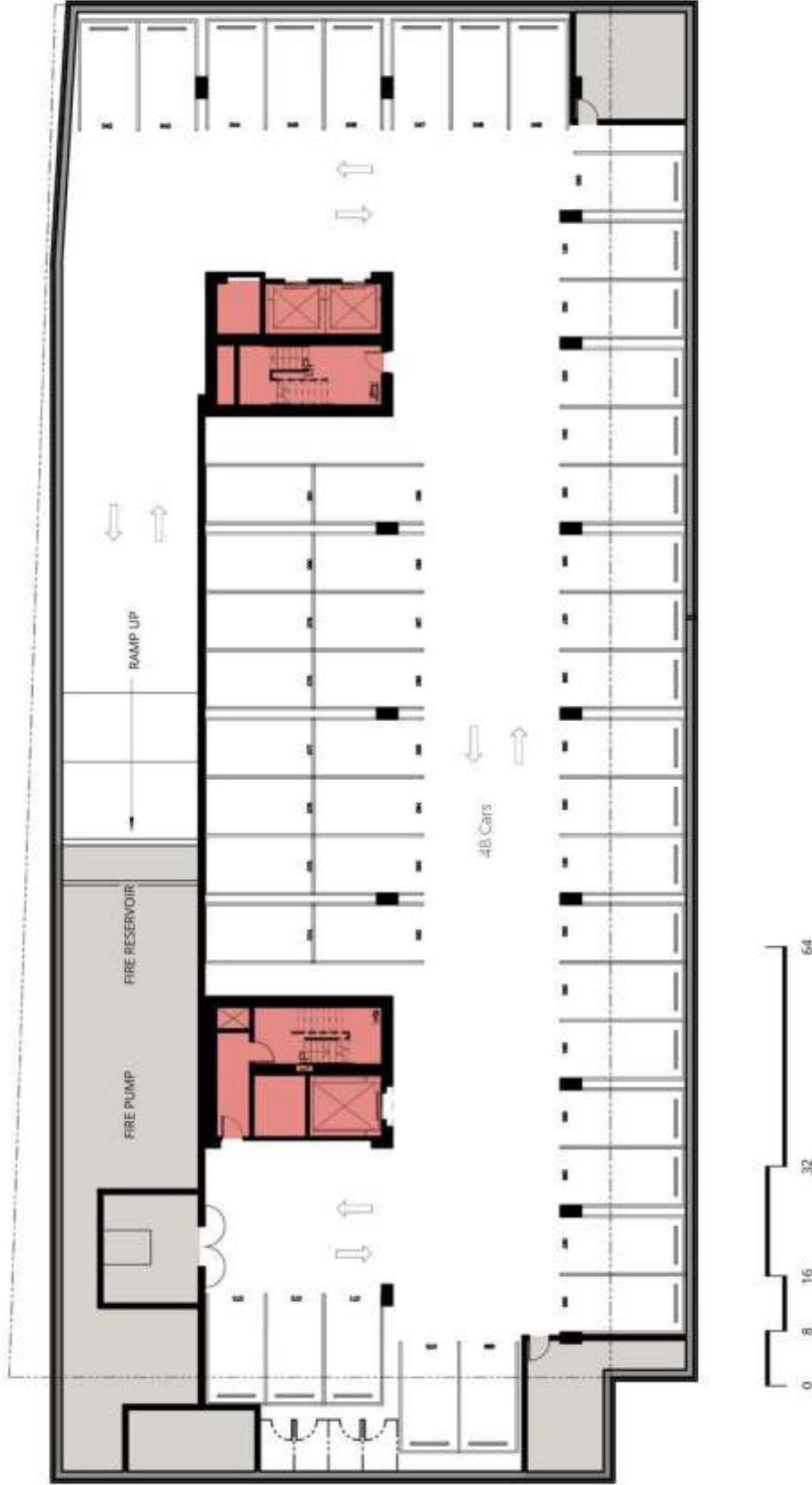
Historic Landmark



NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT
DOWNTOWN - WEST END

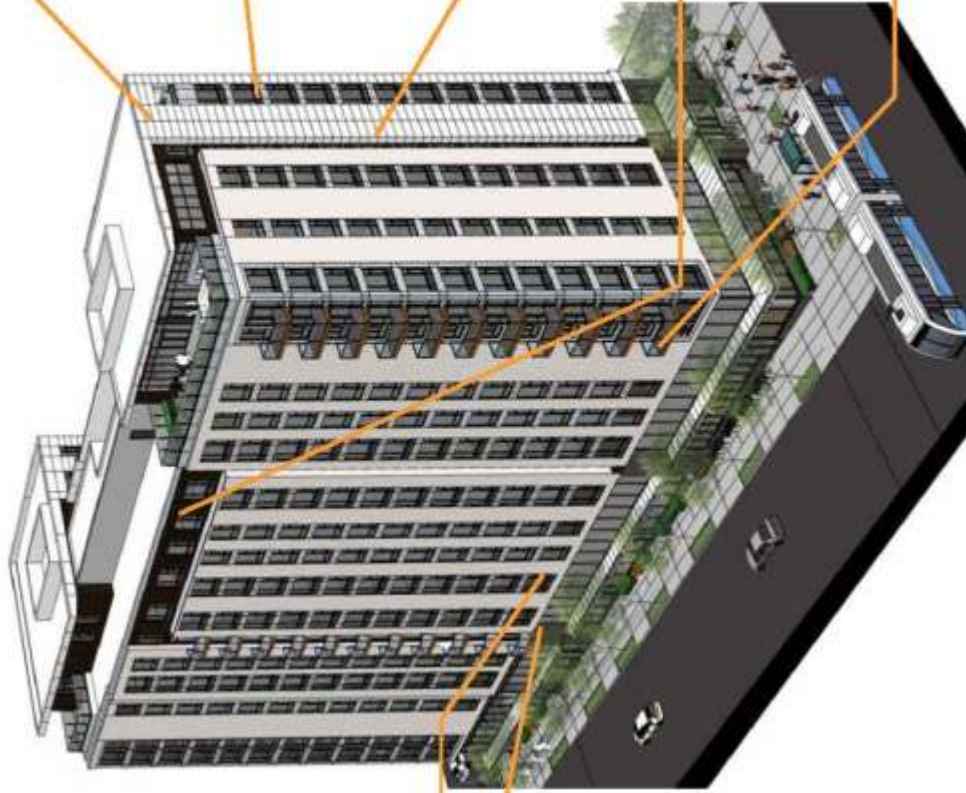
File No.	LU 13-211645 DZM
1/4 Section	3128
Scale	1 inch = 200 feet
State_Id	1S1E04AA 5300
Exhibit	B (Oct 04, 2013)



Limestone Veneer Panel



Brick at Ground Level



16 GAGE Metal Panel Cladding System



16 GAGE Anodized Aluminum Panel



Innoftech High Performance Vinyl Window



16 GAGE Metal Panel Cladding System



Painted Steel Balcony



REVISED



REVISED

