



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 13-231297 DZM
PC # 13-186937
1420 NW 14th Avenue Apartments
REVIEW BY: Design Commission
WHEN: Thursday March 6, 2014 at 1:30 PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Chris Caruso 503-823-5747 /
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GENERAL INFORMATION

Applicant: Kurt Schultz/SERA Architects (503-445-7312)
338 NW 5th Ave/Portland, OR 9720

Owners: Sam Rodriguez/Mill Creek Residential Trust LLC
220 NW 2nd Ave/Portland, OR 97209

Lynn R Stafford & John H Rosenfeld
415 SW Edgecliff Rd
Portland, OR 97219-8510

Site Address: 1420 NW 14TH AVE

Legal Description: BLOCK 239 W 1/2 OF LOT 1, COUCHS ADD; E 1/2 OF LOT 1&4 BLOCK 239 LOT 5-8 BLOCK 239, COUCHS ADD; BLOCK 239 LOT 3 W 1/2 OF LOT 4, COUCHS ADD; BLOCK 239 LOT 2, COUCHS ADD

Tax Account No.: R180221660, R180221680, R180221740, R180221760
State ID No.: 1N1E33AA 00400, 1N1E33AA 00200, 1N1E33AA 00300, 1N1E33AA 00500

Quarter Section: 2928

Neighborhood: Pearl District, contact Patricia Gardner at 503-243-2628.

Business District: Pearl District Business Association, contact Adele Nofield at 503-223-0070.

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

Plan District: Central City - River District, North Pearl Subarea

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 9-story mixed-use building with 290 apartments, ground level live/work spaces, and below-grade parking for 223 cars in the North Pearl Area of the River District of the Central City Plan District. The building is a u-shape design finished in metal and cementitious panels, and brick, with vinyl windows, storefront and curtainwall systems. A new loading dock will run along the NW 13th Avenue frontage and an inner courtyard opens onto NW Pettygrove Street.

Modifications requested thru Design Review include:

1. 33.266.130.F & Table 266-4 Parking Space Width – To reduce some parking space widths in the garage from 8'-6" to 7'-6" and 7'-9" due to structural column placement.
2. 33.266.220.C3 Long-Term Bicycle Parking Spacing – To reduce the widths of long-term bicycle parking wall-mounted rack spaces from 2'-0" to 1'-6".

New development within the Design overlay in the River District requires Design Review.

Relevant Approval Criteria:

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

- | | |
|---|--|
| ▪ 33.420 Design Overlay | ▪ River District Design Guidelines |
| ▪ 33.825 Design Review | ▪ Central City Fundamental Design Guidelines |
| ▪ 33.825.040 Modifications That Will Better Meet Design Review Requirements | |

ANALYSIS

Site and Vicinity: The 40,000 square foot site occupies the block bound by NW Pettygrove and NW Quimby Streets and NW 13th and NW 14th Avenues in the North Pearl subarea of the River District which is itself a subdistrict of the Central City Plan District. The North Pearl District plan area was adopted in November 2008 and focuses on the creation of a pleasing and dynamic urban form, a mix of complementary land uses, creation of community-serving amenities, and providing a range of housing opportunities for the growing diversity of household types in the Pearl District. Northwest Naito Parkway is located to the east, the I-405 freeway is to the west, and the Fremont Bridge is to the north of the site. The property is currently developed with a single story grocery warehouse building and surface parking lot that will be demolished for this project.

The surrounding area is also zoned EXd and is developed with a mix of single story warehouse buildings, some of which house older industrial uses plus some recently converted to design and production spaces, as well as new multi-story housing developments. Northwest Pettygrove Street is a newly designated Greenstreet, a Local Service Bikeway, and a City Walkway. Northwest Quimby Street, NW 14th Avenue and NW 13th Avenue are all classified as Local Service Bikeways and City Walkways. The site lies within the Northwest Triangle Pedestrian District.

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

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

Land Use History: City records indicate no prior land use reviews.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed February 11, 2014. The following Bureaus have responded with no issue or concerns:

- Water Bureau (Exhibit E-1)
- Fire Bureau (Exhibit E-2)
- Life Safety Review Section of BDS (Exhibit E-3)
- Bureau of Transportation Engineering (Exhibit E-4)
- Bureau of Parks-Forestry Division (Exhibit E-5)
- Site Development Section of BDS (Exhibit E-6)

The Bureau of Environmental Services responded with the following comments: Please see Exhibits E-7 and E-8 for additional details.

1. Should the ecoroof design be affected by decisions associated with the Design Review or building plan review process, the applicant will notify BES of any changes to the plans for review and re-certification.
2. Prior to the final approval of building permits, the property owner must execute a covenant with the City ensuring installation, preservation, maintenance, and replacement, if necessary, of the ecoroof. The covenant must comply with the requirements of PCC 33.700.060. *(See Condition of Approval B).*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 11, 2014. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Bob Ball, Astor Pacific LLC, February 20, 2014 – would like the building turned so the courtyard faces NW 13th Ave. He has stated that an east-facing courtyard will better address the applicable design guidelines, and will build upon recent apartment courtyard orientation to NW 13th Avenue, while also breaking up the long loading dock wall. This particular modern design is too monotonous and uniform and the building should have recesses, appliques, and textures to break down the scale. The west façade should have some relief at the ground level as well as the upper floors and be one solid wall for the full block.

Staff response: Staff is aware of these issues and has highlighted several of them for specific consideration by the Design Commission, one of which is the west façade treatment. Staff believes that the loading dock with building wall behind it is in keeping with the historic pattern of long loading docks along NW 13th Avenue. There are also a number of new loading docks that have been built on this street that do not

have courtyards or other open areas at the dock. Additional information and responses to the approval criteria can be found in the body of the report 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 33.510 – Central City Plan District Chapter 33.140 – Central Employment (EX) Zone Chapter 33.266 – Parking and Loading

FAR (33.510.200) & FAR Bonus Options (33.510.210.C.1.a(2)) & Eco-Roof Bonus Options (33.510.210.c.10.2(3))

Development Standards

- Map 510-2 allows a maximum FAR of 4:1 or 160,000 SF based on total lot size of 40,000 SF for this site.
- Map 510-4 allows up to 5:1 bonus FAR for this site.
- In the North Pearl Subarea, for each SF of floor area developed and committed as housing, a bonus of 1 SF of additional floor area is earned, up to an additional FAR of 2:1 or 80,000 SF for this site.
- Where the total eco-roof is at least 60 percent of the building's footprint, each square foot of eco-roof earns three square feet of additional floor area.

Proposal

- Bonus floor area in the amount of 275,507 SF is proposed using the following bonus allowances:

Floor Area Bonuses requested:

- | | |
|---|-----------------------|
| A. 160,000 SF housing proposed | = 80,000 SF bonus |
| B. Eco Roof Bonus (3 SF per 1 SF) 21,000 SF proposed = <u>63,000 SF bonus</u> | |
| | = 143,000 SF achieved |

Total 9:1 allowed/7.75:1 achieved/6.8:1 requested

BES has certified the proposed ecoroof, therefore, the project is eligible for the requested additional FAR. See Condition of Approval B.

Height (33.510.205) and (33.510.251.A)

Development Standard

- Map 510-3 indicates the Maximum Building Height is 100'-0".
- Map 510-19 restricts building height to 75 feet or less for walls within 20 feet of the lot line along the NW 13th Avenue corridor.

Proposal

- Proposed height of 99' around the site and 75' along NW 13th Avenue, as measured from the base point of 34'-1".
- Stair overruns and mechanical equipment enclosures meet the allowed projection heights above the rooftops. *This standard is met.*

Setbacks (33.140.215)*Development Standard*

- Minimum building setbacks are 0'-0" from all street lot lines and a maximum of 10'-0" from all transit street lot lines.

Proposal

- The building is proposed at the street lot lines with the exception of the south courtyard wall which is set back 170'-0" from the NW Pettygrove Street lot line, and the northeast corner 50'-0", 5'-0" and 20'-0" along NW Quimby Street and NW 13th Avenue. However, none of these streets is designated as a transit street and therefore the maximum 10'-0" setback does not apply. *This standard is met.*

Maximum Building Coverage (33.140.220)*Development Standard*

- The maximum building coverage for this site is 100%

Proposal

- The site is fully built out. *This standard is met.*

Ground Floor Windows (33.140.230)*Development Standard*

- Along all street facing facades with non-residential floor area, including structured parking walls, 50% of the wall length and 25% of the wall area (up to 9'-0" in height) must contain clear transparent windows.

Proposal

- Non-residential floor area includes a generator and trash room along NW 14th Avenue and four office spaces along NW 13th Avenue. Both of these facades meet the ground floor window requirements. *This standard is met.*

Pedestrian Standards (33.140.240)*Development Standard*

- Requires straight line connections from one main entrance to the street, internal site connections between main entrances, hard-surfaced, 6'-0" wide and illuminated on-site circulation systems.

Proposal

- Walkways are provided as required. *This standard is met.*

Minimum & Maximum Number of Parking Spaces (33.510.265)*Development Standards – in the RD2 section of the Central City Plan District*

- Minimum:
 - none
- Maximum:
 - 1.7 spaces per dwelling unit and no more than 493 spaces can be provided.

Proposal

- The project is providing 223 parking spaces. *This standard is met.*

Parking Space and Aisle Dimensions (33.266.130.F)*Development Standard*

- For parking stalls at 90 degree angle a minimum dimension of 8'-6"x16'-0" is required with a drive aisle width of 20'-0"

Proposal

- The drive aisle width and some of the parking spaces meet the dimensional requirements. *A Modification is requested to allow a number of parking spaces be 7'-6" and 7'-9" wide due to the location of structural columns.*

Bicycle Parking (33.266.210)*Development Standard*

- For long-term, the Residential use requires 435 spaces. For short-term, the Residential use requires 15 spaces. These spaces need to meet dimensional and location requirements.
- For long-term, the Office use requires 2 spaces. For short-term, the Office use requires 2 spaces. These spaces need to meet the dimensional and location requirements.

Proposal

- Long-term spaces provided = 435 for Residential; 3 for Office
- Short-term spaces provided = 15 for Residential; 3 for Office

A Modification is requested to allow the width of the interior bike parking spaces to be reduced from 2'-0" to 1'-6" as part of a staggered wall-mounted bike rack system.

Loading Space (33.266.310)*Development Standard*

- Requires 1 loading space at 35' long, 10' wide and 13' vertical clearance, or 2 loading spaces at 18' long, 9' wide and 10' vertical clearance

Proposal

- The proposal includes 2 loading spaces at 18' long, 9' wide, and with 10' vertical clearance. *This standard is met.*

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 District 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.

River District Design Guidelines and Central City Fundamental Design Guidelines

The River District is a remarkable place within the region. The area is rich with special and diverse qualities that are characteristic of Portland. Further, the River District accommodates a significant portion of the region's population growth. This area emphasizes the joy of the river, connections to it, and creates a strong sense of community. The goals frame the urban design direction for Central City and River District development.

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.

River District Design Goals

1. Extend the river into the community to develop a functional and symbolic relationship with the Willamette River.
2. Create a community of distinct neighborhoods that accommodates a significant part of the region's residential growth.
3. Enhance the District's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
4. Strengthen connections within River District, and to adjacent areas.

Central City Plan Design Goals

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.

Following are guidelines and findings for those (majority) portions of the project found to be approvable at this time.

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. This guideline may be accomplished by:

- 1) Organizing land areas and groupings of buildings to visually define the river's linkage to the community.
- 2) Focusing and articulating roadways and pedestrian ways to emphasize the river.
- 3) Developing projects that celebrate the river and contribute to creating centers of interest and activity that focuses on the Willamette.
- 4) Connecting the internal areas of the District to the Willamette Greenway Trail.

Findings for A1 & A1-1: Although the proposed development is located several blocks from the Willamette River, low rise buildings across Naito Parkway and to the northeast do provide views of the river from the upper floors of the building. The design and features of the building take advantage of these views by providing all north-facing dwelling units with large windows that look out toward the river. Units in the upper stories of the taller portion of the building will be able to see the river from the east-facing windows as well, and all building occupants will have views of the river from the upper level roof deck and amenity rooms. Pedestrian sidewalks will be provided around the site per City standards. These will be connected to the larger sidewalk network through that leads to the river. Greenstreet improvements will be added along the site's southern boundary and these plantings will be connected to the growing length of Greenstreet improvements being done along NW Pettygrove Street. *These guidelines are therefore 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 super blocks 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. This guideline may be accomplished by:

- 1) Using visual and physical cues within the design of the building and building entries to express connections to the river and to adjacent neighborhoods.
- 2) Orienting integrated open spaces and trails that physically and visually link the river and/or surrounding neighborhoods.
- 3) Reusing or retaining cobblestone within the design of new development.
- 4) Encouraging flexibility and creativity along streets enhancing their historic or cultural role.
- 5) Creating visual and physical links across major corridors such as I-405, Burnside, and Front/Naito to strengthen connections to the river and other neighborhoods.

Findings for A3 & A3-1: The project is a 200' x 200' full block development which maintains the traditional block pattern present throughout most of the Central City. The u-shaped building is built out to the property lines with the exception of the courtyard and the main entry. Other elements, including planters and decorative fencing, are placed along the street edge that continues the strong urban edge around the entire block. The orientation of the main building entry

toward both the river and the Fields Park, the improvement of surrounding public sidewalks, and the creation of the Pettygrove Greenstreet on the southern edge of the site, all create improved pedestrian connections to other neighborhoods, to the river, and to the nearby parks. *These guidelines are therefore 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.

Findings for A4 & A5: The project incorporates building elements and site design features associated with the North Pearl Subarea of the River District and NW 13th Avenue. This formerly industrial northern area of town is largely comprised of brick and concrete warehouse and manufacturing buildings that contain a mixture of uses along with some ground floor active use such as office, live/work, or small-sale retail. The proposed building materials of brick, metal, glass, cement panels, and concrete are widely used throughout the district. The regular façade pattern of punched windows around the building, the full-length loading dock with simple metal canopy, and residential courtyard are features found on both new and old buildings within the district. Providing these features as part of this proposal helps to unify this project with the surrounding built environment. The raised loading docks along NW 13th Avenue are a distinct and prominent feature along this right-of-way. The full-length loading dock on the NW 13th Avenue frontage of this project continues the area's historic warehouse and industrial character. Having live/work units and other occupied spaces along the length of this project's loading dock repeats another common development pattern in the area. The 11' width of the dock, metal railing and stair locations at the end and middle of the block are characteristic features of the docks that also now serve as sidewalks and pedestrian connections. *These guidelines are therefore met.*

A5-1. Reinforce Special Areas. Enhance the qualities that make each area distinctive within the River District, using the following "Special Area Design Guidelines" (A5-1-1 – A5-1-5).

A5-1-1. Reinforce the Identity of the Pearl District Neighborhood. This guideline may be accomplished by:

- 1) Recognizing the urban warehouse character of the Pearl District when altering existing buildings and when designing new ones.
- 2) Recognizing the urban warehouse character of the Pearl District within the design of the site and open spaces.
- 3) Designing buildings which provide a unified, monolithic tripartite composition (base/middle/top), with distinct cornice lines to acknowledge the historic building fabric.
- 4) Adding buildings which diversify the architectural language and palette of materials.
- 5) Celebrating and encouraging the concentration of art and art galleries and studios with design features that contribute to the Pearl District's "arts" ambiance. Consider features that provide connectivity and continuity such as awnings, street banners, special graphics, and streetscape color coordination, which link shops, galleries, entrances, display windows and buildings. Active ground level retail that opens onto and/or uses the sidewalk can contribute to the attraction of the "arts" concentration.

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

Findings for A5-1, A5-1-1 & C4: The proposed building, which is within the North Pearl Subarea and is therefore part of the Pearl District, is consistent with a majority of the local design vocabulary. The brick, metal, glass, and concrete materials correspond with material palettes of both older and newer developments in this subarea as well as within the larger Pearl District. The building's u-shaped form matches the form of similar apartment buildings recently constructed on the surrounding blocks. The height and scale proposed are supported in this Subarea which encourages buildings of this size and even taller to be developed as sites redevelop closer and closer to the river. The raised dock provided along NW 13th Avenue, with occupied spaces running its entire length, is a common feature within the pedestrian environment of this street. These loading docks act as a raised sidewalk system and entry points to active spaces.

The building's mass is divided into two larger sections with the lower section oriented toward NW 13th Avenue as required by zoning code standards so that this right-of-way remains flanked by buildings of a lower scale. This lower building massing helps to continue the pattern of lower scale buildings in this area. The proposed building's two height massing and mix of materials and patterns help to diversify the architectural language and palette of materials in the district. While modern in interpretation, the building does provide a base/middle/top tripartite design by having either a one or two-story tall base that is divided from the middle by a consistent horizontal line of masonry. The middle portion of the building is defined with projecting balconies, and a staggered patterning to the window accent panels and masonry framing around the openings. The top of the building is also defined by a consistent horizontal band of masonry around the building that caps the vertical runs of windows and cement panel accent panels. *These guidelines are met for the areas of the project mentioned above but are not yet met by certain features of the overall window patterning and wall plane depths.*

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 building abuts the property lines on the majority of the site with building wall which helps to define the public rights-of-way as separate from the development site. This line of strong building elements creates a sense of urban enclosure. The combination of building walls, a strong corner entry, loading dock with canopy, new street trees, and the Pettygrove Greenstreet improvements successfully develop all four of the site's urban edges. The wide loading dock walkway, the recessed main entry, and the plaza area in front of the courtyard are all adjacent to the public rights-of-way and provide several open areas along the streets while also incorporating elements that help to define the building edge with planters, decorative fencing, stairs and ramps. *This guideline is therefore met.*

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. This guideline may be accomplished by:

- 1) Elevating building entries higher than the public sidewalk or path.
- 2) Creating a low fence or wall to visually separate but not hide semi-private spaces.
- 3) Using a low or stepped-down planting area or terraces to separate private development from a public sidewalk.

Findings for A8 & A8-1: The orientation of the building so that the courtyard and plaza in front of it face the Pettygrove Greenstreet contributes to the activation of the adjacent streetscape and neighborhood by allowing residents and passersby to move through and around the site. In addition, ground floor windows with sill heights that go to the floor of units, plus an area of multi-story curtainwall help to energize the surrounding pedestrian environment by allowing views into and out of active areas at the street level. Bike racks, a canopy, and doors are provided at the rear of the courtyard to encourage people to use this space as a secondary entry which will make it more active than if it were only seating or other garden spaces. The plaza area in front of the courtyard fence is open to the public and provides seating and areas to gather and socialize. The loading dock is fully accessible with ramps and stairs at the ends and middle and will be fully visible through the open guardrails.

The 4'-0" elevation difference between the street and the northeast main entry provides opportunities for people-watching, further helping to instill energy and activity within this transitional zone between the public and private realms. Plantings and trees located adjacent to the sidewalk and the landscaping improvements along the Pettygrove Greenstreet will add visual depth and motion to the streetscape, further softening the edges of the pedestrian realm along the street frontages. *These guidelines are met for the portions of the project mentioned above but are not yet met by the courtyard frontage treatments.*

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.

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways. This guideline may be accomplished by:

- 1) Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
- 2) Providing stoops, windows, and balconies within the ground floors of residential buildings.

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.

Findings for B1, B1-1 & B4: The surrounding sidewalks will be improved to City standards with the redevelopment of the block. The raised dock along NW 13th Avenue provides seamless access for pedestrians to the height of the first floor level of both the building and the courtyard. The southern walkway is activated in part by the open plaza in front of the courtyard which has seating and gathering space that can be used by passersby. A secondary residential entry is provided at the rear of the courtyard, allowing residents to move through the site to the surrounding sidewalks. This is an architectural pattern that can be found in many older multifamily buildings in northwest Portland and improves the pedestrian experience at the street by providing accessibility for residents and guests through this full-block development.

The building incorporates human scale design elements that provide visual interest to the surrounding pedestrian environment and encourage social

interaction. These design features include brickwork over the entire building which imparts texture and color, a generous fully glazed lobby entrance with canopy above which allows views into this active area, benches in the plaza outside the courtyard which encourages social interaction, and live/work units that open onto the loading dock for public access. In addition, a well-lit exterior environment will encourage social interaction at the sidewalk.

Several elements have been incorporated into the ground level façade that create locations for visitors and residents to stop and experience the area without impeding sidewalk traffic. These include the main entry at the northwest corner which is raised above the sidewalk, recessed and protected by a canopy, and the benches located in an open extension of the courtyard. *These guidelines are met for the portions of the building mentioned above but are not yet met along the west façade ground level.*

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.

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 for B2 & B6: The proposed development incorporates several design measures that ensure pedestrian safety. Vehicle access for cars and loading is combined into one curb cut and doorway on NW Quimby Street. This location allows for the desired level of Pettygrove greenstreet improvements, satisfies the flood protection requirements, and minimizes potential pedestrian-vehicle conflicts as NW Quimby Street is a less trafficked street. The garage doors are perforated metal so pedestrians can see into the vehicle area and drivers can see out as they enter and exit the site, making for a safer area.

Illumination of the sidewalks will be provided by a combination of streetlights, interior illumination of the residential spaces on the first floor and exterior building and site lighting. The latter include lights at the canopies and entries, light columns at the courtyard gates, and step and landscape wall lights in the courtyard itself.

The majority of the mechanical equipment is integrated into each unit with exterior grilles that fit into the window openings and that are located above the sidewalk level.

The recessed entry with canopy at the residential lobby and the canopy over the loading dock provide shelter from the weather for residents, guests, and passersby accessing or utilizing the site. Within the courtyard, a canopy at the northeastern corner will provide weather protection while the trees and other structures in the courtyard as well as on the roof deck will provide additional weather protection as well as shading. Street trees will be added to three of the four frontages, providing shading as well. *These guidelines are met for the portions of the project mentioned above but are not yet met for all of the louvers and exhaust shaft around the site.*

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.

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

Findings for B3 & B7: All sidewalks will be improved to current city standards and the site will continue to be fully connected to the pedestrian system that links this area to other neighborhoods. The raised dock along NW 13th Avenue will include ramps and stairs at the north and south ends as well as another mid-block stair. These access points will provide a direct and safe pedestrian connection from the adjacent and abutting sidewalks. The raised dock is at the same grade as the courtyard, live/work units, and the main lobby entry, providing a seamless transition for those accessing the site. All areas of the building, including the courtyard, are designed for accessibility. *These guidelines are therefore met.*

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 building walls that face the courtyard contain residential windows and patio areas for the first floor tenants, windows for units above, and a secondary building entry to the lobby. These elements help engage the interior uses of the building with the activities of the courtyard. Small patios are provided in front of each ground floor unit to allow further interaction. An on-site open plaza with benches and planters is provided in front of the courtyard. This area is visually and physically connected to the sidewalk and can be accessed by anyone.

The property is located two blocks west and in alignment with recently completed Fields Park, the northern reach of the Tanner Park system. The orientation of the building's main lobby entry toward the northeast provides pedestrian connections to the park. *These guidelines are met for portions of the project as mentioned above but are not yet met by the courtyard.*

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. This guideline may be accomplished by:

- 1) Designing and locating development projects to visually link their views to the river.
- 2) Providing public stopping and viewing places which take advantage of views of River District activities and features.
- 3) Designing and orienting open space and landscape areas to emphasize views of the river.

Findings for C1 & C1-1: Residential units on all floors are provided with large windows for views toward the river, toward the neighborhood, or the nearby Tanner Springs park system. Adjacent development has created areas where no direct views to the river are possible but the rooftop amenity spaces and decks will provide all residents with panoramic views of the city, including the river, the west hills, and the downtown skyline. Both the lower and taller portions of the building are within the desired height limits of this special North Pearl Subarea and will not block any designated scenic views. *These guidelines are therefore met.*

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

Findings: The development includes a number of different materials such as two colors of brick, concrete, metal and glass fencing, metal canopies, framed fiber cement accent panels, laminated glass guardrails, aluminum and vinyl window systems, 20 gauge metal mechanical enclosures, and metal grilles and vents. These materials are of high quality and are located on the building to allow them to be durable and long-lasting. Brick is a common material found throughout the city, especially on residential buildings in the surrounding area, and provides a sense of permanence. *These guidelines are therefore met.*

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.

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

Findings for C6 & C9: A number of building design features facilitate a clear transition between the public sidewalk and private development. These include the recessed and elevated main entry on the northeast corner which defines the edge of the block and also provides a raised area for observing and socializing. The plaza in front of the courtyard is defined by planters, lighting, and benches as it meets the adjacent sidewalk. A number of places to sit are provided as well as an open area for other activities. The loading-dock with its ramps and stairs offers further visual layering between the street and this additional elevated public outdoor area. Its 11 foot width creates several spaces along this block face that could accommodate outdoor activities. *These guidelines are met by portions of the building mentioned above but are not yet met by the west façade ground level.*

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.

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 for C7 & C8: The main building entry is located at a building corner and is both recessed from the lot lines and elevated above the sidewalks. Multi-story curtainwall windows plus a canopy call attention to this important public corner of the building by eroding the masonry exterior and allowing views into active public spaces. The courtyard corners are expressed along the street by landscape planters located at either side of the courtyard opening, framing views into this more private but visually open area. The other corners of the building, while all residential units are highlighted by framing them with balconies placed one bay away in each direction, allowing these corners to be visually more solid.

The building is designed to follow the tripartite architectural divisions of base, middle and top in a modern expression. The building base incorporates a regular series of ground floor windows that are divided from the upper levels by a

consistent horizontal masonry band. The recessed and elevated main entry, loading dock and canopies, the courtyard fencing and landscaping, plus the upper story projecting balconies further distinguish the sidewalk level of the building from the middle and top. Stairs and elevator towers are located inside the building and will not interrupt the building corners.

The loading dock along NW 13th Avenue runs in front of several live/work units that have doors opening directly to the dock. The dock has a full-length metal canopy above it that provides weather protection, divides the lower portion of the building from the middle and top, and highlights the locations of the live/work entries. *These guidelines are therefore met.*

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

Findings: The encroachments are limited to one entry canopy, upper story projecting balconies, and the raised loading dock. The projecting canopy and balconies add visual texture, depth and rhythm to the façade while being held above the surrounding sidewalks so as to not impinge on pedestrian thoroughways. The loading dock is fully accessible via ramps and stairs and is open to use by the public as an integrated part of the sidewalk system. As a result, the facades have a greater sense of human scale and provide more visual interest for the pedestrian environment. *This guideline is therefore 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: Illumination of the development consists of a series of light fixtures along the loading dock guardrail, the main and courtyard entry canopies, on the upper roof deck, and inside the courtyard. Decorative lighting of architectural features is not a part of this proposal so the building will not have an adverse impact on the nighttime skyline. Canopy lighting consists of recessed can fixtures that direct light onto the sidewalk below. Roof deck lighting consists of downward trellis lights, planter walkway light, and a few bollards that are all designed to illuminate the roof deck areas and not shine into the nighttime sky.

Courtyard lighting consists of light columns at the entry, step lights, landscape lights, strung cable lights, and walkway lights. The illumination generated by the majority of the courtyard fixtures will be filtered by the foliage so as not to negatively impact the skyline. Loading dock lighting consists of step lights and guardrail-mounted lights that are all oriented to shine across the dock surface toward the building and not out toward nearby properties. All of these fixtures are appropriately scaled to their location and will focus illumination in ways that improve safety for pedestrians while preventing light spillover. *This guideline is therefore 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. 33.266.130.F & Table 266-4 Parking Space Width** – To reduce some parking space widths in the garage from the required 8'-6" wide to 7'-6" & 7'-9" wide due to structural column placement.

Purpose: The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; and
- Create an environment that is inviting to pedestrians and transit users.
- The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles.

Findings: The modification to reduce the width of 142 of the 221 garage parking spaces from 8'-6" to 7'-9" for the majority of the smaller spaces and down to 7'-6" for 8 spaces due to required structural column layout is in keeping with other parking garages of this type. The remaining parking spaces will be a minimum of 8'-6" wide with a few being even wider. The drive aisles and other maneuvering spaces as well as bike parking, stairways, ADA parking spaces, and pedestrian walkways will comply with code requirements so that vehicles can enter and exit as well as pass each other within the parking garage in a safe manner. The narrower spaces can accommodate regular sized cars while larger vehicles may have to drive a bit farther looking for a wider space. This selection of parking space sizes is a common feature of parking garages around the city and allows for more spaces to be provided within this development. This in turn relieves some of the parking burden that would have to be accommodated by on-street parking which can in-turn help satisfy the parking demand for area visitors and other short-term parkers. Therefore the below-grade garage and its parking space totals and layout help the project better meet the following River District Design Guidelines: *B2 Protect the Pedestrian and C3-1 Integrate Parking*.

The criteria are met and this modification request is therefore approvable.

- 2. Standards for all Bicycle Parking (33.266.220.C).** All 438 of the long-term bike parking spaces provided in this proposal will be wall-hung in shared bike rooms. The proposed vertical rack system provides spaces that are spaced 1'-6" on center and staggered 6" vertically.

Purpose: 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.

Standard: Bike parking spaces must be 2' wide x 6' long.

Findings: All residential units and office spaces will have access to a bike parking space either in their unit or in the bike rooms which are locations that are protected, therefore meeting the goals of security, convenience, and safeguarding. A wall-mounted staggered bike parking system will be installed which allows residents to vertically hang and lock their bicycles, with 6" staggered clearances to adjacent bikes. The specified bike rack system staggers the frames at 20" on center. The 20" on-center separation may be a narrower dimension, but the stagger and allowance for sliding hangers will help assist hanging and locking a bike. Additionally, the loops to which the bikes are hung project out of the wall to further ease hanging and locking a bike. A 5'-0" minimum aisle is still provided behind each bicycle rack. For all of these reasons, the purpose statement is satisfied. The functional and space-efficient system of the wall-mounted bike racks alleviates floor plan demands, which in turn results in active uses at the street, like the generous main lobby and leasable office spaces. The proposal better meets design guidelines C8. *Differentiate the Sidewalk-Level of Buildings*, and C9. *Develop Flexible Sidewalk-Level Spaces*.

The criteria are met and this modification request is therefore approvable.

The following are design guidelines and findings for one area found to be in need of additional design consideration:

AREA OF CONCERN #1 – Slot Materials & Integration (to Oval or not to Oval?).

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.

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 for C5 & C11: Oval Shape vs. Rectangular Shape and Curtainwall. The development includes a number of different materials including two colors of brick, concrete, metal and glass fencing, metal canopies, vertical metal siding, framed fiber cement accent panels in two colors, laminated glass guardrails, aluminum and vinyl window systems, curtainwall, and metal grilles and vents. These materials and colors work their way around both building forms and up to the rectangular amenity penthouse and oval mechanical enclosure. The oval shape, as presented at the October 10, 2013 Design Advice Request, is an interesting form that the Commission encouraged be brought down through the building as a hinge element.

The current proposal has abandoned the hinge idea and is instead holding a narrow slot open on both sides of the lobby that goes from the ground to the roof. The curtainwall system is carried down from the rooftop amenity space on the front of the building and across the main lobby while a different pattern of windows and cement panels is pulled down the inside of the courtyard at the second lobby entry. For improved design coherency and better integrated rooftop design, there should be a focus on either maintaining the oval hinge through the building or fully embracing the rectangular rooftop shapes and curtainwall system with spandrel glass to the ground level.

With additional design consideration, the proposal could meet the applicable Design Guidelines.

AREA OF CONCERN #2 – Roof Deck Elements.

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.

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 for C5 & C11: There are several tall exhaust fans coming up through the roof deck that could be better integrated into the overall deck design. They block views from one area to the next and could also be finished with a more durable material in place of vertical metal siding. The penthouse room also has a deep canopy that is held two stories above the roof deck. This height may not provide any actual weather protection and the deep profile may be too heavy on this portion of the building, visually competing with the larger brick masses of the main structure. The canopy could be lowered and reduced in depth to better integrate as a secondary feature of the building. *With additional design consideration, the proposal could meet the applicable Design Guidelines.*

AREA OF CONCERN #3 – West Façade Massing and NW 14th Ave Activation.

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways. This guideline may be accomplished by:

- 3) Providing street furniture outside of ground floor retail, such as tables and chairs, signage and lighting, as well as large windows and balconies to encourage social interaction.
- 4) Providing stoops, windows, and balconies within the ground floors of residential buildings.

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.

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

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

Findings for the unmet portions of B1-1, B6, C4 & C9: The west façade of the building presents a 200 foot long ground floor level with no significant recesses or other relief of the building plane along the sidewalk. While the balconies above provide some massing shifts and small areas of weather protection, the design would be greatly improved with the addition of more weather protection along the sidewalk and recessed entryways for the ground level units. While providing full height windows at the ground level units along the west façade helps with visual connections into these spaces, stoops, porches, or other semi-private spaces along this street façade would help break up the building mass. Creating these types of semi-private areas would better integrate the residential units into the district, create interesting and flexible sidewalk level spaces where none currently exist.

With additional design consideration, the proposal could meet the applicable Design Guidelines.

AREA OF CONCERN #4 – Wall Profile and Depth & Window Colors.

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

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 for the unmet portions of C4 & C5: The window recesses around the building are 7” deep at the brick edges and 3” deep at the cement accent panels. Buildings in the area typically have recessed windows that are set deeply enough into the walls that they create a distinct pattern of line and shadow around the facades. The use of the cement accent panels inside this project’s punched window openings reduces the depth of many of the shadow lines, and may result in flat facades that appear monolithic instead of highly articulated. Less articulated facades on this building would result in a more monolithic and massive appearance.

There is also concern that the mix of cement accent panel colors and mix of window colors lacks cohesion. The building masses are strongly delineated in two different colors of brick. Then there are two different, complementary, colors of cement accent panels in the windows and at the floor lines that weave across the building. The next layer of color is light gray vinyl windows and doors in the brick masses with black framed curtainwall and storefront systems in other locations. The building would be more cohesive if there was one color of framed glass throughout the building and if the cement accent panels were perhaps split between the brick masses, green with the beige brick and red with the black brick is one possibility. Another option is to reduce the number of accent colors in general.

With additional design consideration, the proposal could meet the applicable Design Guidelines.

AREA OF CONCERN #5 – Courtyard Elements and Entry.

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. This guideline may be accomplished by:

- 4) Elevating building entries higher than the public sidewalk or path.
- 5) Creating a low fence or wall to visually separate but not hide semi-private spaces.
- 6) Using a low or stepped-down planting area or terraces to separate private development from a public sidewalk.

B5. Make Plazas, Parks and Open Spaces 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 for the unmet portions of A8, A8-1 & B-5: The courtyard in the center of the building is closed off from the plaza out front by a series of layered elements that includes planters, exhaust shafts, fences and gates. It is unclear at this time how much transparency is provided through the courtyard fencing and gates. The proposal should have a very transparent boundary between the courtyard and plaza spaces and the courtyard elements should be located in such a way as to allow for clear views from the sidewalk to the second lobby entry. It is also unclear if there is enough maneuvering space within the courtyard itself as there are so many different structures in the space. The number and height of the planters and other structures should be reduced and the planter between the lobby entry and the bicycle parking area should be removed to allow more open walkway. The exhaust vents that terminate in this area should be better integrated into the plantings or relocated so that they run up the building and exit out the roof.

With additional design consideration, the proposal could meet the applicable Design Guidelines.

AREA OF CONCERN #6 – Ground-Level Louvers & Garage Doors.

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.

C3-1. Integrate Parking. Design parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by:

- 1) Designing street facing parking garages to not express the sloping floors of the interior parking.
- 2) Designing the sidewalk level of parking structures to accommodate active uses, display windows, public art or other features which enhance the structure's relationship to pedestrians.

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. This guideline may be accomplished by:

- 1) Locating residential unit garage access on alleys.
- 2) Locating garage access on less trafficked streets.

Findings for the unmet portions of B2, C3-1 & C9-1: The ground level units each have one louver for the PTAC unit that is located at the sidewalk. If this is an intake only louver, it would have no impact on the pedestrian realm and could be allowed if the louvers are well integrated into the overall building design. If these louvers are exhaust vents as well, they should be raised to the tops of the unit windows so they will not negatively impact pedestrians. The two full bay louvers

on the west façade at the generator and trash room should be minimized to the size absolutely necessary and the remainder of the opening should be spandrel or frosted glass. If the either louver is an exhaust louver, they need to be relocated to not blow directly onto the sidewalk. There is concern that having the trash room vented to the sidewalk will cause strong odors in the summer months which will negatively impact the pedestrian realm. The trash room could be located inside the building and not have direct exterior access via a louver.

The garage doors are two large unbroken planes of perforated metal. While the perforations will provide views of cars exiting the garage so pedestrians can be more protected from vehicles, the large unbroken sections of metal visually detract from the pedestrian realm. The garage doors could have decorative elements added to them or could be broken up into smaller segments, reducing their overall impact on the ground-level.

With additional design consideration, the proposal could meet the applicable Design Guidelines.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The overall design results in a composition that is interesting to view and generally enhances the urban environment. Building elements and site design features such as the raised dock and rooftop amenity spaces create environments that enhance the resident and pedestrian experience. The modifications to parking space widths and bicycle parking dimensions allow for more of these on-site amenities, resulting in a site layout that creates a building better able to fit within the neighborhood.

However, there are several areas of concern that are critical to meeting a number of the River District and Central City Fundamental Design Guidelines. This includes integration of the slot between the two brick masses, integration of roof deck elements and the oval penthouse, massing of the west façade massing and activation of NW 14th Avenue, wall profile and depth at the windows, and the experience of the courtyard both inside and along the sidewalk.

While these issues remain to be resolved, the incorporation of changes described above would allow this proposal to be an appropriate and compatible contribution to the North Pearl Subarea of the River District.

TENTATIVE STAFF RECOMMENDATION

(May be revised upon receipt of new information at any time to the Design Commission decision)

At this time, the following Design Guidelines are not yet fully met:

- A8. Contribute to the Cityscape, Stage and the Action.
- A8-1. Design Fences, Walls and Gateways to be Seen Over.
- B1-1. Provide Human Scale along Walkways.
- B2. Protect the Pedestrian.
- B5. Make Plazas, Parks and Open Spaces Successful.
- B6. Provide Weather Protection.
- C3-1. Integrate Parking.
- C4. Complement the Context of Existing Buildings.
- C5. Design for Coherency

C9. Develop Flexible Sidewalk-Level Spaces.

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

C11. Integrate Roofs and Use Rooftops

Areas of concern remaining include:

1. Slot integration and materials, and the oval penthouse form;
2. Roof deck elements;
3. West façade massing and NW 14th Ave activation;
4. Wall profile and depth;
5. Courtyard element and entry; and
6. Ground-level louvers and garage doors.

Should design approval issues be resolved prior to the hearing, staff could recommend approval. Should design issues not be resolved and the applicant not request to address design concerns through a continuation of the hearing, staff would recommend denial of the proposed design.

Approval is recommended for:

1. Eco Roof Floor Area Bonus [PZC 33.510.210.C.10] of 63,000 SF for a minimum 21,000 SF eco roof.

Approval is recommended for the following Modifications:

1. 33.266.130.F & Table 266-4 Parking Space Width – To reduce some parking space widths in the garage from the required 8'-6" wide to 7'-6" and 7'-9" wide due to structural column placement.
2. 33.266.220.C3 Long-Term Bicycle Parking Spacing – To reduce the widths of long-term bicycle parking wall-mounted rack spaces from the required 2'-0" wide to 1'-6" wide.

Approval subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (A-B) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 13-231297 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Eco-Roof Floor Area Bonus (33.510.210.C.10): The property owner must execute a covenant with the City ensuring installation, preservation, maintenance, and replacement, if necessary, of the eco-roof. The covenant must comply with the requirements of 33.700.060.

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Procedural Information. The application for this land use review was submitted on November 22, 2013, and was determined to be complete on January 14, 2014.

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 22, 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 A-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 (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 an 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).

Chris Caruso
February 24, 2014

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Information
 - 1. Design Review Application narrative
 - 2. 120-Day Waiver
 - 3. Pettygrove Street: Option A selection
 - 4. Memorandum December 30, 2013
 - 5. Memorandum January 9, 2014
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Aerial View from Northeast
 - 2. Index
 - 3. View from Southwest
 - 4. View from Northeast
 - 5. Location Plan
 - 6. North Pearl Subarea
 - 7. NW 13th Ave Character
 - 8. NW Pettygrove Green Street
 - 9. Fremont Bridge View Corridor
 - 10. Concept Diagrams
 - 11. Expression
 - 12. Grading Plan
 - 13. Site Utility Plan
 - 14. Courtyard Rendering
 - 15. Courtyard Rendering
 - 16. Roof Deck rendering
 - 17. Roof Deck Rendering
 - 18. NW 13th Special Building Height Limit
 - 19. FAR Diagrams
 - 20. Level P2
 - 21. Level P1
 - 22. Level 1 (attached)
 - 23. Level 2
 - 24. Level 3-7
 - 25. Level 8
 - 26. Level 9
 - 27. Roof
 - 28. North Elevation (attached)
 - 29. East Elevation (attached)
 - 30. South Elevation (attached)
 - 31. Courtyard Elevations
 - 32. Courtyard Section Perspective
 - 33. Courtyard Elevations
 - 34. West Elevation (attached)
 - 35. Enlarged North Elevation
 - 36. Enlarged East Elevation
 - 37. Enlarged East Elevation
 - 38. Enlarged East Elevation
 - 39. Enlarged South Elevation
 - 40. Enlarged Courtyard Elevations
 - 41. Enlarged South Elevation
 - 42. Enlarged West Elevation
 - 43. Enlarged North Elevation
 - 44. Sky Lounge Elevation - North
 - 45. Sky Lounge Elevation – East

46. Sky Lounge Elevation – South
 47. Sky Lounge Elevation - West
 48. not used
 49. Exterior Details
 50. Exterior Details
 51. Typical Unit Window Axon
 52. Exterior Details
 53. Ecoroof Details
 54. Exterior Details – Canopy
 55. Exterior Details – Balcony
 56. Exterior Lighting Plan
 57. Materials
 58. Courtyard – Construction
 59. Roof Deck – Construction
 60. Landscape Details
 61. Landscape Details
 62. Streetscape – Planting
 63. Courtyard – Planting
 64. Greenroof – Planting
 65. Roof Deck – Planting
 66. Courtyard – Sections
 67. Roof Deck – Sections
 68. Eco Roof Irrigation
 69. Ecoroof Operations and Maintenance
 70. Drainage Diagram
 71. Courtyard Furnishings
 72. Roof Deck Furnishings
 73. Spa Cutsheet
 74. Courtyard Planting
 75. Roof Deck & Streetscape Planting
 76. Roof Deck Rendering
 77. Roof Deck Rendering
 78. Roof Deck Rendering
 79. Courtyard Rendering
 80. Courtyard Rendering
 81. Courtyard Fence Elevations
 82. Courtyard Rendering
 83. VPI Windows information
 84. Vinyl Doors information
 85. Box Rib panel information
 86. Fiber Cement Panel information
 87. Saris Stretch Parking Rack information
 88. United States Aluminum Glass Railing System information
 89. EFCO System 5600 Curtain Wall information
 90. Ruskin Stationary Louver information
 91. Voyager Packaged Rooftop Units information
 92. PTAC Air Conditioners information
- 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:

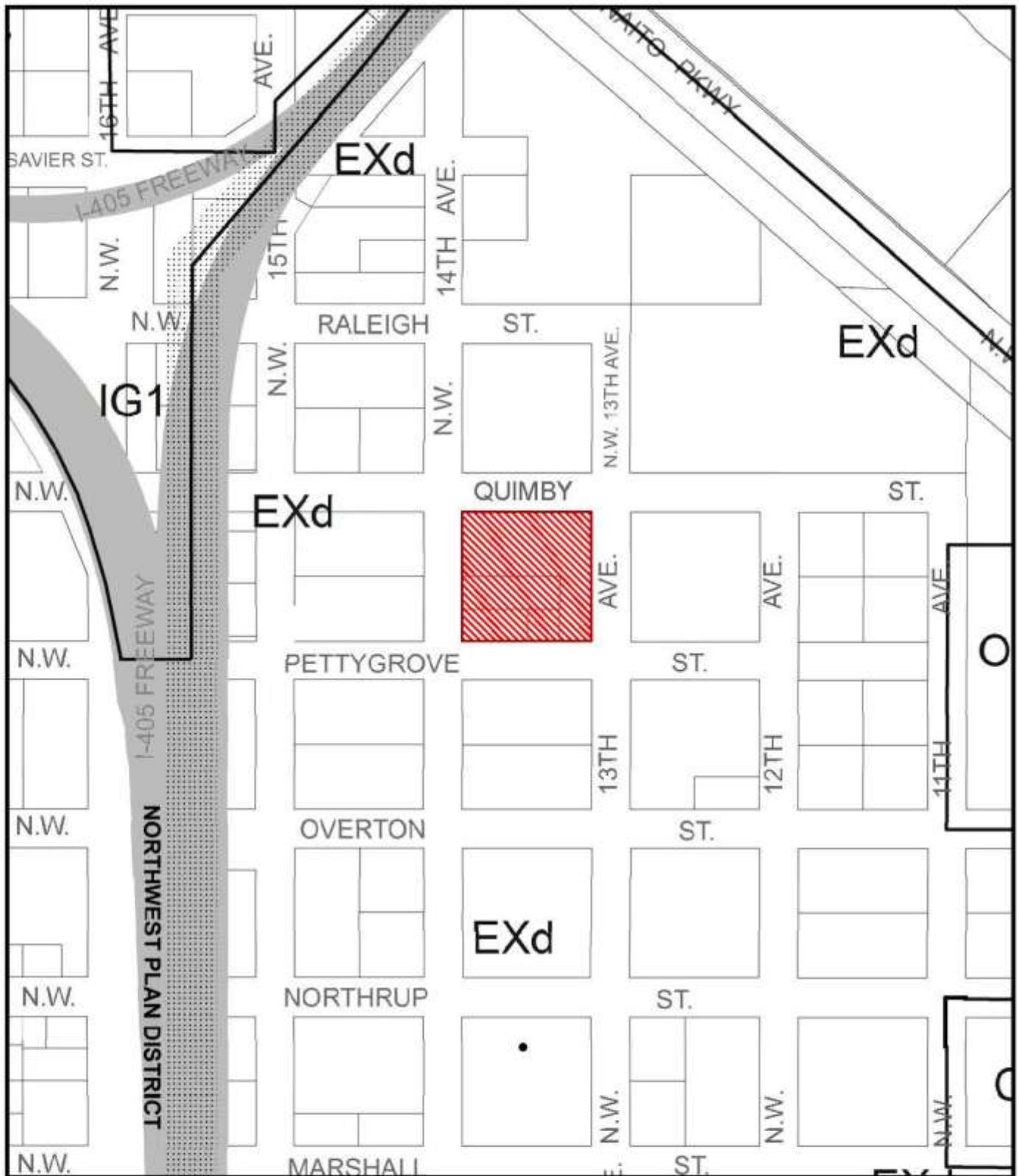
1. Water Bureau
2. Fire Bureau
3. Life Safety Review Section of BDS
4. Bureau of Transportation Engineering and Development Review
5. Bureau of Parks Urban Forestry
6. Site Development Section of BDS
7. Bureau of Environmental Services Ecoroof FAR Bonus Letter of Certification
8. Bureau of Environmental Services Response

F. Letters

1. Bob Ball, Astor Pacific, February 20, 2014, not in support of the project.

G. Other

1. Original LUR Application
2. Incomplete Letter December 13, 2013
3. Incomplete Letter January 3, 2014
4. Request for Completeness Agency Responses (3 pages)



ZONING



Site



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

File No. LU 13-231297 DZM
1/4 Section 2928
Scale 1 inch = 200 feet
State_Id 1N1E33AA 200
Exhibit B (Nov 26, 2013)



DR-BICYCLE PARKING - LONG TERM - STORAGE			
TYPE	COUNT	PARKABLE BIKES	
SARIS 8016 BIKE RACK	13	78	
SARIS 9330 BIKE RACK	45	360	
		438	

DR-BICYCLE PARKING - SHORT TERM			
TYPE	COUNT	PARKABLE BIKES	
BIKE RACK	9	48	
		48	



1402 PEARL | DESIGN REVIEW APPLICATION - LU 13-031297 D7M | 03/08/2014





NORTH ELEVATION 1







