



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 14-176986 DZM AD – Q21
PC # 13-223748
REVIEW BY: Design Commission
WHEN: September 25, 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 / HILLARY.ADAM@PORTLANDOREGON.GOV

GENERAL INFORMATION

Applicant: Alex Yale, Applicant
Yba Architects PC
123 NW 2nd Ave, Suite 204
Portland OR 97209

Adrian Boly, Applicant
GRES Landing Investors, LLC
710 NW 14th Ave
Portland, OR 97209

Rosan Inc, Owner
PO Box 6712
Portland, OR 97228-6712

Site Address: 2120-2140 NW QUIMBY ST

Legal Description: BLOCK 297 LOT 1-10, COUCHS ADD
Tax Account No.: R180231430
State ID No.: 1N1E33BA 05800
Quarter Section: 2927

Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Mike Conklin at 503-226-6126.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

Plan District: Northwest

Zoning: EXd – Central Employment with Design overlay

Case Type: DZM AD – Design Review with Modifications and Adjustment requests

Procedure: Type III, with a public hearing before the Design Commission. The decision of the review body can be appealed to City Council.

Proposal:

The applicant proposes to incorporate the existing tilt-up concrete warehouse into a new 7-story mixed-use building with 163 residential units, 16,000sf of retail space and 11,000sf of office space, and parking within the building for 105 vehicles. The applicant proposes to increase total FAR allowed on the site from 3:1 to 3.48:1 through a Landmark transfer, per 33.140.205.C *Transfer of FAR from Landmarks in the EX Zone*. Exterior materials include tilt-up concrete, stucco, metal panel, aluminum windows, vinyl windows, aluminum-clad wood doors and windows, cast concrete, steel awnings, and Ipé accents.

Modifications are requested for the following:

- **33.140.215 Setbacks** – to reduce the 50% maximum 10' setback requirement along NW Quimby to 17%, with 83% of the building set back between 12 feet and 35 feet and to reduce the 100% maximum 10' setback requirement along NW 21st to 83%, with 17% of the building set back 91.5 feet or more.
- **33.562.230.D Height Bonus for Residential Development** – to increase the allowed height earned as result of at least 50% of the building in residential uses from 75 feet to 79 feet;
- **33.140.230 Ground Floor Windows in the EX Zone** – to reduce the amount of required ground floor windows along NW Pettygrove Street from 50% of the length and 25% of the ground level wall area to 20.8% of the length and 18.5% of the area;
- **33.266.310 Loading Standards** – to reduce the size of the required loading space from a Standard A space at 35 feet long, 10 feet wide, and a clearance of 13 feet to a Standard B space at 18 feet long, 9 feet wide, and a clearance of 10 feet; and

An **Adjustment** is requested to the following:

- **33.562.110 Retail Sales and Service Uses in the EX Zone** - to increase the allowable square footage of retail uses along the western property line from 3,000sf to 10,680 square feet.

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

- 33.140 *Employment and Industrial Zones*
- 33.562 *Northwest Plan District*
- 33.266. *Parking and Loading*
- *Community Design Guidelines*
- 33.825.040 *Modifications That Will Better Meet Design Review Requirements*
- 88.805.040 [Adjustment] *Approval Criteria*

ANALYSIS

Site and Vicinity: The subject property occupies a majority of a 200' x 460' block in the Northwest Plan District. The existing one-story tilt-up concrete warehouse building was constructed in 1977 and measures 35' high x 260' x 170' with a 30' setback from Quimby. Previously the site was home to dwellings, and smaller commercial and warehouse buildings. Directly west of the existing building is a 2-story single dwelling dating from 1902. Two other

buildings are located on this property, the latest being a small 1931 mixed-use building. Further west on the block is a 1930 1- and 2-story brick office and warehouse. To the south of the property across NW Pettygrove Street is the Legacy Health System Recycling Center. Across NW 21st Avenue is a 1967 large 1-story warehouse and vast surface parking lot. Across NW Quimby Street is a surface parking lot and 1-story warehouse currently under development to become a 6-story mixed use development with a grocery store to occupy the rehabilitated warehouse. Further north and northeast is the Conway Master Plan area, expected to be developed over the next several years, currently occupied by office buildings and surface parking lots. The area, in general, is a mix of commercial and warehouse properties, older residential buildings, and a growing number of residential and mixed-use developments.

The subject property lies within the Northwest Pedestrian District and NW 21st Avenue is designated a Transit Access Street. A future streetcar line may be installed along this route at some point in the future.

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

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

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

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

- EA 13-223748 PC – Pre-Application Conference for the current proposal; and
- EA 14-112390 DA – Design Advice Request for the current proposal. There were 2 meetings with the Design Commission on April 3, 2014 and May 15, 2014. Exhibits G-3 and G-4 for a summary of design assistance provided to the applicant prior to this land use review.

Agency Review: A “Request for Response” was mailed **August 7, 2014**.

The **Bureau of Transportation Engineering** responded, noting that a 3-foot dedication was required along NW 21st Avenue. The submitted plans reflect the required dedication. Please see Exhibit E-2 for additional details.

The **Bureau of Parks-Forestry Division** responded with the following comment: “Street trees will be included in all building landscape plans. Street tree selection should be chosen from the 4-5½ ft. Street tree list without overhead power lines.” Please see Exhibit E-3 for additional details.

The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Life Safety Division of BDS

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on August 29, 2014. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Grant O’Connell, Planner II of Operating Projects for TRIMET, on September 12, 2014, wrote requesting that an ADA compliant boarding area at the northeast corner be maintained at the existing TRIMET bus stop location and suggested the applicant consider providing seating and shelter that is integrated with their building design. Please see F-1 for additional details.

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.

33.140 – Central Employment (EX) Zone

33.562 – Northwest Plan District

33.266 – Parking and Loading

33.562.110 Retail Sales And Service Uses in the EX Zone

Limitations

- *On sites shown on Map 562-2, Retail Sales and Service uses are allowed up to 3,000 square feet of net building area for each use.*
- *On sites where only a portion of the site is shown on Map 562-2, Retail Sales and Service uses are allowed up to 3,000 square feet of net building area for each use on the portion shown on Map 562-2, and up to 20,000 square feet of net building area for each use on the remainder of the site.*

Proposal

- *The applicant is requesting an **Adjustment** to increase the allowable area of Retail Sales and Service uses on the portion of the site that includes the restricted area from 3,000 square feet to 10,680 square feet.*

33.140.205 Floor Area Ratio and 33.562.220 Floor Area Ratios

Development Standards

- *Map 562-5 of the Northwest Plan District notes that total FAR for this site is determined by the base zone and limits non-residential FAR to 1:1. The base zone limits FAR to 3:1 and allows for transfer of FAR from an EX-zoned Landmark within 2 miles of the site.*
- *Half the floor area used for accessory parking not counted toward maximum floor area ratios.*

Proposal

- *The site area, after 3'-0" right-of-way dedication is 51,400 square feet, therefore a total of 154,200 square feet is allowed with non-residential FAR limited to 51,400 square feet. The proposed building is 178,921 square feet (3.48:1), resulting in*

24,721 square feet of floor area that must be transferred from a Landmark.
The applicant is proposing to transfer this FAR from 210 NW 17th Avenue, the Hennessey, Goetsch & McGee Funeral Home, a local Historic Landmark.

33.140.210 Height and 33.562.210 Maximum Height and 33.562.230 Bonus Options

Development Standards

- *The EX zone limits the height to 65'; however, Map 562-4 of the Northwest Plan District limits the height to 45' but notes that this site is eligible for height bonuses.*
- *In bonus area A shown on Map 562-6, where at least 50 percent of the gross building area is in residential uses, the building may be up to 75 feet in height.*

Proposal

- *Approximately 83% of the building is in residential uses. The applicant is requesting a **Modification** to increase the maximum bonus height of 75'-0" to 79'-0". The building height is noted as 78'-10".*

33.140.215 Setbacks

Development Standards

- *In a pedestrian district, where there is one transit street and one intersecting non-transit street, Standard 2 must be met on the frontage of the transit street [NW 21st Avenue] and Standard 1 must be met on the intersecting non-transit street [NW Quimby Street].*
 - *Standard 1: At least 50% of the length of the ground level street-facing façade of the building must be within the maximum setback;*
 - *Standard 2: 100% of the length of the ground level street-facing façade of the building must be within the maximum setback.*
 - *The maximum setback is 10 feet.*

Proposal

- *The applicant is requesting a **Modification** to reduce the 50% requirement along NW Quimby to 17%, with 83% of the building set back between 12 feet and 35 feet.*
- *The applicant is requesting a **Modification** to reduce the 100% requirement along NW 21st to 83%, with 17% of the building set back 91.5 feet or more.*

33.562.260 Mechanical Equipment in the EX Zone

Development Standards

- *If mechanical equipment is more than nine feet above the grade of the adjacent sidewalk, the equipment must be completely screened from the sidewalk by wall, fences, or landscaping.*

Proposal

- *Mechanical units are proposed at the rooftops of the building and will be screened from street-level views by the parapets, though the units exceed the heights of the parapets by a few feet. The applicant is requesting a **Modification** to increase the height above the 75'-0" maximum.*

33.562.280 Parking

Development Standards

- *There are no minimum parking requirements.*

Proposal

- *The applicant is proposing 104 spaces, accessory to the residential units, all contained within the building.*

33.266.210 Required Bicycle Parking

Development Standards

- *Standards for all bicycle parking require a 2' x 6' space with an aisle at least 5'-0" wide behind to allow room for maneuverability.*
- *Long-term bicycle parking is required at the following rates:*
 - *Residential: 1.1 spaces per unit: 162 (1.1) = 179 spaces*
 - *Retail: 2, or 1 per 12,000 sf: 15,062 sf = 2 spaces*
 - *Office: 2, or 1 per 10,000 sf: 11,125 sf = 2 spaces*
 - *Total 183 required*
- *Short-term bicycle parking is required at the following rates:*
 - *Residential: 2, or 1 per 20 units: 162/20 = 9 spaces*
 - *Retail: 2, or 1 per 5,000 sf: 15,062 sf = 4 spaces*
 - *Office: 2, or 1 per 40,000 sf: 11,125 sf = 2 spaces*
 - *Total 15 required*

Proposal

- *Staff counts a total of 185 long-term spaces and 15 short-term spaces. Additional short-term spaces are shown in the right-of-way and 22 additional long-term spaces are shown to be located at the front end of the vehicle parking spaces, which have approximately 2'-0" of maneuverability; however the 5'-0" maneuverability standard is not required for non-required spaces.*
- ***Staff notes that it appears the required number of long-term spaces is met, provided the striped area on sheet E.27 and E132 is not used for automobile parking.***

33.562.310 Loading Standards

Development Standards

- *One loading space meeting Standard A [35' (l) x 10' (w) x 13' (h)] is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than Household Living.*

Proposal

- *The applicant is requesting a **Modification** to provide a Standard B loading space [18' (l) x 9' (l) x 10' (h)] in place of the required Standard A space.*

ZONING CODE APPROVAL CRITERIA

(1) Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the

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

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

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

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

Findings: The subject property is located within the Transition Area of the Northwest District Plan, which is characterized by its abundance of larger developments, including institutional and industrial uses, as well as an abundance of surface parking. The *desired characteristics and traditions* indicate that new development should aim to integrate this area into the finer-grained character of the rest of the Northwest Plan District by reducing the scale of development, building buildings at the edge of the sidewalk and continuing the 21st Avenue main street pattern of smaller retail spaces. The guidelines for the Northwest Plan District suggest that new projects should incorporate the following characteristics: partial block building massing, a mix of uses, maintaining and re-establishing the historic street grid, orienting primary entrances to the street, and incorporating design elements that contribute to a vibrant pedestrian-oriented streetscape. Staff notes that while much of the city was developed on a 200' x 200' grid, this portion of Northwest was originally platted with these larger blocks. While the Conway Plan District to the north requires establishment of the 200' x 200' grid on the three blocks directly north by creating accessways mid-block, it was determined through the design advice process that this building should take on the challenge of serving as the terminus for those accessways. As such, the proposed building maintains the historic street grid at this location.

The building also contains a mix of uses with residential above office and retail, primary entrances oriented to the streets. Also proposed are plaza areas that are intended to capture the traffic from the north accessways, directing it along the Quimby frontage where café seating is anticipated, and onto the future plaza area to the east, adding vibrancy to the street. With regard to building massing, the proposal's intent is to incorporate the existing warehouse building into the new development. The design is broken up into three bar buildings, approximately 60' wide, oriented parallel to the street and sitting on top of the larger tilt-up concrete warehouse podium which has been manipulated in an attempt to reduce its relative mass. On the Quimby frontage, a smaller 1-story building with varying volumes has been incorporated into the façade of the building to bring it closer to the street and add human scale. On the 21st Avenue frontage, the warehouse has been carved into panels with recessed entries. On Pettygrove, the existing warehouse structure serves as a frame for the proposed townhouses and garage entries, with repetition of the townhouse form unifying the façade and strengthening the rowhouse character of this façade.

At the design advice hearings, the overall length of the building was noted as a significant concern by a few commissioners. Staff notes that the total length of the podium building is still 257' long with upper level massing shifts and introduction of voids at the ground level proposed in an attempt to break up the perception of the building length. The Community Design Guidelines suggest that buildings should be divided into distinct wall planes no wider than 50 to 100 feet. The applicant has shown on page E.39 how they have attempted

to meet the intent of this guideline; however, these breaks occur primarily at the upper levels while the ground level is essentially 257' with voids introduced as recessed porches and garage entries.

Because of the overall length of the Pettygrove ground level façade, staff does not believe that the Commission's concerns nor these guidelines have been met; however, with more distinct breaks at the first two levels of the Pettygrove façade these guidelines could be met.

P2. Historic and Conservation Districts. Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.

Findings: The subject property is located four blocks from the Alphabet Historic District. *This guideline is not applicable.*

P3. Gateways. Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans

Findings: This is not an identified gateway location. *This guideline is not applicable.*

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

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

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

Findings: Sidewalk improvements will be incorporated on all sides of the building, including curb extensions at the corners. Three feet of additional right-of-way is proposed on the 21st Avenue frontage as required by the Bureau of Transportation. The proposal takes advantage of the existing 30' setback along Quimby to establish a plaza area which provides additional area for pedestrian travel away from the vehicle areas on Quimby.

Staff notes that two garage entrances are proposed on Pettygrove. During the design advice process, staff was under the impression that the two separate entrances indicated a separation of parking areas for residential and commercial uses. However, the applicant has indicated that all parking is dedicated to residential use. Staff has suggested that the parking areas should be consolidated so that one garage entrance, preferably the east entrance, could be eliminated, thereby reducing the potential for vehicle-pedestrian conflicts. The applicant, however, has indicated that this would result in a significant loss of parking spaces. Staff notes that perhaps these spaces could be regained by developing more below grade parking under the townhouses and commercial spaces along Quimby, as the 2nd garage entrance is rather unprecedented and the site has a significant amount of space with which to work. Staff also notes that the garage gates are proposed to be located approximately 7' back from the edge of the sidewalk. Staff has suggested that the applicant locate the gates closer to the back of the sidewalk, as the recessed gates and adjacent egress courts present the opportunity for undesirable activities and debris collection; however the applicant has noted that the proposed recesses help break up the overall length of the

façade. In addition to a recessed garage door creating an undesirable ground level space, meaningful and successful massing shifts do not occur by simply recessing a garage door.

The proposed development will increase the intensity of use and number of 24-hour occupants at this location. With the exception of the Pettygrove façade, the amount of glazing on each frontage will increase to more than 50% with active retail on Quimby and 21st. While the Pettygrove façade, has less than 50% glazing, the recessed front porches at the townhouses will result in tenant vigilance at these more private locations.

This guideline is not yet met; however, with elimination of the 2nd garage entrance and locating the garage gate at the property line, these guidelines could be met.

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

Findings: The proposal includes plaza areas that allow the opportunity for café seating, including portions covered by the large overhang of the east building. Although not depicted in the renderings, the plans show permanent wood bench seating at the east plaza, as well as some seating walls integrated into the edge of the plaza along Quimby. In addition, the proposed landscaping and quality materials will make the space inviting and add comfort for those who wish to linger. *This guideline is met.*

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

Findings: The existing tilt-up concrete warehouse is proposed to be carved into planar elements and reduced in height to help create a human scale. On the Quimby frontage, the warehouse serves as a single backdrop element with a shorter retail addition greeting the street. Here, and on 21st, the concrete is featured in vertical planes, interrupted with storefront glazing with aluminum composite panel above to create variations in the wall plane and mark access points to the retail spaces. Both of these frontages include consistent human-scaled elements denoting the retail spaces including metal and wood canopies, signage and lighting. Along Pettygrove, niches are carved out of the concrete wall to establish recessed front porches, slightly elevated above the sidewalk level, creating private gathering spaces for the residential uses on this frontage. The setbacks on Quimby and 21st allow the development of a plaza area, which is divided into two separate spaces thus allowing a variety of uses. *This guideline is met.*

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

Findings: The southeast corner of the property is designed for retail use with the concrete warehouse carved away at the corner allowing views into the retail space from both streets. Two levels above, the building is recessed allowing the roof of the 2nd floor to be used as outdoor space for the 3rd floor residential units. At the northeast corner, the building is pulled away from the corner establishing an entry plaza, as well as areas for café seating and landscaping. The overhanging building form creates a dynamic expression at this corner. *This guideline is met.*

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

Findings: Storefront canopies are proposed at each retail entrance and will be incorporated within the carved out sections of the concrete form. While there is not a continuous canopy protecting pedestrians from sun and rain, the individual canopies help break up the scale of the building. At the northeast corner, the large overhang of the upper floors will offer some protection from sun and rain, though because of its height, some rain will reach the space underneath. No canopies are proposed along Pettygrove as this is the residential frontage with recessed entries. Street trees are proposed on all frontages with a double allée proposed along a portion of Quimby. The trees will provide some protection from sun, rain, and wind to pedestrians. *This guideline is met.*

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

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

Findings for D1 and D3: Because the applicant’s proposal includes incorporation of the existing building into the development, a 30’ setback presented the opportunity to create a plaza area on the north side of the building. Through discussion with the Design Commission at prior DARs, the space has been designed to accommodate two plaza areas, separated by elevation, with enough space to accommodate through travel as well. Staff notes, however, that the plaza areas are not ADA-accessible as they are separated by steps with no ramp provided on-site. While the distance to the sidewalk is not a great distance, the space is still not designed to be equitable to all who might use it. Staff also notes that the Bureau of Environmental Services has indicated that the planters proposed are of insufficient size for the development, therefore additional consideration of the stormwater management plan and potentially the size and location of the plaza planters is required.

These guidelines are not yet met, however, with sufficient resolution of the stormwater planter capacity and equitable access through the plaza areas, these guidelines could be met.

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

Findings: As noted above, all retail entrances are marked with individual canopies, lighting, and signage. The primary building entrance is marked with the large upper floor overhang, as well as a catwalk-like path to the main entry doors. An existing TRIMET bus stop is located at the northeast corner of the site, near the main entrance to the building. *This guideline is met.*

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

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

Findings: The applicant’s intent to incorporate the existing tilt-up concrete warehouse into the proposed development is based on the owner’s sentimental desire to carry the family’s business legacy into a new phase. As such, physical retention of the building was a program requirement for the design team. Over the course of a few design advice hearings with the Design Commission, the applicant received advice that retention of the building was less important to the Commission than creating good urban spaces. The applicant has revised the initial design to bring the building closer to the Quimby frontage and pulled the building back from the street on 21st, as directed. Slices have been made into the building to break up

its overall mass, provide areas for glazing, and to create architectural interest. While a substantial portion of the existing building will remain, the proposed alterations will result in building, much more habitable and interesting than the existing, with its history evident in its façade.

The proposed building is large, but broken into smaller forms with portions of each façade broken into smaller pieces to provide relief. Staff notes that while the individual façades are still relatively long, the long Pettygrove façade helps establish the townhouse rhythm, while the Quimby façade is angled and reduced in scale with recesses to establish a retail rhythm.

In general, the proposed building is well composed, features high-quality materials and design details, and is interesting in its variation of forms, façade treatments, voids and solids. With the exception of the townhouse 2nd floor vent louvers, all vents are shown to be flush with the field of metal panel in which they are located (see E101, #1). The applicant has indicated this is a drawing error and that the vents are intended to be flush. One minor area of concern is that the townhouse porches feature Ipé plank screening on the west end walls but exposed CMU on the east walls with a gap to expose the Ipé on the other side of the wall (see E95 and E96, #1). Staff suggests that the Ipé should be applied to the east sides of the porches to create a more consistent quality in this space.

These guidelines are not yet met; however with confirmation that the townhouses vents are in plane with the metal panel and resolution of the cladding of the porch divider walls, these guidelines will be met.

(2) 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.

- **Modification #1: 33.140.215 Setbacks** – to reduce the 50% maximum 10' setback requirement along NW Quimby to 17%, with 83% of the building set back between 12 feet and 35 feet and to reduce the 100% maximum 10' setback requirement along NW 21st to 83%, with 17% of the building set back 91.5 feet or more.

Purpose Statement: The setback standards promote different streetscapes. The EG2 and IG2 zone setbacks promote a spacious style of development. The EG1, IG1, and EX zone setbacks reflect the generally built-up character of these areas. The IH zone requires only a minimal setback to separate uses from the street. The setback standards are also intended to ensure that development will preserve light, air, and privacy for abutting residential zones. In the EG1 and EX zones, the setback requirements along transit streets and in Pedestrian Districts create an environment that is inviting to pedestrians and transit users.

Standard: 33.140.215.C – In a pedestrian district, where there is one transit street and one intersecting non-transit street, Standard 2 must be met on the frontage of the transit street

[NW 21st Avenue] and Standard 1 must be met on the intersecting non-transit street [NW Quimby Street].

- Standard 1: At least 50% of the length of the ground level street-facing façade of the building must be within the maximum setback;
- Standard 2: 100% of the length of the ground level street-facing façade of the building must be within the maximum setback.
- The maximum setback is 10 feet.

Findings: The requested setback Modification allows the development of the plaza area on the north side of the building. As noted in previous design advice hearings the angled wall along the Quimby frontage is designed to capture pedestrians traveling south along the accessways and directing them east to an anticipated plaza at the northwest corner of the block to the east, as well as funnel pedestrians from the plaza north through the accessways. While most future buildings in the area are anticipated to meet the setback standards, utilization of the existing building presented the opportunity to meet the purpose of the setback standards to “promote different streetscapes”. By recessing the building wall along these two streets, for an extended distance to meet the accessway to the north, the Modification helps the proposal better Guideline E4 *Corners that Build Active Intersections*.

Therefore these Modifications merit approval.

- **Modification #2: 33.562.230.D Height Bonus for Residential Development** – to increase the allowed height earned as result of at least 50% of the building in residential uses from 75 feet to 79 feet;

Purpose Statement: Bonus options encourage certain uses and types of development that are desired within portions of the Northwest plan district and that implement the Northwest District Plan. The various bonus options encourage residential development, including housing affordable to a range of households; provide incentives for underground parking; and allow taller buildings to screen raised portions of the I-405 freeway.

Standard: 33.562.230.D – In bonus area A shown on Map 562- 6, where at least 50 percent of the gross building area is in residential uses, the building may be up to 75 feet in height. Areas shared by residential and nonresidential uses are included in nonresidential floor area.

Findings: Because the applicant is proposing more than 50% of the floor area to be in residential use, the maximum allowable height is 75’, rather than the base zone allowable 45’. The applicant is requesting a Modification to increase the height by four additional feet at the east building along NW 21st Avenue. Staff notes that the deck of the east building’s roof is at 75’-0” while the parapet extends to 78’-10” and serves to screen the mechanical equipment from the street. While additional screening around the mechanical units may be desired, the extended parapet would also help to screen the screening and help the proposal better meet Guideline D8 *Interest, Quality and Composition*. Staff believes that the additional height is minimal and will have little effect on the neighboring residential property as it located at the east end of the site.

Therefore this Modification merits approval.

- **Modification #3: 33.140.230 Ground Floor Windows in the EX Zone** – to reduce the amount of required ground floor windows along NW Pettygrove Street from 50% of the length and 25% of the ground level wall area to 20.8% of the length and 18.5% of the area;

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

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- 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: 33.140.230.B – In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

Findings: As noted above, the wall area at the residential units is exempt from this requirement; therefore, the portions of the Pettygrove façade subject to this standard are those areas containing the two garage entries, the electrical room and the southeast retail space. The applicant has noted that this area equals 120' in length which results in 1,080 square feet of wall area (see page E129). Proposed appears to be 25' of linear glazing with a maximum 225 square feet of glazed area, or 20.8% of the total length and 20.8% of the total area. (Staff notes that the applicant's calculations differ slightly from staff's calculations.) While back-of-house uses must be located somewhere on site, and this is a fairly typical Modification resulting from consolidation of such uses, staff has above noted concerns with the proposed dual garage entries and adds that the 2nd garage entrance burdens this façade with blank wall area that would not be necessary if the interior was reconfigured to consolidate the parking. The applicant is proposing plantings in the frontage zone at the electrical room wall just east of the east garage as well as a 2nd floor balcony projecting over the east garage entrance; however, staff does not believe that this is sufficient mitigation for the lack of ground floor windows. While the differing characters of each façade, including the back-of-house nature of portions of the Pettygrove façade, help the overall proposal meet Guideline D8 *Interest, Quality and Composition*, staff does not believe that the current Pettygrove treatment, specifically the 2nd garage opening, meets the purpose of the standard, nor does it better meet the guidelines.

This modification does not yet merit approval; however, with elimination of the 2nd garage entrance and better mitigation for the portions of façade that do not meet the ground floor windows standard, this Modification could merit approval.

- **Modification #4: 33.266.310 Loading Standards** – to reduce the size of the required loading space from a Standard A space at 35 feet long, 10 feet wide, and a clearance of 13 feet to a Standard B space at 18 feet long, 9 feet wide, and a clearance of 10 feet.

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

Standard: 33.266.310.C – One loading space meeting Standard A [35' (l) x 10' (w) x 13' (h)] is required for buildings with at least 20,000 and up to 50,000 square feet of floor area in uses other than Household Living.

Findings: The proposed Standard B loading space, which is interior to the site, will have the same appearance as a Standard A space and will not have a negative effect on traffic safety or other

transportation functions. Since the loading space is proposed within the building, reduction of the size of the space ensures that smaller trucks will only be able to use the space, thus minimizing potential conflicts between pedestrians and vehicles with larger trucks that would typically use a Standard A space. Staff notes an existing Standard A space is located in the right-of-way just west of the site, which may be utilized by tenants of this building. Staff also notes that by reducing the size of the loading space, the size of the garage opening is also reduced in height and more residential parking can be provided, thus better meeting Guideline D4 *Parking Areas and Garages*.

Therefore this Modification merits approval.

(3) 33.805.010 Purpose of Adjustments

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply citywide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A through F have been met:

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and
- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and
- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments result in a project which is still consistent with the overall purpose of the zone; and
- D.** City-designated scenic resources and historic resources are preserved; and
- E.** Any impacts resulting from the adjustment are mitigated to the extent practical; and
- F.** If in an environmental zone, the proposal has few significant detrimental environmental impacts on the resource or resource values as is practicable.

The following adjustment(s) is/are requested:

Adjustment #1: 33.562.110 Retail Sales and Service Uses in the EX Zone

Standard 33.562.110.C – On sites shown on Map 562-2, Retail Sales and Service uses are allowed up to 3,000 square feet of net building area for each use. On sites where only a portion of the site is shown on Map 562-2, Retail Sales and Service uses are allowed up to 3,000 square feet of net building area for each use on the portion shown on Map 562-2, and up to 20,000 square feet of net building area for each use on the remainder of the site.

Proposal: The applicant proposes to increase the allowable square footage of retail uses along the western property line from 3,000sf to 10,680 square feet.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified.

Findings: The purpose statement for 33.562.110 is: “These regulations limit the size of Retail Sales And Service uses to promote neighborhood-serving commercial development, help reduce traffic congestion associated with large-scale retailers, and to concentrate such uses along main streets and the streetcar alignment.”

Based on the legislative background information noted in the Northwest District Plan for this code provision, the idea behind limiting retail sales and service uses on a portion of this site stems from the intent to “reinforce area main streets and the streetcar corridor as the focus for retail and service uses in the area” and to “prevent large-scale retail/service uses that overburden the district’s transportation system and that are out of scale with the neighborhood.” The background goes on to say that areas further than 200 feet from the main streets (such as NW 21st and NW 19th) should be limited to 3,000 sf for retail while areas along these two corridors may have retail spaces up to 20,000 sf in area. Staff has inferred that the intent is to concentrate larger retailers along the transportation corridors with smaller retailers located interior to the neighborhood. Staff notes that this is a transition area, at the edge of the Conway Master Plan frontier and new development, particularly larger retail spaces, run the risk of sitting vacant for a period of time. That said, the applicant has indicated that they have committed retailers who will occupy these larger spaces (6,280 sf and 4,400 sf) along Quimby. In addition, these larger retail spaces will provide a transition from the very large New Seasons grocery store just to the northwest of the property. No parking is proposed for the project’s commercial spaces so traffic congestion is not a consideration.

For these stated reasons, the approval criterion is met.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS C, E, or I zone, the proposal will be consistent with the desired character of the area.

Findings: The project is in an Employment zone and is within the Transition Area of the Northwest Plan District. The desired characteristics of the Transition Area primarily speak to the desired character along NW 21st Avenue and the streetcar alignments, which is to develop main streets that divide spaces into suitable sizes for small tenants. The applicant is requesting an Adjustment to increase the allowable retail area, including the portion restricted to 3,000 feet, to 10,680 square feet in order to have flexibility with the design. Currently the space is proposed to be divided into two spaces of 6,280 sf and 4,400 sf, but it could also accommodate smaller spaces as additional entrances are proposed. Therefore, while the space is designed to accommodate a 10,680 sf retail tenant, it is likely that smaller retail tenants of various sizes will occupy the space throughout the building’s lifetime, as this is the nature of the neighborhood.

For these stated reasons, the approval criterion is met.

- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone.

Only one Adjustment is requested; therefore, this criterion does not apply.

- D.** City-designated scenic resources and historic resources are preserved.

No city-designated scenic or historic resources will be affected by this proposal; therefore this criterion does not apply.

- E.** Any impacts resulting from the adjustment are mitigated to the extent practical; and

Staff has not identified any potential impacts from the requested adjustment; therefore, this criterion does not apply.

- F.** If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

The proposal is not within an environmental zone; therefore, this criterion does not apply.

CONCLUSIONS

The proposal utilizes the program to establish a unique character on each of the three primary façades and by using high quality materials, will transform a less-than dynamic existing building into a rather impressive and beautiful development. Staff has only a few areas of concern, including the length of the Pettygrove façade, the introduction of two garage openings for a single use, and minor design detail concerns, but overall appreciates the quality and care that has been applied to the proposed design. With resolution of the aforementioned concerns above, listed under P1, D7, E1, D4, D5, D1, D3, D6, D8, and Modification #3, the proposal will merit approval.

TENTATIVE STAFF RECOMMENDATION

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

Staff does not yet recommend approval, as Guidelines P1, D7, E1, D4, D5, D1, D3, D6, D8, and the approval criteria for Modification #3 are not yet met. Please refer to pages 7 through 13.

Procedural Information. The application for this land use review was submitted on June 26, 2014, and was determined to be complete on Aug 1, 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 June 26, 2014.

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: November 29, 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.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project

elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

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

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. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

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, only evidence previously presented to the Design Commission 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. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the BDS application fee, up to a maximum of \$5,000).**

Appeal Fee Waivers: 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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

Planner’s Name: Hillary Adam

Date: September 15, 2014

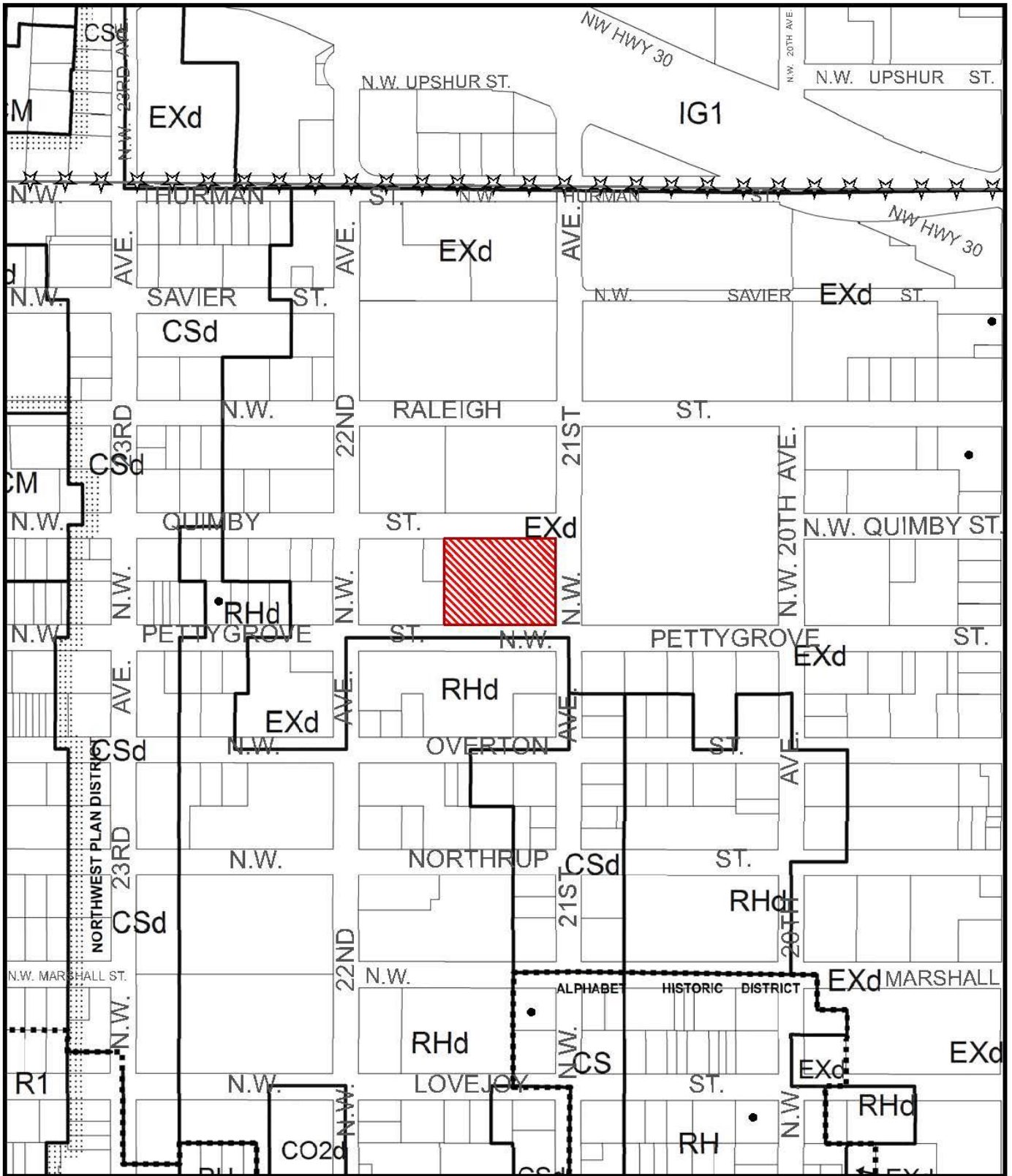
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant’s Statement:
 1. Submittal Narrative
 2. Submittal Drawing Set, dated June 2014
 3. Completeness Response, dated August 1, 2014
 4. Revised Narrative, dated August 1, 2014
 5. Revised Drawing Set, received August 4, 2014
 6. Revised Narrative, dated August 28, 2014
- B. Zoning Map (attached):
 1. Existing Zoning
 2. Proposed Zoning

- C. Plans & Drawings:
 - 1. Drawing Set Revised August 28, 2014 (133 sheets)
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailing list
 - 6. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Life Safety Division of BDS
 - 4. Water Bureau
 - 5. Fire Bureau
 - 6. Site Development Review Section of Bureau of Development Services
 - 7. Bureau of Parks, Forestry Division
- F. Letters:
 - 1. Grant O'Connell, Planner II of Operating Projects for TRIMET, on September 12, 2014, wrote suggesting an ADA compliant boarding area be maintained and that the applicant consider designing their own seating and shelter to maintain architectural consistency.
- G. Other:
 - 1. Original LUR Application
 - 2. Incomplete Letter, dated July 25, 2014
 - 3. April 3, 2014 DAR Summary Notes, dated April 14, 2014
 - 4. May 15, 2014 DAR Summary Notes, dated May 28, 2014

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).



ZONING



Site



Historic Landmark



This site lies within the:
NORTHWEST PLAN DISTRICT

File No. LU 14- 176986 DZM,AD

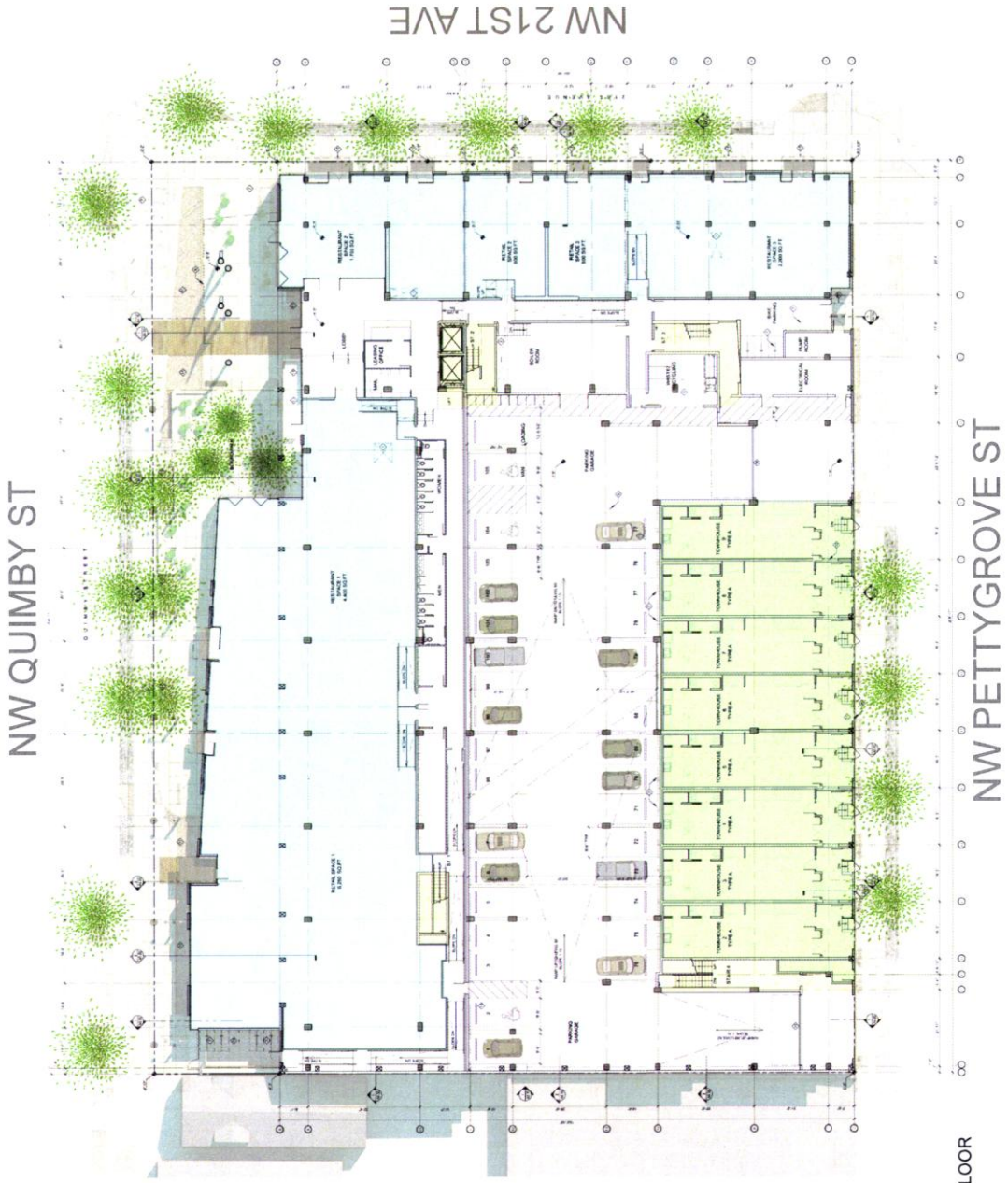
1/4 Section 2927

Scale 1 inch = 300 feet

State_Id 1N1E33BA 5800

Exhibit B (July 1, 2014)

site plan



N
SITE PLAN - GROUND FLOOR
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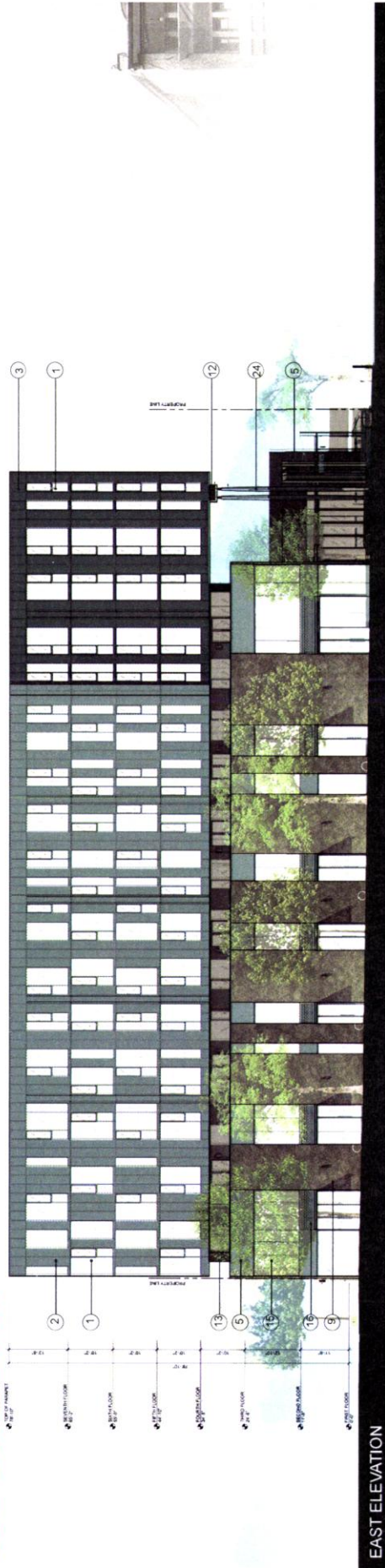
YBA
architects

JUNE 2018

1000 Broadway, Portland, OR

Q21 DESIGN REVIEW E-26

elevations



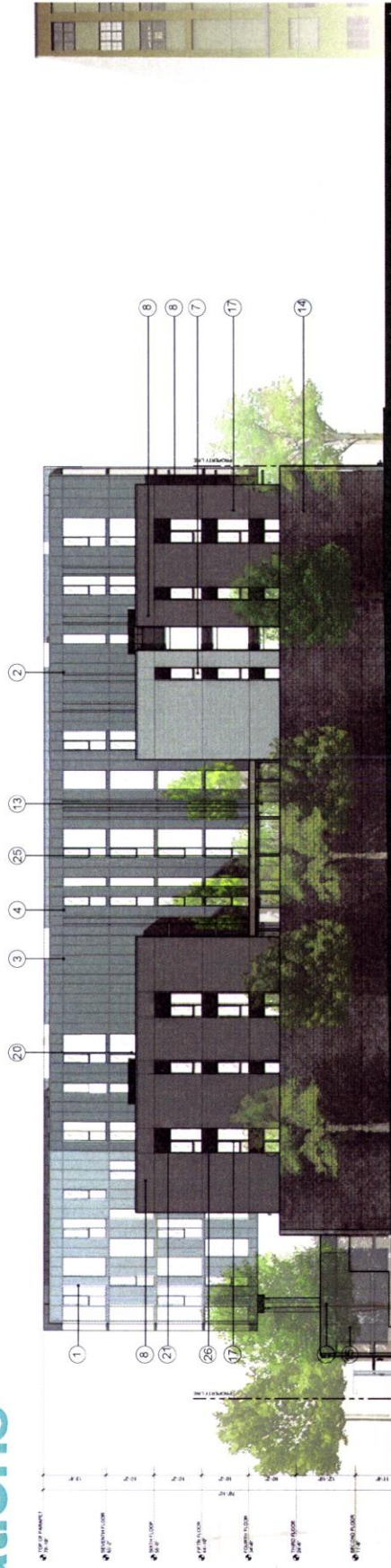
EAST ELEVATION



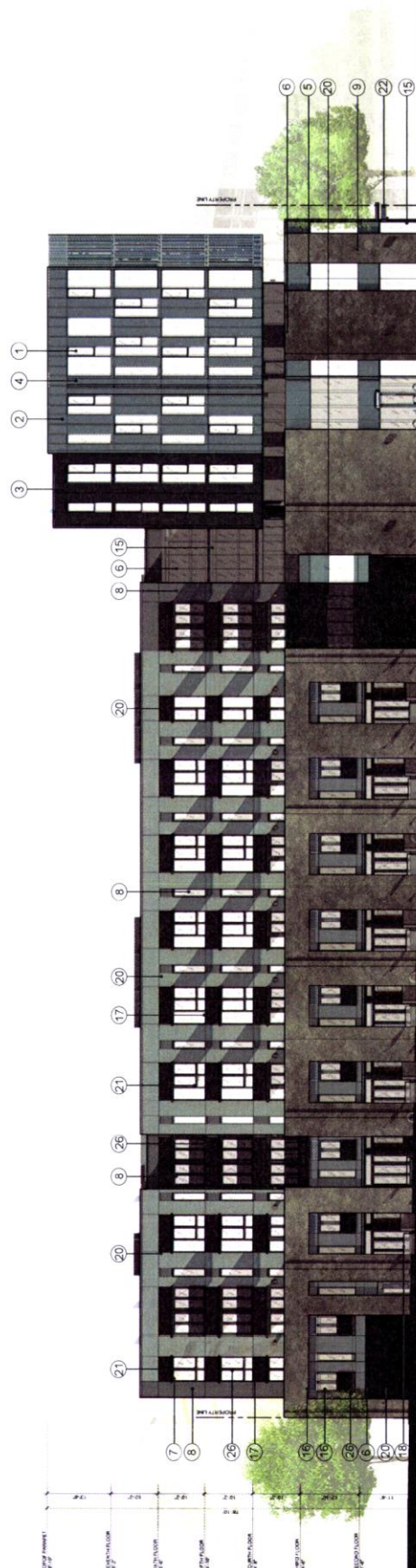
NORTH ELEVATION

- ① ALUMINUM WINDOW WALL
- ② WINDOW WALL SYSTEM, METAL PANEL, COLOR 1
- ③ WINDOW WALL SYSTEM, METAL PANEL, COLOR 2
- ④ WINDOW WALL SYSTEM VENTILATION PANEL
- ⑤ ALUMINUM COMPOSITE PANEL, COLOR 1
- ⑥ ALUMINUM COMPOSITE PANEL, COLOR 5
- ⑦ STUCCO, COLOR 4
- ⑧ STUCCO, COLOR 1
- ⑨ (E) TILT UP CONC. STAINED COLOR 3
- ⑩ IPE PLANK PARTITION SCREEN
- ⑪ (N) CAST CONC
- ⑫ ALUMINUM STOREFRONT, COLOR 5
- ⑬ CMU WALL, STAINED COLOR 3
- ⑭ ALUMINUM STOREFRONT, COLOR 1
- ⑮ ALUMINUM VENT LOUVER
- ⑯ VINYL DOORS AND WINDOWS, COLOR 2
- ⑰ ALUMINUM GLAD WOOD DOORS AND WINDOWS
- ⑱ WOOD DOOR AND WOOD FOLDING GLAZED WALL SYSTEM
- ⑲ PC PERFORATED METAL SCREEN
- ⑳ PC PERFORATED METAL SUNSCREEN
- ㉑ PC STEEL CANOPY WITH IPE SOFFIT
- ㉒ PC STEEL AWNING WITH IPE SOFFIT
- ㉓ PC STEEL AND PERFORATED METAL SUNSCREEN
- ㉔ PAINTED STEEL COLUMN
- ㉕ PC PERFORATED METAL GUARDRAIL
- ㉖ PC PERFORATED METAL PTAC SCREEN
- ㉗ PARKING GARAGE VENT
- ㉘ PC - POWDER COATED

elevations



WEST ELEVATION



SOUTH ELEVATION

- ① ALUMINUM WINDOW WALL
- ② WINDOW WALL SYSTEM, METAL PANEL, COLOR 1
- ③ WINDOW WALL SYSTEM, METAL PANEL, COLOR 2
- ④ WINDOW WALL SYSTEM VENTILATION PANEL
- ⑤ ALUMINUM COMPOSITE PANEL, COLOR 1

- ⑥ ALUMINUM COMPOSITE PANEL, COLOR 5
- ⑦ STUCCO, COLOR 4
- ⑧ STUCCO, COLOR 1
- ⑨ (E) TILT UP CONC. STAINED COLOR 3
- ⑩ IPE PLANK PARTITION SCREEN

- ⑫ (N) CAST CONC
- ⑬ ALUMINUM STOREFRONT, COLOR 5
- ⑭ CMU WALL, STAINED COLOR 3
- ⑮ ALUMINUM STOREFRONT, COLOR 1
- ⑯ ALUMINUM VENT LOUVER

- ⑰ VINYL DOORS AND WINDOWS, COLOR 2
- ⑱ ALUMINUM CLAD WOOD DOORS AND WINDOWS
- ⑲ WOOD DOOR AND WOOD FOLDING GLAZED WALL SYSTEM
- ⑳ PC PERFORATED METAL SCREEN

- ㉑ PC PERFORATED METAL SUNSCREEN
- ㉒ PC STEEL AWNING WITH IPE SOFFIT
- ㉓ PC STEEL AND PERFORATED METAL SUNSCREEN
- ㉔ PAINTED STEEL COLUMN

- ㉕ PC STEEL CANOPY WITH IPE SOFFIT
- ㉖ PC PERFORATED METAL GUARDRAIL
- ㉗ PC PERFORATED METAL PTAC SCREEN
- ㉘ PARKING GARAGE VENT
- ** PC - POWDER COATED