

Overview of Applicant's Request for Design Review Approval
for Block 136 in the Pearl District, LU 14-230014 DZM

Project View from Southwest

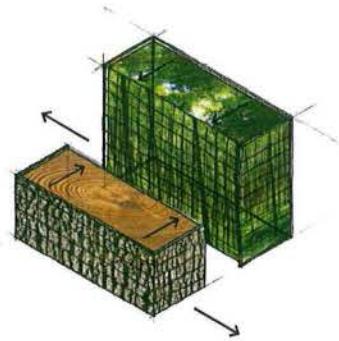


PORTLAND BLOCK 136 | LAND USE APPEAL LU14-230014 DZM, AD

April 8, 2015

MITHÜN

Design Concept



Seedling

a young plant or tree grown from a seed

- Live
- Habitat
- Delicate
- Unfolding
- Fresh
- Future
- Light
- Dynamic



Heartwood

the dense inner part of a tree trunk, yielding the hardest timber

- Work
- Layers
- Heavy
- Solid
- History
- Durable
- Massive
- Processed

PORTLAND BLOCK 136 | LAND USE APPEAL LU14-230014 DZM, AD

April 8, 2015

MITHÜN

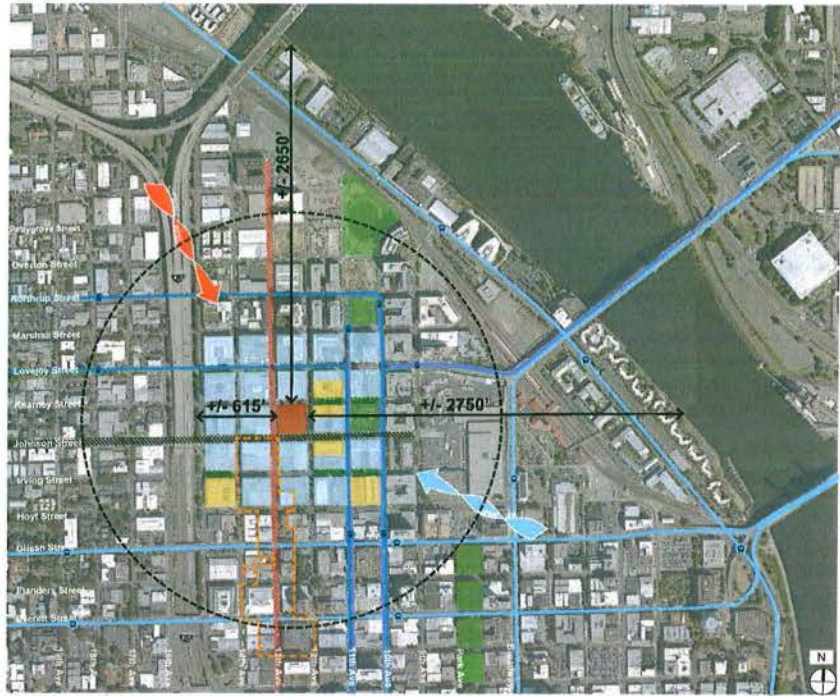
Context Map

Zone + District Classifications

Base Zone	EXd
Land Use Classification	Central Employment (EX)
Plan District	Central City Plan District
District	River District, RD-2 (Core + Parking Sector)
Design Overlay Zone	Design District (d), use River District Design Guidelines

LEGEND

Block 136	Ground Level Use Retail and Service
1/4 Mile Walking Radius	Residential
NW 13th Ave Historic District	Parks
Bus Stop	Roads/Paths
Streetcar Stop	Pedestrian Path
	Shared Roadway
	Greenway
	Transit Lines
	Streetcar - NS Line
	Streetcar - CL Line
	Bus Route



Zoning Height (Map 510-3 and 33.510.210.D+E)



LEGEND

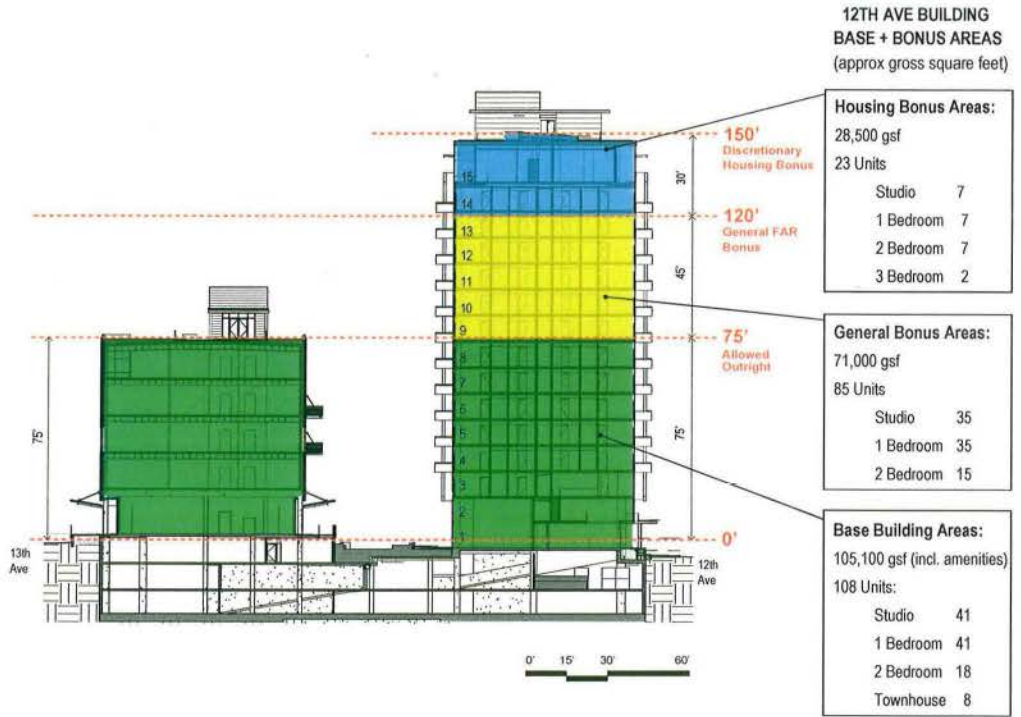
	Area where maximum height is determined by Base Zone
	Area eligible for general and housing height bonuses
	Maximum heights area boundary
	Maximum building height
	Allowable building height when rezoned to EX or CX
	Boundary of area where building heights area tied to rezoning to EX or CX
	Area eligible for housing height bonus only
	Block 136

Height Key:

	Base Height (Map 510-3)
	General Bonus (33.510.210.D)
	Housing Height Bonus (33.510.210.E)
	North Pearl Specific Bonuses

Building Size + Uses

OVERALL AREAS (approx gross square feet)	
13th Avenue Building	
Retail	15,000 gsf
Office	60,000 gsf
Total	75,000 gsf
(2 Docks 4,000 gsf)	
12th Avenue Building	
Total Building	205,000 gsf
(all residential, includes amenities)	
216 units:	
Studios	83
1 BR	83
2 BR	40
3 BR	2
Townhouse	8
Public Courtyard	
Total	9,100 gsf
Parking	
Long Term Bike Spaces	332
Auto Spaces	199



**12TH AVE BUILDING
BASE + BONUS AREAS**
(approx gross square feet)

Housing Bonus Areas:	
28,500 gsf	
23 Units	
Studio	7
1 Bedroom	7
2 Bedroom	7
3 Bedroom	2
General Bonus Areas:	
71,000 gsf	
85 Units	
Studio	35
1 Bedroom	35
2 Bedroom	15
Base Building Areas:	
105,100 gsf (incl. amenities)	
108 Units:	
Studio	41
1 Bedroom	41
2 Bedroom	18
Townhouse	8

Floor Area + Height Bonuses

Floor Area Bonuses

Category	Max FAR Bonus	Area from Bonus (GSF)	FAR Earned	Notes
<i>Site Area</i>		40,000		
Base FAR Allowed Outright <i>Map 510-2</i>	4.00	160,000	4.00	
Residential Bonus <i>210.C.1</i>	3.00	162,542	4.06	12th Ave Bldg Levels 1-12
Rooftop Gardens Bonus <i>210.C.4</i>	n/a	7,823	0.20	12th Ave Bldg
Eco-Roof Bonus <i>210.C.10</i>	n/a	27,156	0.68	13th Ave Bldg
Total	7.00	357,521	8.94	1.94 extra

Achieving FAR Bonus of 3.00 automatically qualifies for a 45' height bonus. (33.510.210.D)

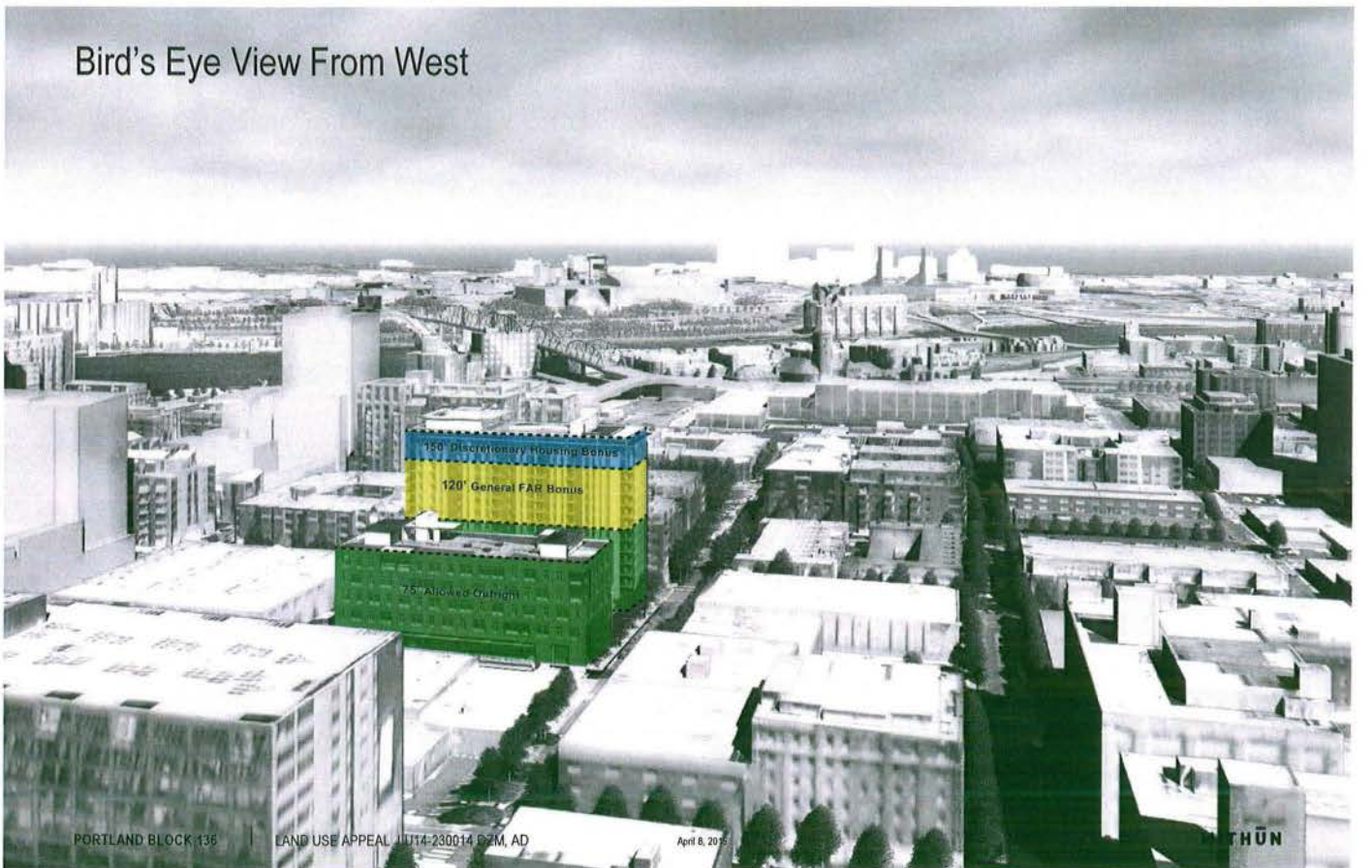
Project earns more than code maximum floor area bonus.



Bird's Eye View From Southwest



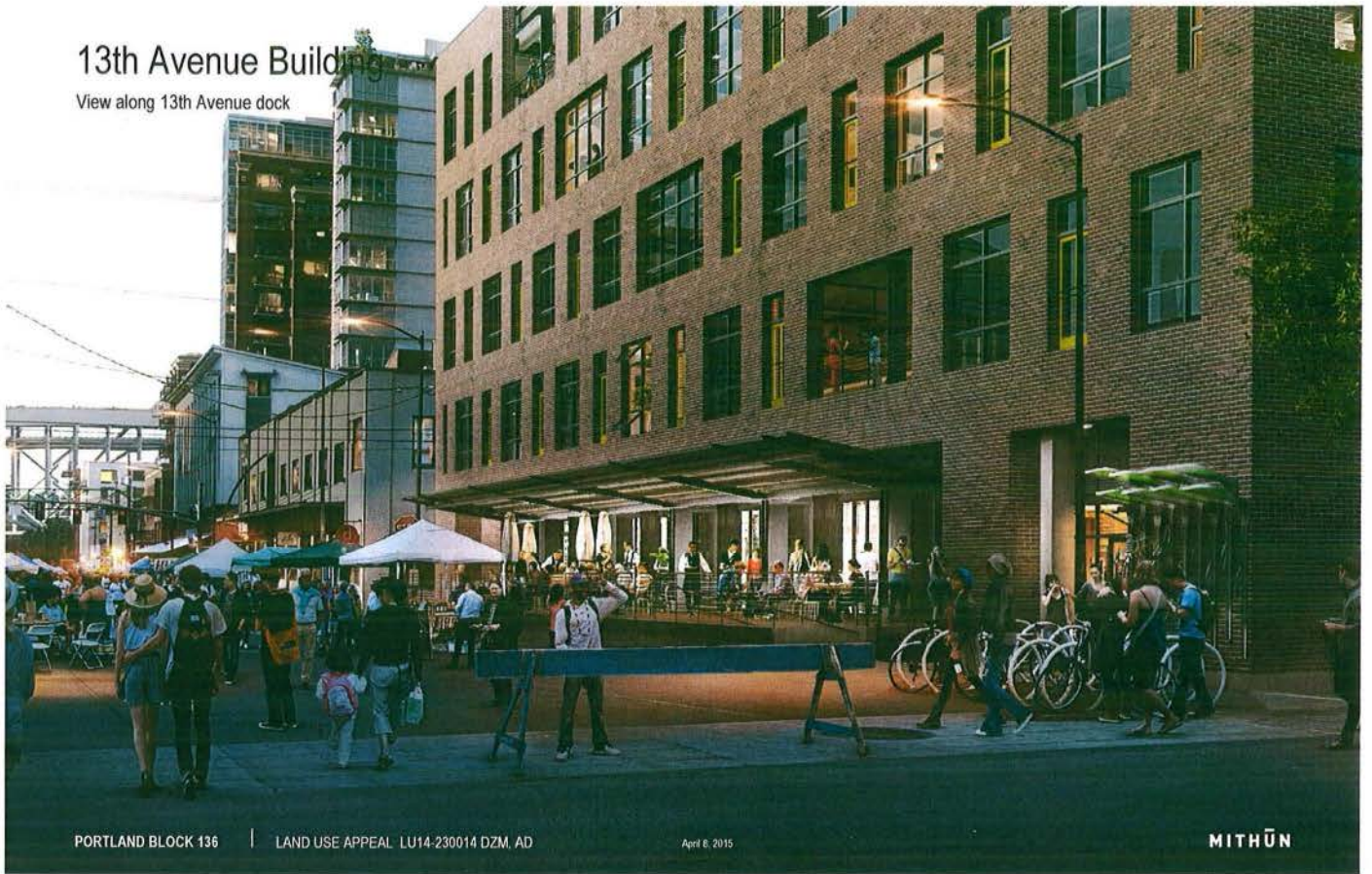
Bird's Eye View From West





13th Avenue Building

View along 13th Avenue dock



PORTLAND BLOCK 136

LAND USE APPEAL LU14-230014 DZM, AD

April 8, 2015

MITHÜN

12th Avenue Building

Townhouses on Johnson Street



PORTLAND BLOCK 136

LAND USE APPEAL LU14-230014 DZM, AD

April 8, 2015

MITHÜN

Key Project Considerations

- Project qualifies for FAR bonus. (33.510.210.C)
 - Base FAR 4:1 = 160,000 square feet (Map 510-2)
 - Residential Bonus FAR 3:1 = 120,000 square feet (33.510.210.C.1)
 - 1 square foot bonus FAR for each square foot devoted to housing, up to an additional 3:1
 - Project has 205,000 square feet devoted to housing
 - Total FAR 7:1 = 280,000 square feet
 - Project is 280,000 square feet

- Project qualifies for up to 150 feet in height.
 - Base height is 75 feet (Map 510-3 and 33.510.205.B)
 - General bonus height of 45 feet (33.510.210.D.1)
 - Awarded for achieving bonus FAR of 3:1 under 33.510.210.C
 - Housing bonus height of 30 feet (33.510.210.E)
 - Allows up to but not to exceed 75 feet of combined additional height
 - Awarded where a project demonstrates satisfaction of all approval criteria in 33.510.210.E.4
 - Design Commission concluded all criteria were met

- Project meets or exceeds all applicable design guidelines.
 - Celebrates the City's history with a "heartwood + seedling" concept
 - Embraces the Willamette River in the design of a new public courtyard (¼ block in size) and in the design of the buildings to create new view opportunities
 - Respects and continues the essence of the NW 13th Avenue Historic District by stepping down to the district with a traditional design that includes continuation of the NW 13th Avenue signature loading dock and active retail uses
 - Builds on Portland's vision for the Pearl District with a quality modern design for the high density residential building along NW 12th Avenue
 - The entire Project is a unified design that embraces the street with thoughtful and interesting human-scale elements at the street level all of the way around, for example incorporation of the street-level townhomes in the residential tower

- Project, with three modifications (relating to rooftop mechanical equipment, size of loading spaces, and bike parking space dimensions), was unanimously approved by the Design Commission after three design advice hearings with the Applicant, and after two public hearings.

- There has been no lack of public process. Interested parties have had extensive notice opportunities to be heard.

- The Applicant requests that the City Council affirm the Design Commission Decision and approve the Project.

Applicant's Narrative Statement in Support

of a Request by Security Properties, Inc.

for Design Review Approval for a

**Mixed-Use Project on Block 136
(LU 14-230014 DZM)**



**CITY COUNCIL HEARING
APRIL 8, 2015**

B L A C K

H E L T E R L I N E LLP

STARK ACKERMAN
Phone: (503) 224-5560
E-mail: sa@bhlaw.com

ATTORNEYS AND COUNSELORS AT LAW

April 7, 2015

HAND-DELIVERED

Portland City Council
Council Clerk
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

Reference: LU 14-230014 DZM, BLOCK 136 MIXED USE, APPEAL HEARING APRIL 8, 2015, 3:00 PM

Mayor Hales and City Commissioners:

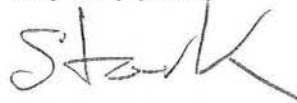
Enclosed please find seven (7) copies of a submission by the Applicant in support of its application for approval of the above-referenced development on Block 136 in the Pearl District. This submission is designed to assemble key information relating to the Project, already in the record, to describe the Project and also demonstrate that the Project complies with the City of Portland Zoning Code, the Central City Fundamental Design Guidelines, the River District Design Guidelines, and other applicable approval criteria.

The Applicant worked diligently with the Pearl District Neighborhood Association and the City of Portland Design Commission, responding to and modifying the Project proposal to create a Project that the City will be proud of as a positive addition to the vibrant redevelopment of the Pearl District.

Through three design advice meetings and two hearings with the Design Commission, the Project has been refined to embrace Portland's streets, add significantly to the continuation of the vibrant character of 13th Avenue, add an interesting and active public space between the two proposed buildings, and bring a design concept and proposed buildings that complement the neighborhood's character while meeting the City's goals for balanced residential and commercial development. The Design Commission unanimously approved the Project.

At the April 8, 2015 hearing, the Applicant will present a summary of this high quality and well-designed Project.

Very truly yours,



Stark Ackerman

SA:pjw

cc: Linly Rees, Esq., City Attorney's Office (hand-delivered separately at her request)



**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

TO: Portland City Council

SUBJECT: Request by Security Properties, Inc. for Design Review Approval for a Mixed-Use Project on Block 136 (LU 14-230014 DZM)

DATE: April 8, 2015

INTRODUCTION:

Security Properties, Inc. (the “Applicant”) submitted a proposal for Design Review to the Design Commission for a mixed-use project (the “Project”) on Block 136 in the Pearl District. The proposal was approved in a January 22, 2015 written decision entitled “Final Findings and Decision by the Design Commission Rendered on January 22, 2015” (the “Design Commission Decision”). The City Council is considering this matter in a *de novo* hearing as a result of an appeal of the Design Commission Decision. This Narrative Statement is submitted to the City Council in support of the Project and the Design Commission Decision and to respond to the issues raised in the appeal. It describes in detail the Project and why it meets all applicable mandatory approval criteria and should be approved by the City Council.

PROJECT SUMMARY:

Site Address: 1241 NW Johnson Street
Tax Account No.: R180211770
Neighborhood: Pearl District Neighborhood Association (PDNA)
Business District: Pearl District Business Association (PDBA)
District Coalition: Neighbors West/Northwest
Plan District: 33.510 Central City - River District
Zoning: EXd, Central Employment with Design Overlay
Case Type: DZM, Design Review with Modifications (3)
Proposal: A new full-block mixed-use project in the Central City Plan District’s River sub-District. The project includes two north-south oriented bar buildings with a courtyard between. The site design concept is “Heartwood and Seedling”, with the 13th Avenue Building being a short, sturdy and durable “Heartwood” designed to embrace and continue the NW 13th Avenue Historic District, and the 12th Avenue Building, the “Seedling”, reaching for the sun with modern design.

Site Development Capacity:

- Base FAR = 4:1 pursuant to 33.510.200.B and Map 510-2.
- Bonus FAR = 3:1 pursuant to 33.510.210.C: For each square foot of housing, a bonus of 1 square foot of floor area is earned (max 3:1).
- Total allowable project FAR = 7:1.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

- Based on the 40,000 square foot lot, development capacity is 280,000 square feet of building space. The Project consists of a total of 280,000 square feet in two buildings as follows:

13th Avenue Building (“Heartwood”)

- 5 stories (**76 feet-1 inch in height and 75,000 square feet**)
 - a. Approximately 15,000 square feet of retail at ground level.
 - b. Approximately 60,000 square feet of office at levels 2-5.
- Maximum Allowed Height of 120 feet.
 - a. 75 feet base height.
 - b. 33.510.210.D: 45 feet General Height Bonus for earning maximum FAR bonus.
- Rooftop includes roof terrace, elevator/stair overrun, mechanical enclosure and eco roof.
- NW 13th Avenue dock within the right-of-way, as allowed by the River District ROW standards but subject to approval through an encroachment permit – approximate dimensions: 124 feet long, 12 feet - 16 feet deep, 3 feet - 4 feet-9 inches high. Single ADA ramp oriented north to NW Johnson Street.
- Courtyard dock – approximate dimensions: 124 feet long, 8 feet - 14 feet deep, 3 feet -4 feet-9 inches high.

12th Avenue Building (“Seedling”)

- 15 stories (**150 feet in height and 205,000 square feet**)
 - a. 216 residential units: 208 residential flats and 8 street level live/work townhomes.
- Maximum Allowed Height of 150 feet.
 - a. 75 feet base height.
 - b. 75 feet height bonuses.
 - 33.510.210.D: 45 foot General Bonus Height for achieving 3:1 FAR bonus.
 - 33.510.210.E: 30 foot Bonus Height Option for Housing.
 - Combined bonus height may not exceed 75 feet (33.510.210.E.3.a).
- Rooftop includes flexible open space, an outdoor kitchen, a fire pit, plantings, a green roof, and community gardens.
- 199 automobile parking spaces and 332 bike parking spaces proposed on two levels of underground parking (parking will extend under both buildings, the courtyard, and twelve feet under the NW Johnson Street right of way).
- Parking and loading will be accessed from NW 12th Avenue. Three loading spaces are proposed: *Space A*. A space within the footprint of the NW 12th Avenue Building (with access from NW 12th Ave) is 35 feet long x 11 feet-5 inches wide. *Space B*. Standard B size (18 feet long x 9 feet wide x 10 feet clear) located in the parking garage within the footprint of the 12th Avenue Building (with access from NW 12th Ave). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles. *Space C*. A cargo van loading space (18 feet long x 10 feet wide x 8 feet-11 inches clear) located in the parking garage within the footprint of the 13th Avenue Building. It will be scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

PROCEDURAL HISTORY:

Neighborhood Meetings¹: Pearl District NA Planning, Design & Transportation Committee, November 5, 2013
Pearl District NA Planning, Design & Transportation Committee, April 1, 2014
Pearl District NA Planning, Design & Transportation Committee, December 16, 2014

Pre-Application: EA-134111 on April 29, 2014

DAR Meetings: DAR Meeting #1 on May 15, 2014
DAR Meeting #2 on June 5, 2014
DAR Meeting #3 on July 24, 2014

LU Hearings²: LU Hearing #1 on December 18, 2014
LU Hearing #2 on January 22, 2015

LU Decision³: Design Commission Decision on January 22, 2015

Appeal filed: By Preserve the Pearl LLC on February 17, 2015

Appeal Hearing: April 8, 2015, 3:00 p.m.

PROJECT NARRATIVE:

Site and Vicinity: The subject property is a full 40,000 square-foot block, located in the River District, bounded by NW 13th and NW 12th Avenues and by NW Johnson and NW Kearney Streets. Presently under the ownership of SP Pearl LLC, the property supports one two-story 38,000 square-foot structure previously occupied by the Pacific Northwest College of Art. The building will be demolished to make way for the Project.

Over the past several years, the character of the neighborhood has significantly changed, providing increased opportunities for a variety of residential, diversified commercial/retail, and open space development. Starting at the north and rotating clockwise, immediately adjacent developments include the two-story Rivertech Building (office/retail), the 5-story Kearney Plaza, the 6-story Riverstone, the Johnson Street Townhomes, the Armco Building (Downtown Self Storage), 24 Hour Fitness, the Stagecraft Building (Nossa Familia Coffee, PNCA Studios), and Lovejoy Square (retail/office).

The site lies within the Northwest Triangle Pedestrian District per the Transportation System Plan. Street designations are:

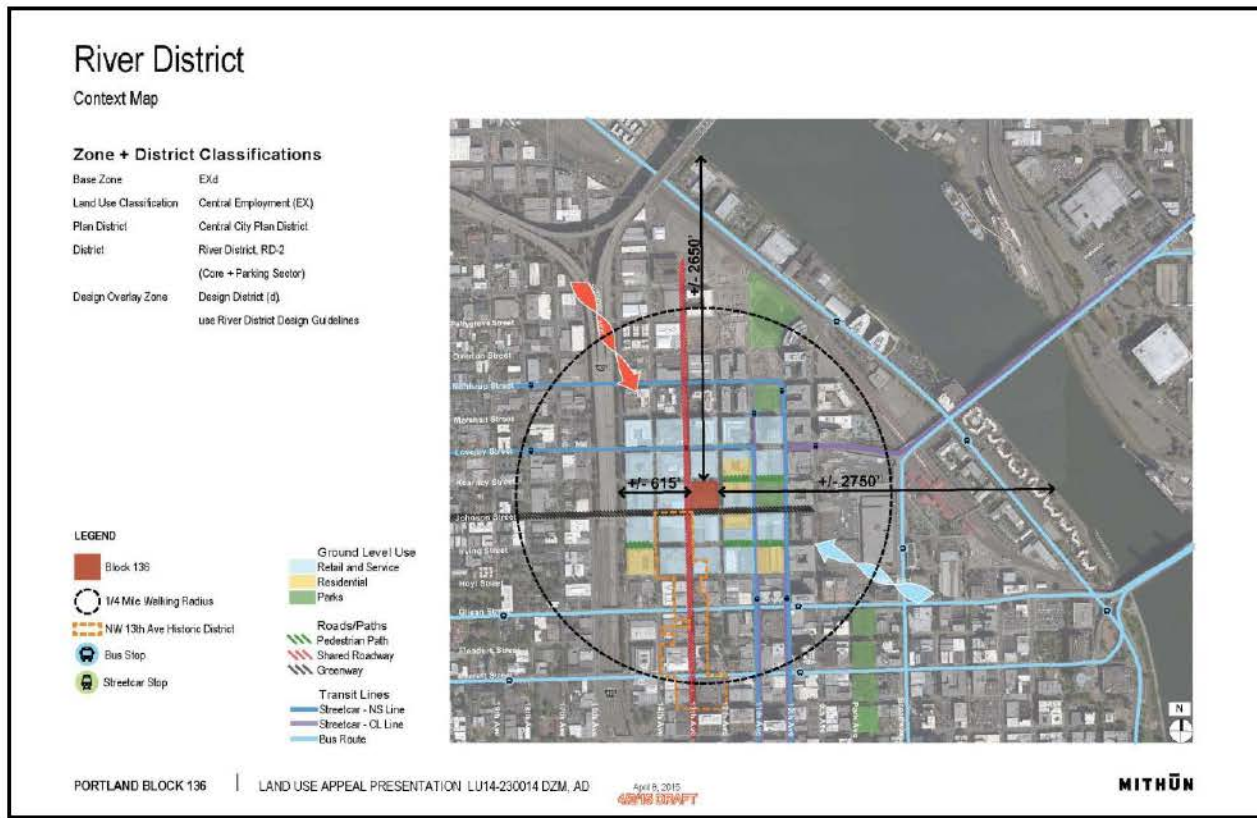
- NW 13th Avenue is designated a City Walkway;
- NW 12th Avenue, NW Johnson Street and NW Kearney Street are designated as Local Service Walkways; and,
- NW Johnson Street is also designated as a City Bikeway.

¹ Exhibit A: PDNA Planning, Design and Transportation Committee meeting notes.

² Exhibit B: Applicant's statements certifying posting for both land use hearings.

³ Exhibit C: Final Findings and Decision by the Design Commission Rendered on January 22, 2015.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

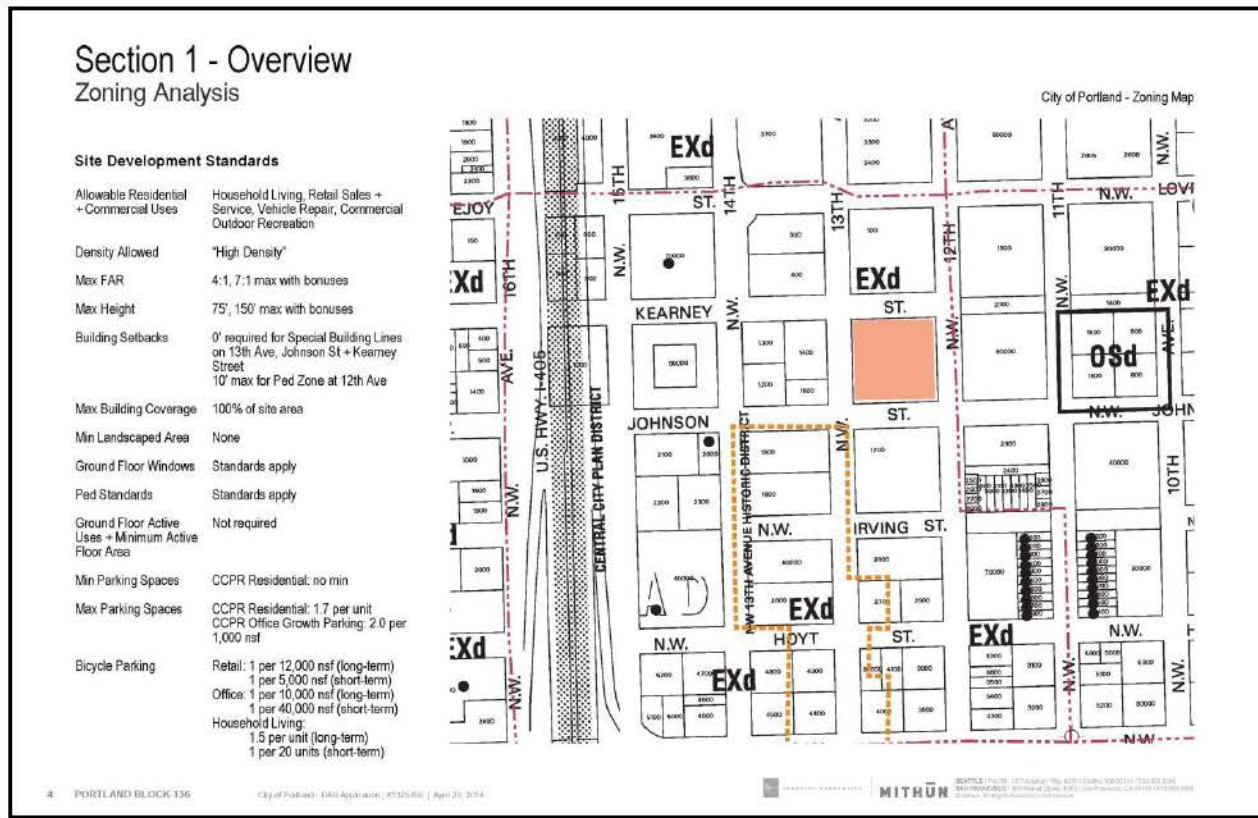


The River District was established as an Urban Renewal Area in 1998, selected because of its proximity to the core of downtown and to correct blighted conditions that had overtaken the area. It was envisioned that transit and open space improvements, as well as the introduction of dense housing and commercial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

Zoning: The Central Employment (EX) zone that applies to the Project 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.

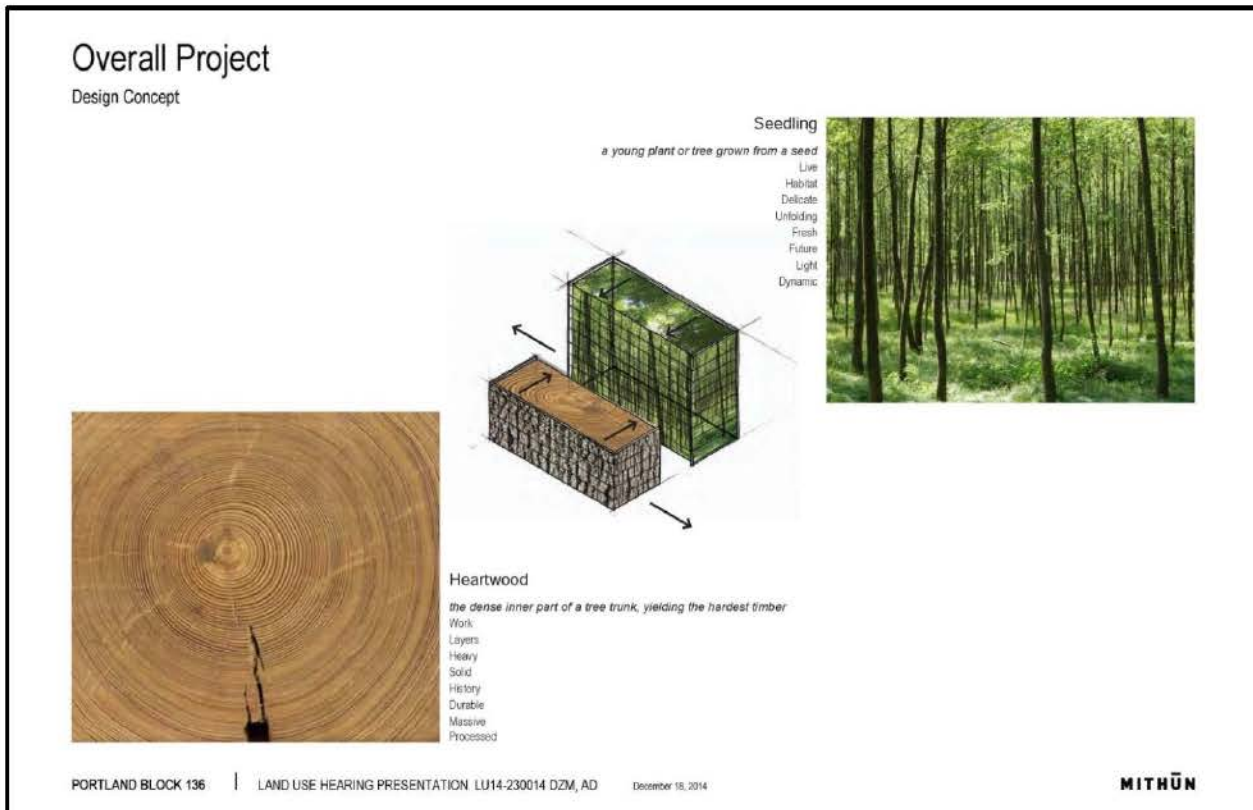
**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**



Project Description: Block 136 provides a unique opportunity to integrate a new mixed use development into the already rich urban fabric of the Pearl District. The project consists of two related but distinct buildings designed to contribute to the diversity of the Pearl — a 76 foot tall office + retail building along the historic NW 13th Avenue dock, and a 150 foot tall residential high rise on NW 12th Avenue. Both structures are located over a below-grade, shared bicycle and automobile parking garage, with a new public landscaped courtyard above the garage between the buildings. The garage will accommodate approximately 199 cars, and will be accessed from NW 12th Avenue. A bicycle parking mezzanine is included at the top level of the basement and is anticipated to accommodate 332 bikes and bike-related amenities such as shower rooms.

Conceptually, the two buildings will form a contrasting but mutual relationship with one another. A “heartwood and seedling” metaphor harkens back to Portland’s history as a forest and lumber town. The theme sets the tone for the expression of the buildings and open spaces. The ground floor of each building is designed to form a vibrant, active culture along the adjacent four streets and in the new at-grade courtyard between them. Pedestrian-level detailing of concrete, painted steel canopies, and colorful accent colors near doors relate the buildings to each other.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**



**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

Overall Project

The site is organized into two north-south oriented bar buildings with a public courtyard connecting NW Johnson and NW Kearney Streets between them. This orientation is consistent with other development in the neighborhood, and allows optimal solar access to warm the courtyard and to provide daylight access to both buildings. The height and massing of the 13th Avenue Building is kept low, approximately 76 feet tall, to be consistent with the NW 13th Avenue Historic District south of the site. The 12th Avenue Building uses the rest of the allowable development capacity and reaches 150 feet tall.

The site design with two parallel buildings and the center block-long courtyard allows the project to embrace the NW 13th Avenue corridor. The Project's 13th Avenue Building steps down to NW 13th Avenue (the spine of the NW 13th Avenue Historic District to the south) to make it compatible with many of the other buildings in the Project area. The placement of the 12th Avenue building on the east side of the block allows the Project to step down to NW 13th Avenue, reflecting context, scale, and massing of the adjacent historic district. The Project is compatible with desired/allowed building heights and massing. It adds to a positive and varied skyline in this district.

Streetscape

The livability of the Pearl District is expressed through its streetscapes, allowing a rich street life with dining opportunities, retail frontage, and connections to parks and transit. The Project preserves existing street trees where possible on NW Kearney Street and NW 12th Avenue, and continues a mixed layer canopy on NW Kearney Street, NW Johnson Street, and NW 12th Avenue. High quality benches, bike racks, and pervious pavers are provided in the furnishing zone. The 13th Avenue Building includes a dock along NW 13th Avenue in keeping with the character of the street.

Courtyard

The angular design of the public courtyard draws inspiration from the practice of moving timber using log rafts. Reclaimed timber benches (timber from the former PNCA building), paving accents, and wall caps divide planting areas, allow for seating, and reference the history of Portland. Publically accessible, movable seating and a bocce court provide areas for pause and recreation. Planting areas treat stormwater from the building roofs and pedestrian surfaces prior to discharge into the Willamette River. The planting palette softens the space and provides year-round interest. A dock extending into the courtyard from the NW 13th Avenue office building, similar to that building's dock-high sidewalk and seating area along NW 13th Avenue, allows for seating overlooking the courtyard, providing vitality on multiple planes. The courtyard includes a public bike workstation and short term bike parking.

13th Avenue Office + Retail

In response to the NW 13th Avenue Historic District to the south of the site, this "heartwood" building is envisioned as a modern interpretation of a universal, dock-celebrated, industrial building. The 75,000 square foot structure will be concrete, steel + wood-framed and clad in brick, with large punched windows on a 5 foot office module. Approximately 15,000

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

square feet of retail space will occur on dock and sidewalk levels. Four levels of office space above will total approximately 60,000 square feet. Retail and office areas will be designed to shell and core level of completion. Retail or restaurant spaces on NW Kearney and NW Johnson Streets will be at sidewalk level on those streets. The building includes a green roof and a roof terrace designed with a wood grain concept, in keeping with the building's theme.

The mass of the building will meet the lot lines on all three streets it borders, but will include one inset terrace (or 'kerf') per office level, as well as retail entry recesses on NW Johnson and NW Kearney Streets. One projecting balcony per floor occurs on the courtyard side of the building, relating to the projecting bays on the 12th Avenue Building. A raised "loading" dock with a canopy on NW 13th Avenue will provide access to a majority of the retail spaces and will spill into the courtyard and provide outdoor, covered restaurant seating on both sides. The dock on NW 13th Avenue will require an encroachment permit for its 11 foot projection into the right-of-way.

In addition to brick, other primary materials include concrete base walls and 'loading' docks, painted steel canopies, and galvanized railings. Openings include aluminum storefront on the ground level and color-matched high-quality European vinyl windows on the upper floors. Colorful painted French doors at the upper levels and at the folding doors on the dock will brighten the palette, along with wood siding details at the dock level storefront. Painted steel frame structure and wood ceilings will be exposed on the exterior at the 'kerfs', and wood ceilings of the interior upper levels will be visible from within and without. The retail level will have exposed concrete structure on the interior.

12th Avenue Residential Building

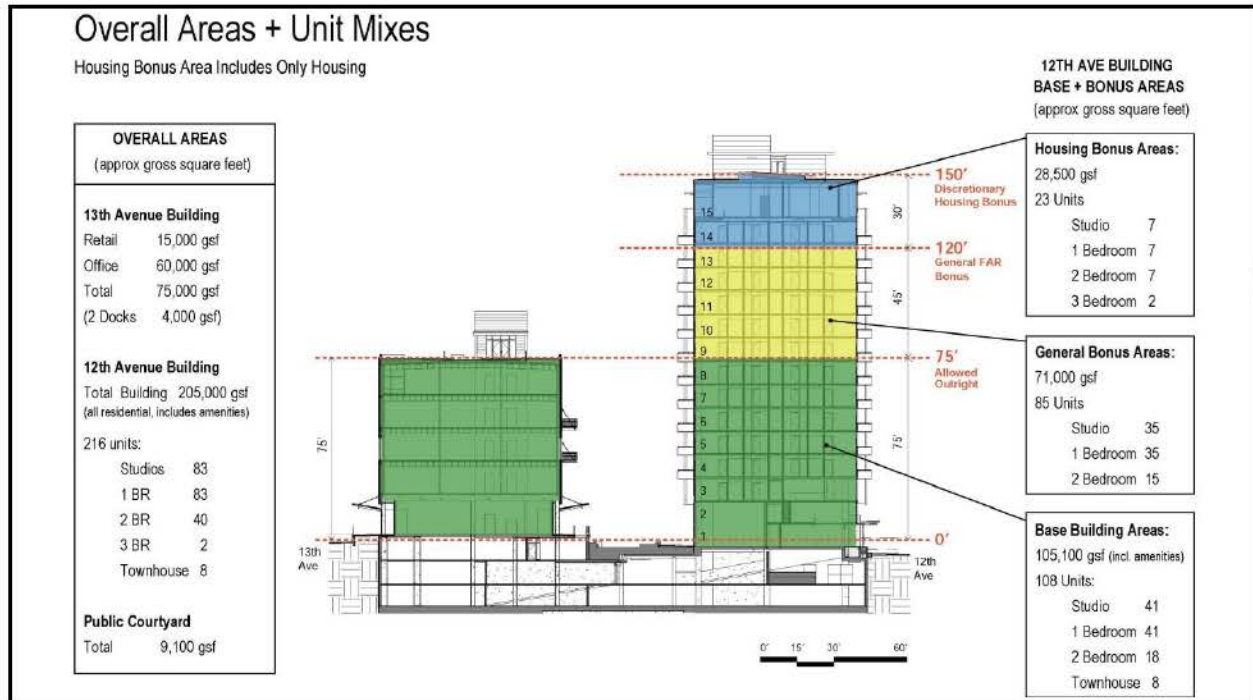
The residential building is envisioned as a slender, vertical tower relating to the newer, contemporary residential high rises in the Pearl. This "seedling" building will be a concrete structure primarily clad in window wall and vertically oriented metal panel siding. With approximately 205,000 square feet, it will include approximately 208 residential flats of varying sizes and 8 street-level townhouses. The residential use is intended for market-rate apartment housing and includes shared amenity spaces at the lower levels, as well as a rooftop view terrace with small trees, social spaces and community gardens.

The primary massing of the building is a thin rectilinear form made of charcoal-colored window wall with spandrel panels. This form meets the lot lines on NW Kearney Street, and sits back 4 feet and 2.5 feet from NW Johnson Street and NW 12th Avenue lot lines, respectively. Vertical bays extend up the middle of the form (from the 3rd level to the 14th level), and project to meet the lot lines on these streets and on the courtyard side. The bays are made of clear, vertically oriented, anodized aluminum panels and matching aluminum window wall. Balconies with glass railings rise in vertical ribbons next to the bays. Perforated medium-grey panels complete the sides of the bays and hide exhaust louvers for each unit.

The window wall form meets the ground (and provides views into semi-public uses) at the north end of the building where the leasing lobby and residential lobby occupy double height spaces on two corners, and at the double height residential amenities along the courtyard. This window wall form also forms the top of the building at the penthouse units, where it is fitted with a lightweight aluminum trellis that frames the sky. On the ground level, board-formed concrete walls and trellis/canopies demise individual townhouses and garage/loading entries at the base of

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

the building. A smooth concrete base relates to the smooth concrete dock on the 13th Avenue Building.



Overall, the Project is entirely consistent with the character of the neighborhood and provides a variety of new residential units, a diversified commercial/retail building on NW 13th Avenue that steps down to and embraces the NW 13th Avenue Historic District, and develops new, interesting, and engaging public open space. The project embraces each of its four fronting streets and will add significantly to the vitality of the area.

The Design Commission Decision dated January 22, 2015 is attached here as Exhibit C. Exhibit C to the Commission Decision is the Applicant’s Block 136 Land Use Application LU 14-230014 DZM, Revised January 22, 2105 (the “Revised Application”). The Revised Application is referenced throughout this Narrative Statement.

COMPLIANCE WITH APPROVAL CRITERIA:

In order to be approved, the Project must comply with the mandatory approval criteria applicable to this Design Review.⁴ The following discussion demonstrates how the approval criteria are met. The approval criteria are found in the following portions of the Zoning Code:

- River District Design Guidelines (“RDDG”)
- PZC 33.510 as discussed in detail below
- Central City Fundamental Design Guidelines (“CCFDG”)
- Modification Criteria (PZC 33.825.040)

⁴ See Exhibit F herein for a code compliance summary table.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

APPROVAL CRITERIA -- FLOOR AREA RATIO:

Allowable development intensity on the site is a function of floor area ratio (“FAR”) and allowable height. Allowable base FAR is established in Portland Zoning Code (“PZC”) Section 33.510.200 and Map 510-2, Map 1 of 2. Bonus FAR is available under PZC 33.510.210.C.

Zoning Standard: The base FAR allowed is 4:1. *PZC 33.510.200.B and Map 510-2, Map 1 of 2.* A. Bonus FAR is also available as follows: “[F]or each square foot of floor area developed and committed to housing, a bonus of 1 square foot of additional floor area is earned, up to an additional floor area ratio of 3 to 1.” *PZC 33.510.210.C.1.a.(1).*⁵

Project FAR:

Base FAR: The project site is 40,000 square feet.⁶ Therefore the base FAR of 4:1 is 160,000 square feet as set forth in PZC 33.510.200.B and Map 510-2, Map 1 of 2.

Bonus FAR: The Project commits 205,000 square feet to housing and so is eligible for the maximum floor area bonus of 3:1.⁷ *PZC 33.510.210.C.1.a.(1).* A 3:1 floor area bonus amounts to an additional 120,000 square feet.

Total Project FAR: Therefore, total Project allowable FAR is 7:1 or 280,000 square feet of development on the 40,000 square foot site. The Project utilizes the full 280,000 square feet. **See illustration on Page 9.**

Although already at the maximum allowable site FAR under PZC 33.510.210.C.1.a.(1), the Project also qualifies for FAR bonuses under 33.510.210.C.4 (Rooftop Gardens Bonus) and 33.510.210.C.10 (Eco-Roof Bonus Option).⁸

APPROVAL CRITERIA -- HEIGHT:

The allowable height for the Project consists of a base allowable height and bonus height earned under the Zoning Code’s bonus height options

Zoning Standard:

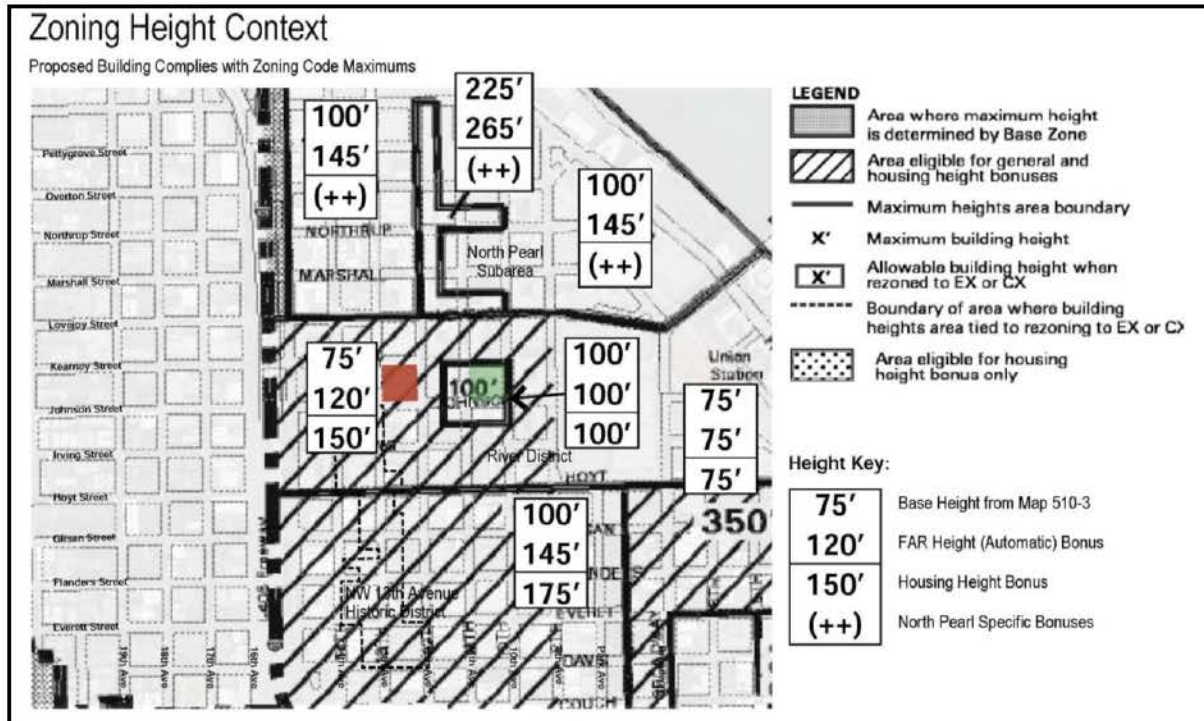
⁵ One half of the 33.510.210.C floor area bonus, 60,000 of the total 120,000 square feet of bonus area, may be allocated to non-residential uses. *PZC 33.510.210.C.1.b.*

⁶ See page 140 of the Revised Application showing 200’ by 200’ block for a total area of 40,000 square feet.

⁷ See illustration on Page 9 of this Narrative.

⁸ Revised Application pages 96-110, 133-137, and 146.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**



Base Maximum Height: The base maximum height is set at 75 feet. *PZC 33.510.205.B and Map 510-3, Map 1 of 3.*

Bonus Height: Bonus height is available under *PZC 33.510.210.D through G.*

General Bonus Height: A general bonus height of up to 45 feet is earned for projects in qualifying areas shown on Map 510-3. *PZC 33.510.210.D.*

Housing Bonus Height: In qualifying areas identified on Map 510-3, a bonus height of up to 75 feet is available for housing. *PZC 33.510.210.E.1.* Approval of bonus height under this section is discretionary. *Id.* Bonus height may be approved under both 33.510.210.D and 33.510.210.E, but where both are applied, the combined bonus height may not exceed 75 feet. *PZC 33.510.210.E.3.a.*

The housing bonus height may be approved if the applicant shows that all of the following *PZC 33.510.210.E.4.a.-f.* criteria are met:

- a. The increased height will not violate an established view corridor;
- b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands;
- c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.;
- d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.;

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

- e. The increased height will result in a project that better meets the applicable design guidelines; and
- f. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.

Project Height:

Base Project Height: As set forth above, the base maximum height is 75 feet.

General Bonus Project Height: The Project is located in an area eligible for the general bonus height available under PZC 33.510.210.D.⁹ The Project qualifies for a general bonus height of 45 feet because it is on a site of up to 40,000 square feet (*PZC 33.510.210.D.2*) and, as described above, achieves a bonus floor area of 3 to 1 (*PZC 33.510.210.D.2.c*).¹⁰ The available General Bonus Project Height raises the allowable project height from the base 75 feet to 120 feet.

Housing Bonus Project Height: The Project is also eligible for the housing bonus project height of PZC 33.510.210.E up to a total of 75 additional feet over the base height. The Project meets all the criteria for approval of the housing bonus height as follows:

- a. *The increased height will not violate an established view corridor.* There is no established view corridor at the location of the Project per the Portland Scenic Resources Protection Plan adopted March 15, 1991 (Ord. # 1639577).
- b. *If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands.* The site is not within 500 feet of an R zone. (See Exhibit C to the Design Commission Decision, attached hereto as Exhibit C.)
- c. *If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.* This criterion is not applicable because the site is not included on Map 510-3 as eligible for the Open Space performance standard. (See Map 510-3.)
- d. *If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.* This criterion is not applicable because the Project is not on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts. (See Exhibit D attached hereto- Map of Central City Historic Resources, Bureau of Planning and Sustainability, January 7, 2013.)

⁹ See Portland Zoning Code 33.510, Map 510-3 showing Block 136 is located in the “Area eligible for general and housing height bonuses.” See also: “Qualifying areas, shown on Map 510-3, are located such that increased height will not violate established view corridors, the preservation of the character of historic districts, the protection of public open spaces from shadow, and the preservation of the City’s visual focus on important buildings (such as the Union Station Clock Tower).” *PZC 33.510.210.D.*

¹⁰ See discussion above regarding the Project’s floor area bonus.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

- e. *The increased height will result in a project that better meets the applicable design guidelines.*
- i. The parallel bar building plan with on-grade central access is a common precedent throughout the Pearl District. The repetition of building footprint, contrasted by height and material variation, and sharing a common ground plane through the courtyard as it meets the streets, will serve to tie the project to the immediate area [CCFDG A2, A4, A5]. (See also page 38 of the Applicant's revised application ("Block 136 Land Use Application LU 14-230014DZM, AD, revised January 22, 2015," ("Revised Application"), which is Exhibit C to the Design Commission Decision attached hereto as Exhibit C.)
 - ii. The placement of the tower on the east side of the block allows the Project to step down to NW 13th Avenue, reflecting context, scale, and massing of the adjacent historic district. [CCFDG A2, C3, C9].
 - iii. A lower height would likely consume more ground plane thereby yielding a less public-oriented courtyard amenity space. [CCFDG A4, A5, C4].
 - iv. The central courtyard is a carefully designed amenity for public enjoyment that will be activated with ground level commercial uses connecting the courtyard to NW 13th Avenue. [CCFDG B4, B5, C6].
 - v. The height and orientation of the residential tower surrounded by the lower-scale brick building reinforces the north-south view opportunity between river and downtown along NW 13th Avenue. [CCFDG A1, C1].
 - vi. See the Design Guidelines Section of this Narrative Statement (which follows this section on height) for a more detailed discussion of the Project's consistency with each of the CCFDG and RDDG Design Guidelines. The detailed discussion of the applicable design criteria from the Central City Fundamental Design Guidelines and the River District Design Guidelines, and the elements of the Project that satisfy each of those criteria, follows this section of the Narrative Statement discussing height. That discussion, in combination with the discussion herein specifically addressing PZC 33.510.210.E.4.e., demonstrates that PZC 33.510.210.E.4.e. is met.
- f. *Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A: "The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City." The Project design is consistent with these purposes as follows:*
- i. Massing and height do not disrupt established views. There is no established view corridor at the location of the Project per the Portland Scenic Resources Protection Plan adopted March 15, 1991 (Ord. # 1639577). The

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

Project enhances and embraces the NW Johnson Street corridor. (See page 33 of the Revised Application.)

- ii. Inherent in the maximum building heights and sites afforded height bonuses in PZC 33.510.210 (as depicted on Map 510-3) is a general -height step-down from freeway to the river. This Project is compliant with height allowances/bonuses of the Zoning Code and the River Sub-district of the Central City Plan District, and so is consistent with the step-down in height purpose stated in 33.510.205.A.
- iii. The Project limits shadows on public open spaces. Independent shadow studies conducted by the Bureau of Planning and Sustainability and considered by the Design Commission during the DAR process indicate that the Riverstone Condominium building completely occludes shadow cast on Jamison Square by the Project.¹¹ The Design Commission found that the Project “does not shadow open public space (Jamison Square) any more than would a project meeting just the 45 foot height bonus (a 120 foot high building). *Design Commission Decision, page 21*. In addition, the Design Commission considered hearing testimony submitted by the Applicant demonstrating that the north/south orientation of the new public space between the two buildings comprising this Project will allow for penetration of daylight in that new public space.
 - a. See Exhibit E attached hereto, pages 25-42; See also the study from the Union Station Clock Tower-related FAR and Height Limits Proposal, Portland Bureau of Planning, November 2000 and a study completed by the Bureau of Development Services in 2014, both of which were considered by the Design Commission.
 - b. See also pages 40-51 of the Revised Application demonstrating that the north/south orientation of the new public courtyard between the Project’s two buildings allows for sunlight from the south to light and warm the courtyard.
- iv. The Project steps down to NW 13th Avenue (the spine of the NW 13th Avenue Historic District to the south) to make it compatible with many of the other buildings on NW 13th Avenue in the Project area. The placement of the 12th Avenue building on the east side of the block allows the Project to step down to NW 13th Avenue, reflecting context, scale, and massing of the adjacent historic district. The Project is compatible with desired/allowed building heights and massing. It adds to a positive and varied skyline in this district. See Exhibit E. See, generally, pages 14-17, 23-24, 26-28, 31, and 102 – 131 of the Revised Application.
- v. The north/south orientation of the parallel bar buildings on the Project site limit shadows on other development within the Pearl District and, by virtue

¹¹ The study is from the Union Station Clock Tower-related FAR and Height Limits Proposal, Portland Bureau of Planning, November 2000. The Commission also considered a study completed by BDS in 2014. Also, although not required, the Applicant completed and submitted a sun study that is part of the record, which demonstrates that the Project has little effect on Jamison Square even using a more restrictive March 21 date rather than April 21.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

of the Project's location, there is no shade effect on residential neighborhoods at the fringe of the City Center.

As set forth above, and as supplemented in the detailed discussion of Design Guidelines below, the Applicant has established that the Project has a base allowable height of 75 feet, qualifies for the general bonus height of 45 feet (taking the allowed height to 120 feet), and also meets all applicable criteria contained in PZC 33.510.210.E.4.a-f. and is therefore entitled to a 30 foot housing bonus height for residential development (taking the allowed height to 150 feet). Therefore, the combined height that the Project is eligible for under the Portland Zoning Code is 150 feet. The highest building in the development, at 150 feet, complies with that maximum, and allows for the shorter 75 foot building on NW 13th Avenue to step down to the historic district.

APPROVAL CRITERIA -- DESIGN GUIDELINES:

The Project site is zoned EXd. The "d" signifies that the Project falls within a Design Overlay Zone. *PZC 33.420*. 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. *PZC 33.825.055*.

Two sets of design guidelines apply to the Project: the Central City Fundamental Design Guidelines ("CCFDG") and the River District Design Guidelines ("RDDG"). *PZC Map 420-1*. The CCFDG make up the fundamental set of design guidelines for all development in the Downtown Design District, and are augmented with additional guidelines specific to subdistricts. For this Project, the RDDG supplement the CCFDG. Where a conflict arises between design district guidelines, the more local or area-specific set of design guidelines take precedence. *Central City Fundamental Design Guidelines, Part 1, page 4*. Design Guidelines are mandatory approval criteria that must be met as part of design review. *Id. at page 10*. However, the design review process is flexible and is intended to encourage designs that are innovative and appropriate for their locations. *Id.* Only the "Guideline" itself is mandatory, and the guidelines are specifically identified. *CCFDG, Part II, page 16*.

The RDDG adds specificity to the CCFDG. *RDDG, page 5*. Compliance with the RDDG can take many different forms. The RDDG is intended to state broad design objectives and to provide guidance; they are not prescriptive standards. *Id.* The RDDG is divided into several special areas illustrated on the map on page 7 of the RDDG. The Project is in the "Pearl District Neighborhood." *RDDG, page 7*. Because of the Project's location in the Pearl District Neighborhood, in addition to the general requirement of the CCFDG and the RDDG, it must demonstrate compliance with RDDG A5-1-1

The CCFDG and the RDDG includes specific guidelines in 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.

The general goals are as follows:

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

SECTION A - PORTLAND PERSONALITY

CCFDG 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.

RDDG A1-1 Link the River to the Community

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

The site is located equidistant to the river in both north and east directions (approximately 2600-2700 feet), and is just two blocks (just over 600 feet) from the west edge of the District and I-405.¹² The Project's two buildings are oriented at a +/-45 degree angle from the river in both directions.

Balconies for a third of the residents are oriented for a river view, and the 12th Avenue Building roof terrace is oriented for views of the river.¹³ Many visual cues signifying river and greenway connections are evident from the abutting right-of-way including the arched span of the Fremont Bridge and the Union Station clock tower.¹⁴ These features and others like them serve as visual landmarks for the entire neighborhood. Neither building interferes with views down NW Johnson Street to the Union Station clock tower.

The ground floors of both buildings include a variety of public space-activating uses including storefront retail, office and residential lobbies, and amenity space.¹⁵ These active, sidewalk-proximate spaces will enhance pedestrian connectivity throughout the district and reinforce connections to the Willamette River about eight blocks north and east of the Project site.

The Project is oriented with buildings running in the north-south direction for the following reasons:

1. The apartment building roof terrace and unit balconies will have river and territorial views. The roof terrace will offer views eastward (SE Portland, Mt. Hood, etc.), westward (NW Portland, West Hills, etc.) and southward (central city, West Hills, etc.). The orientation of the tower puts the long walls along a north-south axis. Since river views are north and east, most of the units on three sides will all be able to enjoy at least some river view. Balconies for over one third of the units are oriented for views of the river. This orientation also maximizes sun exposure to the courtyard.
2. The roof terrace on the 13th Avenue Building will offer views northward to the river and the Fremont Bridge, and southward to downtown and the west hills. Projecting steel balconies intermittently located on floors 2-5 will offer views over the courtyard below and obliquely on NW 13th Avenue.
3. The Project is designed to follow the precedent for open space within the neighborhood. In the Pearl, all but one of the open spaces on private land are oriented north-south.¹⁶

¹² See the illustration on page 4 herein.

¹³ See e.g., Exhibit C, pages 3, 14, and 17 of the Revised Application.

¹⁴ See e.g., Exhibit C, pages 5-17 of the Revised Application.

¹⁵ See the Revised Application for various street activating details of each building and the interface with the surrounding streetscape.

¹⁶ See Page 38 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

Note that it is public open space within public rights-of-way that are commonly oriented east-west (for example the path between NW 12th Avenue and NW 11th Avenue along NW Kearney Street). *Id.*

4. The Project is designed to follow the precedent of loading docks on NW 13th Avenue by providing a north-south oriented dock along this street. An east-west orientation would not allow for a dock and would contribute less to the NW 13th Avenue Historic District precedent.
5. The buildings are oriented north/south on the site to best take advantage of solar access for the courtyard between the buildings. East-west orientation would make a dark public courtyard, whereas opening the courtyard to the south allows for solar access.
6. The Project is designed to provide equal daylight to the residential units. An east-west orientation would put half of the units in a dark, north-facing position.

CCFDG A2 Emphasize Portland Themes

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

This design guideline focuses on emphasizing “themes unique to Portland’s culture and geography that promote the city’s identity and image. Examples of elements that identify Portland include the rose (the city flower), the great blue heron (the city bird), water features, bridges, trees, mountain views, rain, and the natural environment.” *CCFDG, page 24.*

The concept for the project, Heartwood + Seedling, relates to Portland themes in two ways: “Heartwood” for the timber industry and “Seedling” for Portland’s natural setting and forested past. The courtyard’s log-jam concept relates to Portland’s history in the timber industry, and the 13th Avenue Building’s roof terrace uses a wood grain theme. Stormwater planters incorporated into the courtyard highlight the rain and natural environment unique to Portland and the Northwest.¹⁷

The 13th Avenue Building contributes to the predominant loft warehouse typology in the area with a raised retail/restaurant loading dock and flexible retail/restaurant spaces that can help to activate the active, mixed-use pedestrian corridor on NW 13th Avenue and can help to reinforce the sense of place of the street. *See Footnote 19.*

CCFDG A3 Respect the Portland Block Structures

Maintain and extend the traditional 200-foot block pattern to preserve the Central City’s ratio of open space to built space.

Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

The focus of the A3 guideline is to create a fine grain pedestrian network and to avoid superblocks that are larger than 200 feet x 200 feet. The Project design does this and takes it one step further by providing an even finer grain pedestrian network with a public courtyard. The Project will be built within the existing 200 feet by 200 feet existing block and is surrounded by the City’s existing 200 foot block transportation grid. Landscaping, seating, new retail/restaurant

¹⁷ Compliance with this guideline is established throughout the Revised Application. See, e.g., pages 15-16, and the design details for the courtyard, each building, and the roof of each building.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

dock, and a new public courtyard featuring programmed space all add to the dynamic urban fabric of the Pearl District. The Project will further enhance pedestrian connectivity by providing a mid-block connection through the courtyard between NW Johnson and NW Kearney Streets.

RDDG 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.

The focus of the RDDG A3-1 is to make these finer grain connections meaningful. The design supports a fine grain pedestrian network in the neighborhood by providing an on-grade, accessible public courtyard running north-south between the buildings fronting on NW 13th and NW 12th Avenues. In this area of the Pearl District, most existing courtyards on private property are oriented north-south, while public ROW mews are oriented east-west.¹⁸ The courtyard provides convenient, pleasant access to both buildings. The project is retaining cobblestones on NW Kearney Street to maintain a pedestrian scale to the street.

The ground floors of both buildings include a variety of public space-activating uses including storefront retail, office, and residential lobbies and amenity space. These active, sidewalk-proximate spaces will enhance pedestrian connectivity throughout the district and reinforce connections to the Willamette River about eight blocks north and west [east??] of the site. The Project adds a layer to the circulation hierarchy in the neighborhood by providing an on-grade, accessible public courtyard running north-south between the buildings fronting NW 12th and NW 13th Avenues.

Per the RDDG, page 13, “Kearney and Irving provide dense pedestrian networks throughout the district. Development along these streets should strengthen this network through the orientation of windows, entries, stoops, and other building elements which emphasize these linkages.” Orienting a competing, parallel east-west pedestrian pathway as suggested in the Appeal would pull life off of NW Kearney Street. Instead, the design locates an entry to the on-grade courtyard along NW Kearney Street, as well as other active uses such as the residential lobby entry, leasing office, and a retail space in the 13th Avenue Building in order to strengthen NW Kearney Street as a neighborhood connector.

Also on page 13, the RDDG mentions NW 13th Avenue specifically: “NW 13th Avenue features hundred-year-old loft warehouses and also serves as an active, mixed-use pedestrian corridor, stretching beyond its historic district boundaries. NW 13th Avenue hosts a lively street fair on First Thursdays, populated with artists and musicians as well as patrons and residents. Development along these streets should encourage flexibility and creativity, reinforcing the sense of place that the streets embody.” Orienting the courtyard in an east-west orientation would not allow for an active dock along NW 13th Avenue.¹⁹

CCFDG A4 Use Unifying Elements

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

¹⁸ See Page 38 of the Revised Application.

¹⁹ Compliance with this guideline is established throughout the Revised Application. See, e.g., pages 15-16, and the design details for the courtyard, the surrounding street zones, and for each building.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

This guideline is focused on the opportunity of each individual development site to incorporate architectural elements that tie it to other buildings in the area, and to common themes in the City's rights-of-way. *CCFDG, page. 32.* Architectural elements on the buildings should enhance street furniture, paving materials, or other right-of-way improvements to strengthen bonds between the different parts of the Central City. *Id.*

The Project will maintain a consistent streetscape through the use of established street elements such as historic light standards, street trees spacing and treatment, and sidewalk joint patterns.²⁰

The material palette for the Project buildings continues that found in the Pearl District, and each building is unified with its immediate context.²¹ The 13th Avenue Building relates in height and materiality to the buildings in the predominantly brick historic district immediately south, while the 12th Avenue Building relates to the Edge and other taller, sleek buildings within the Pearl District to the north.

While the apartment and office buildings differ in height, program, and materials, to contribute to the diversity of the Pearl, they share several unifying features. First, they share a positive attitude on how to address the street with transparent storefronts. Also, each structure uses raw concrete, painted steel canopies, galvanized railings, a similar storefront character, and projecting bays and balconies at the courtyard—all with a common color palette. The spaces are unified across the courtyard through vision glass and actives along the courtyard edges in both buildings.

The Project will include a covered retail dock along NW 13th Avenue, contributing to the unique streetscape of covered loading docks along NW 13th Avenue which are important symbols of the area's industrial past. The 13th Avenue Building will use materials similar to the NW 13th Avenue Historic District: brick, punched openings, and light steel elements.

Townhouses along NW Johnson Street and NW 12th Avenue activate the street and enhance the residential character of these streets. The use of board-formed concrete, painted steel, canopies, and soft landscaping reflect the Pearl District and enhance the pedestrian experience.

The public courtyard continues vital Pearl District place-making traditions such as internally activated open spaces, social pocket places, anything bicycle, pervasive artistic expression, integrated landscapes, and Italian pastimes such as bocce ball.

CCFDG 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.

See the response to CCFDG A4, above, regarding use of Unifying Elements for an analysis of how this guideline is met. The Project will enhance, embellish, and identify the area with its careful treatment of the street and street furnishing zone, the material palette for each building, the interplay of the design between the two buildings, the creation of a new public

²⁰ See Pages 31 – 36 of the Revised Application.

²¹ See Pages 9 – 13, 30, 67 – 97, and 112 – 128 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

space in the Project's courtyard, the continuation of the loading docks prevalent along NW 13th Avenue, and the incorporation of street-level townhomes.

RDDG 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).

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

Reinforce the identity of the Pearl District Neighborhood.

The Pearl District is a vibrant urban neighborhood of mixed commercial and residential uses. Originally accommodating warehousing activities, many of the Pearl District's older, multistory buildings have been converted to mixed residential and retail use. The area is an urban mix of old and new buildings and structures juxtaposed, with visual and physical references to its warehousing past. Many of the restored and newer buildings have achieved LEED certification, and many use recycled historic materials within the design of the site or the building itself. The Pearl District is characterized by views of the Fremont Bridge, a rich fabric of historic buildings, the presence of streetcar, and the city's greatest concentration of art galleries. [RDDG, page 17]

This design guideline discusses ways to continue the uniqueness of the Pearl District through continuing the juxtaposition of mixed uses, the warehouse character, and the different architectural languages. The project will contribute to the juxtaposition of old and new in the neighborhood by proposing two different buildings for the two uses proposed on the site.²² The warehouse typology inspires the design of the 13th Avenue Building which will be a flexible space for office and retail/restaurant uses. The building will also incorporate a loading dock along NW 13th Avenue with active street level retail and upper level office space that will continue the strong tradition of activation of NW 13th Avenue.

The 12th Avenue Building uses board-formed concrete at its base and incorporates townhouse stoop design consistent with other townhouses in the District. The middle and top of the residential building builds on the architectural language and palette of materials in the Pearl, thereby contributing to the mix of styles and materials in the current Pearl District. The residential units and the roof terrace provide views of the Fremont Bridge and the many threads of the rich fabric of historic buildings.

In recognition of the significance of art to the vitality of the Pearl District, special importance is placed on incorporating art at Block 136, as is discussed in more detail under RDDG A5-4 below.

RDDG A5-1-4 Reinforce the Identity of the Union Station Area

Block 136 is not located within the Union Station Area. *RDDG, page 7.*

RDDG A5-3 Incorporate Water Features

Incorporate water features or water design themes that enhance the quality, character, and image of the River District.

²² Compliance with this guideline is established throughout the Revised Application. See, e.g., pages 3 – 13, and the design details for the courtyard, the surrounding street zones, and for each building.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

This guideline can be achieved by “taking cues from the river, bridges, and historic industrial character in the design of structures and open space.” *RDDG, page 31*. It can also be accomplished by “Integrating stormwater management into the development.” *Id.*

The Project includes a water-inspired design theme in the courtyard which is based on the theme of logs moving down a river during their industrial process from trees to lumber. Stormwater planters are incorporated into the courtyard with visible overflows from rooftops. These provide buffers from the building to the public through block connection and perform critical stormwater function. Eco-roofs are planned for portions of each building’s rooftop. Finally, the design of the 12th Avenue Building takes its design “cue from the . . . historic industrial character” of NW 13th Avenue.²³

RDDG A5-4 Integrate Works Of Art

Integrate works of art or other special design features that increase the public enjoyment of the District.

This guideline is focused on making sure that each project includes works of art that respect Portland’s long-standing commitment to public art. This guideline can be achieved by integrating art into the design of public spaces, buildings, the street furniture zone, and other unique sites. The guideline encourages the use of “found” objects that are remnants from the area’s history. *RDDG, pages 32-33*.

Given the history of the Pacific Northwest College of Art on the site, public art will be incorporated into the courtyard and buildings, and wood columns and beams will be salvaged from the PNCA building. The project owner, Security Properties has a long history of integrating art and featuring art in their projects, and they are working with PNCA on a concept plan for public art integration using work form PNCA alumni. The concept plan will describe two programs for incorporating art in the courtyard where an area has been designated for art in the courtyard, and in each of the buildings where art will also be integrated.

Finally, the design of the courtyard and the NW 13th Avenue loading dock are special design features that will increase the public enjoyment of the District.

CCFDG A6 Reuse / Rehabilitate / Restore Buildings

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Where older buildings will not be retained, this guideline encourages incorporating building elements from existing structures into new development. The Project does not retain the existing building that formerly housed the Pacific Northwest College of Art, but the Project will salvage and reuse wood columns and beams for benches in the courtyard.²⁴ This is practical way to reuse an element of the former PNCA building in the design of the Project.

CCFDG A7 Establish and Maintain a Sense of Urban Enclosure

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

²³ For details see pages 4, 12, 15-17, 30, 62, 68-69, 71-97, and 102-130 of the Revised Application.

²⁴ See Page 41, Note 10 in the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

The primary intent of this guideline is to make sure that buildings are built to their property lines in an urban way (instead of being setback in a suburban way). *CCFDG, page 46.*

To continue the Pearl's sense of urban enclosure, both buildings will be built to their lot lines on all streets.²⁵ The only exceptions occur where the residential building form steps back at the lower levels to create semi-public townhouse stoops at NW Johnson Street and NW 12th Avenue.

The forms of each of the Project's buildings are designed to maintain a sense of urban enclosure. The overall form of the 13th Avenue Building is kept at 76 feet tall to relate to the historic fabric around it. Retail spaces at the corner of NW 13th Avenue & NW Johnson Street, and at and NW 13th Avenue and NW Kearney Street step with the adjacent grade to create street level urban spaces. Twelfth Avenue has inconsistent heights along its length, with a 161 foot tower two blocks to the north. The Project's 12th Avenue Building is balanced with these other nearby taller existing buildings and continues the growth of high density residential development that characterizes NW 12th Avenue through the Pearl District

CCFDG A8 Contribute to a Vibrant Streetscape

Integrate building setbacks with adjacent sidewalks to increase the space for potential public use.

Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks.

Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

The CCFDG (page 50) explains how mixed-use places provide vibrancy to a 24-hour city and says: "Historically, settings that accommodate diverse activities such as working, playing, meeting, living, shopping and celebrating are thriving urban centers". The Applicant has endeavored to create a 24-hour project by accommodating all of these programs within one block. Two different building heights allow the Project to include the commercial office element within the 13th Avenue Building that will activate NW 13th Avenue throughout the day. Providing a round-the-clock mix of residential, office, and retail uses on the block ensures diverse human activity throughout the day and night.²⁶

The design of the office building will promote use of the dock with large folding storefront doors to let the public in to the proposed market. Outdoor dining is envisioned here. In addition, the sidewalk level of the elevations along NW Johnson and NW Kearney Streets is designed to encourage the use of adjacent on-grade sidewalks by providing direct visual and physical connections to retail spaces through large windows and doors into their storefronts, as well as a slight recess from the lot lines at the entries to these spaces which could be used for café or other seating.

The corner of NW 13th Avenue and NW Johnson Street has long been an important corner in the neighborhood with the active PNCA entry and unique bike parking. In an effort to

²⁵ See, e.g., pages 31-36 of the Revised Application.

²⁶ The Project's many design elements that support a finding of consistency with this design guideline are too numerous to enumerate here. The narrative below summarizes project elements that demonstrate compliance with this guideline. Specific information on each of these design elements can be found throughout the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

continue this use and energy, the NW 13th Avenue dock pulls back at the corners to create spill-out potential. Both wall- and ground-mounted bike parking are proposed at both corners as well as prominent retail building entries. This will induce sidewalk-level spill-out on NW Johnson and NW Kearney Streets.

The through-block connection created by the courtyard between NW Johnson and NW Kearney Streets provides ample opportunities for seating, gathering, and people watching. Its north/south orientation allows for uninterrupted street frontage and the length of the loading dock on the vibrant NW 13th Avenue corridor. The courtyard will be sheltered between the two buildings creating a quieter retreat for resting or playing within the middle of the block. The bocce court provides an active public program, as do public bicycle repair stations and ample bike parking. Art is also proposed in the courtyard.

In the residential building, connections to the sidewalk are created with outdoor transition areas, with large windows facing the street, and with usable stoops at the townhouse entries. In addition, the townhouse stoops are located from 2 feet to 3 feet above the sidewalk level with soft streetscape planting to encourage active use of the stoops by residents while screening their exposure to the public.

The furnishing zone of the abutting streets has a mix of River District standard elements including trees, benches, bike racks, and light poles separating pedestrians from cars. Existing parallel parking on NW Johnson and NW Kearney Streets and on 12th Avenue will maintain an effective separation from the pedestrian and vehicular traffic. Canopies at all building entry points will provide weather protection. Mechanical equipment is isolated from pedestrian view on the roof or penthouse levels of the buildings. No ground level mechanical equipment is included in the Project. The office building includes a band of louvers in the top level of the retail storefronts out of the pedestrian realm.

RDDG 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.

The focus of this guideline is on developments where buildings are set back from the sidewalk edge. *RDDG, page 34*. The guideline seeks to create thresholds between public and private spaces that are “comfortable” and that encourage interaction between residents and passersby.

Generally, most of the Project goes to the right-of-way line. However, the townhouses in the 12th Avenue Building are set back slightly from the sidewalk edge and incorporate stoops, low planting walls, a trellis, and plantings to provide a threshold between public and private space. In an effort to encourage use of the stoops, these elements create visual screening to create semi-privacy for the residents, but do not hide them.²⁷

The residential patio within the courtyard is separated from the public portions of the courtyard by log benches and trees. This creates a degree of separation, but maintains safety by keeping eyes on the spaces.²⁸

CCFDG A9 Strengthen Gateways

²⁷ See pages 67-76 of the Revised Application.

²⁸ See pages 41-45 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

Develop and/or strengthen gateway locations.

This guideline is not applicable because Block 136 is not a gateway site.

RDDG A9-1 Provide a Distinct Sense of Entry and Exit

When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.

This guideline is not applicable because Block 136 is not a gateway site.

SECTION B – PEDESTRIAN EMPHASIS

CCFDG 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.

This guideline is primarily focused on creating a great pedestrian environment through appropriate sidewalk zones and designing buildings to encourage sidewalk use. It only refers to inter-block pedestrian ways for blocks over 200 feet x 200 feet. *CCFDG, page 62*. The design of Block 136 encourages sidewalk use, and positive interaction between the public space of the street and the new private spaces being created by the Project as previously described and as additionally described below.²⁹

Sidewalk zones will be enhanced by defining different sidewalk zones with appropriate joint pattern and a variety of surface materials while keeping the sidewalk as wide as possible for ease of travel. The Project creates a variety of streetscape experiences by altering the furnishing zone to correspond with building uses (for example, benches and pavers at residential uses, and ample bike parking at retail uses). The curb edge and paving pattern along NW 12th Avenue is reestablished between the two curb cuts for parking and loading. In addition, building edges are articulated at the sidewalk using large windows, canopies at retail entries and along the dock, and partially glass-covered trellises at the townhouses. The pedestrian realm is provided with sheltered spaces that do not obstruct the movement zone.

RDDG B1-1 Provide Human Scale to Buildings Along Walkways

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

This guideline can be achieved by providing street furniture outside of ground floor retail, large windows and balconies to encourage social interaction, and stoops and windows at the ground floor of residential buildings. *RDDG, page 39*. “Ground floors should be prominent at the

²⁹ For details on street treatments see pages 31 – 36 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

street level, with ceiling heights that are taller than the floors above. Porches and balconies are particularly encouraged.” *Id.* at 38.

As discussed above in detail and as included in the Revised Application, detailing, proportions, materials, and activities at the ground levels of both buildings provide human scale and relationships which support pedestrian needs and interests. The NW Johnson Street and NW Kearney Street elevations are designed to encourage the use of adjacent on-grade sidewalks by providing direct visual and physical connections to retail spaces through large windows and storefront openings. In addition, recessed ground level wall planes will enhance these spaces for spill-out activity.

The design of the 13th Avenue Building will promote use of the loading dock with large folding storefront doors for direct public access into the proposed market. In the 13th Avenue Building, tall 16 foot to 20 foot ground-level ceilings, deep steel canopies, folding storefront walls, and custom entry doors with custom hardware to the office lobby provide interest and human scale proportion adjacent to the sidewalk and raised dock. In addition, the ground-level slab steps internally to create accessible entries directly off the street at the corners with NW Johnson and NW Kearney Streets.

Tall 20 foot ceilings and large expanses of clear glazing at the northeast corner of the residential building will allow views into the leasing office and lobby. Sensitive detailing of the townhouse transitions on NW 12th Avenue and NW Johnson Street, including low planter walls, high and low plantings, trellises and canopies at the stoops also provide human scale. The high rise also includes balconies to allow for informal surveillance of the street. Ground level building detailing, proportions, materials, interior space configuration and entries with large canopies are human-scaled and will induce conditions supportive of pedestrian interest, activity, and safety.

CCFDG 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.

This guideline is primarily concerned with early consideration of and planning for good right-of-way design to provide a safe and interesting zone for pedestrians, while meeting the project’s needs for access, lighting, street furniture, and building utilities. *CCFDG, page 66.* This guideline may be satisfied by emphasizing the protected pedestrian zone of the sidewalk, building on an area’s historic approach to the sidewalk and/or right-of-way, and integrating mechanical equipment into the overall building design. *Id.* at 67-69.

The furnishing zone of the three streets (NW Johnson and NW Kearny Streets and NW 12th Avenue) has a mix of trees, benches, bike racks and light poles separating pedestrians from cars.³⁰ Existing parallel parking on NW Johnson and NW Kearney Streets and NW 12th Avenue will maintain an effective separation from the pedestrian and vehicular traffic. Canopies at all building entry points and continuous canopies on both docks will provide weather protection.

³⁰ See pages 31 – 36 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

An integrated lighting system has been incorporated into the project's overall design to provide safety and to enhance the architectural elements of the buildings. Mechanical equipment is kept away from pedestrians and located on the roof or penthouse levels of the buildings, and is integrated into the overall building design so there are no exposed utilities. The office building includes a band of louvers in the top level of the retail storefronts.

As detailed previously and as set forth in detail in the Revised Application, the 12th Avenue Building creates connections between the residential lobbies, units and the sidewalk with outdoor transition areas – large windows facing the street, and elevated stoops (from 2 to 3 feet high) at the townhouse entries. Tall 20 foot ceilings and large expanses of clear glazing at the northeast corner of the residential building will allow views into the leasing office and lobby. Sensitive detailing of the townhouse transitions on NW 12th Avenue and NW Johnson Street, including low planter walls, high and low plantings, trellises and canopies at the stoops also provide human scale. The high rise also includes balconies to allow for informal surveillance of the street. Ground level building detailing, proportions, materials, interior space configuration, and entries with large canopies are human-scaled and will induce conditions supportive of pedestrian interest, activity, and safety.

CCFDG 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.

This guideline addresses fragmented pathway systems, wide streets, high traffic volumes or speeds, and changes in grade that create obstacles to pedestrian movement. *CCFDG, page 70*. This guideline can be achieved by providing safe, easy pedestrian access through large development sites. *Id. at 71*.

Block 136 is in an area with a complete pedestrian network made up of sidewalks and a shared street, and the Project is on one 200 foot square city block and maintains the City's small-block grid.³¹ The street improvements on all frontages are consistent with the adopted street standards for the River District and will ensure a well-integrated and well-marked pedestrian system. *See footnote 29*. At approximately 125 feet in length, both the NW 13th Avenue dock and the courtyard dock are pulled back from the corners allowing for at-grade retail entries and spill-out potential.³² The raised loading dock on NW 13th Avenue is consistent with PBOT's street standards.

The courtyard between the buildings will provide a new mid-block connection between NW Johnson and NW Kearney Streets, including a variety of features to enhance pedestrian safety, convenience, and enjoyment. A single accessible ramp will be provided at the south end of the dock orienting to NW Johnson Street at mid-block.

CCFDG 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.

³¹ See pages 3-11 of the Revised Application.

³² See pages 112-119 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

The Project design elements that address this guideline are addressed in detail above and in the Revised Application. The discussion below summarizes those design elements previously discussed that achieve the goals of this guideline.

The street plan along NW 13th Avenue provides opportunities to create places for people to linger that are different from most other places in the downtown grid. The “loading dock” feature is included for a majority of the NW 13th Avenue block face with steps at both ends and a ramp at the south end. The courtyard between the two buildings will provide both formal and informal resting opportunities, tables and chairs, and a bocce court. Ample raised spill-out areas are provided on both sides of the 13th Avenue Building to accommodate retail or restaurant tenants. Continuous canopies along all retail storefront bays will provide protection from the elements.

The public courtyard will provide ample seating, bocce playing opportunities, and restaurant seating with views into adjacent retail windows and the residential lobby. The dock on NW 13th Avenue will provide views into the retail and will have restaurant seating. Benches will also be included in the right-of-way.

Sensitive detailing of the townhouse transitions on NW 12th Avenue and NW Johnson Street, including low planter walls, high and low plantings, and trellises and canopies at the stoops also provide conditions supportive of resting and people watching from these protected semi-private spaces.³³

CCFDG 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.

This guideline can be accomplished by orienting incorporated open spaces to receive sunlight, developing incorporated open spaces adjacent to buildings that can accommodate a variety of programmed functions, developing open spaces that provide different functions at different times of the week, and developing locally-oriented urban pocket parks. *CCFDG, pages 79-83.*

The Project design elements that address this guideline are addressed in detail above and in the Revised Application; see particularly the design details for the courtyard and the designs for the 12th and 13th Avenue Buildings where they interface with the new public courtyard. The narrative below summarizes those design elements previously discussed that achieve the goals of this guideline.

Details on the Project’s on-grade public courtyard will incorporate active open space adjacent to both buildings. It is oriented in the north-south direction in order to receive sunlight during most of the day. Eyes on the courtyard from office, retail, and residential spaces will keep it safe throughout the day and night. Incorporating primary entrances to both buildings, the

³³ Project design elements addressing this design guideline are included throughout the Revised Application. See particularly the details for the streets, the buildings, and the courtyard.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

courtyard also provides restaurant/café seating at the dock-level retail, and a residential patio adjacent to the amenity lounge and kitchen spaces.

A simple but diverse material palette in the courtyard will create warmth and variety from the adjacent streetscape, and the plant palette selected will create seasonal interest throughout the year. The “log jam” benches are intended to appeal to users of all ages by providing seating and being climbable by children.

RDDG B5-1 Recognize the Roles of Tanner Creek Parks

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

This guideline can be achieved by fostering an identity along the edges of the Tanner Creek Parks that celebrates the distinct character of the River District. *RDDG, pages 41-42.* While Block 136 is not directly adjacent to a Tanner Creek Park, it is one block away from Jamison Square and connected via the pedestrian-only portion of NW Kearney Street. Tree grates from Tanner Creek Park blocks will be used in Block 136 for continuity to foster identity along the edges of the Tanner Creek Parks.³⁴

CCFDG 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.

This guideline looks for the successful integration of awnings, arcades, trellises, recessed windows or entries, and landscaping to address the effect of environmental factors such as rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment. *CCFDG, page 84.* This guideline can be accomplished by incorporating weather protection, shade enhancement, and orienting accessory outdoor areas to take advantage of the sun. *Id. at 85-87.*

The Project integrates all-weather protection at all primary points of entry in both buildings and within the courtyard.³⁵ The 13th Avenue Building includes a continuous canopy covering the entire dock, and canopies are provided over the north and south retail entries as well as a continuous glass canopy over the courtyard dock. The 12th Avenue Building has a canopy over the residential lobby entrance, and canopy/trellis combinations are provided over the townhouse entries. The courtyard is oriented north/south to take advantage of maximum sunlight.

CCFDG B7 Integrate Barrier-Free Design

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

The Project is fully ADA compliant, and provides accessible entry to all main building entries: via ramps at the office and retail entry on NW 13th Avenue, and at the courtyard entry from the dock, as well as on-grade at the residential entry. ADA access to the townhouses is from within the residential building.

³⁴ See page 33, note 3 of the Revised Application.

³⁵ Project design elements addressing this design guideline are included throughout the Revised Application. See particularly the details for the streets, the buildings, and the courtyard.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

SECTION C - PROJECT DESIGN

CCFDG 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 facades that create visual connections to adjacent public spaces.

RDDG C1-1 Increase River View Opportunities

Increase river view opportunities to emphasize the River District ambiance.

The CCFDG C1 design guideline is concerned with the full range of view opportunities, from large scale views of the natural and/or the built environment, to small scale views available at the street level. *CCFDG, page 92*. In addition to the range between large and small scale views, this guideline also discusses the alteration or enhancement of views, and the creation of new views. *Id.* The guideline specifically recognizes that “new buildings alter existing views only to the extent allowed by the City’s development standards.” *Id.* This guideline can be accomplished by creating retail view opportunities, taking advantage of locations that front on public spaces, creating new small-scale views into building lobby spaces or entries, and enhancing views to significant features. *Id. at 93-95*.

The RDDG Guideline C1-1 specifically states that guideline C1-1 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, and (3) designing and orienting open space and landscape areas to emphasize views of the river.

Block 136 is not designated as being within the Scenic Resource Zone. *PZC 33.480.020 and Exhibit B to the Commission Decision*. As such, building to the fully allowed height limit on Block 136 will not affect any “significant scenic resources” from a defined view corridor. The Project design does not block views to the east (or to any direction) from east-west oriented public rights of way, and, as described in detail above, it also creates views to the river and bridges from the roof terrace and resident balconies.

Furthermore, as discussed in detail above, many on-grade visual connections have been created between each building and its public context, such as viewing into the public courtyard from the raised retail dock along the 13th Avenue Building.

The apartment building roof terrace and unit balconies will have river and territorial views. Residential amenities will have views through ample glazing to the courtyard and surrounding streets. In the office building, glazed retail façades allow reciprocal views between the shop interiors to the courtyard, dock, and sidewalk. Neither building interferes with views down NW Johnson Street to the Union Station clock tower.

Finally, while it is not possible to see the Willamette River while on-grade on Block 136 since it is located so many blocks away from the river, the Project is designed to embrace the River District theme, as demonstrated in the courtyard’s log raft design concept. The Project also creates many new Willamette River view opportunities. The 12th Avenue Building roof terrace is

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

oriented for views of the river, and balconies for at least a third of the apartment residents are oriented for a river view.

CCFDG C2 Promote Quality and Permanence in Development

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

This guideline looks for building designs that successfully continue Portland's tradition of design quality and permanent construction. *CCFDG, page 96*. This guideline can be accomplished by developing buildings and using methods and materials that promote permanence and express skilled craftsmanship; examples include using materials and methods that create a high level of textural detail, using design strategies to reduce the scale of larger buildings at the street level, and creating building facades that provide a range of visual experience and that promote a sense of place. *Id. at 97-99*.

The Project proposes a high quality palette of materials to create building facades that provide a range of visual experiences and promote a sense of permanence.³⁶ Material choices are responsive to Design Commission comments, especially with regard to the 12th Avenue Building – greater reference to Pearl District context, simplification of vertical cladding pattern, increase ground floor volumes, etc. *See* Footnote 39. Primary material composition includes: board-formed concrete and composite aluminum panels and aluminum window wall proposed at the levels above. The red brick proposed for the bulk of the 13th Avenue Building adds a long-lasting, human-scale layer of texture that can be experienced by pedestrians at the ground level as well as by those observing from other vantage points. Both buildings will include high quality detailing of light, small-scale steel elements such as steel railings and canopies.

C3 Respect Architectural Integrity

Respect the original character of an existing building when modifying its exterior.

Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

This guideline is not applicable because the Project does not preserving an existing building.

RDDG C3-1 Integrate Parking

Design parking garage exteriors to visually integrate with their surroundings.

RDDG Design Guideline C3-1 seeks parking structures that relate to the design context of the area and designs that incorporate and enhance street level land use and interest. *RDDG, page 48*. This guideline can be accomplished by designing street-facing parking garages to not express sloping floors and by designing sidewalk level of structures to accommodate active uses. *Id. at 49*.

The Project includes two below grade levels of parking accessed from a single point of entry on NW 12th Avenue.³⁷ The single point of entry minimizes automobile interference with

³⁶ For details see pages 4, 12, 15-17, 30, 62, 68-69, 71-97, and 102-130 of the Revised Application.

³⁷ For garage entryway details see pages 18-21, 25, and 77-80 of the Revised Application. Details for the 12th Avenue Building include illustrations of the street level townhomes and the leasing office; street design details illustrate the overall building/street interface on NW 12th Avenue.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

the pedestrian environment. Materials, color, and detailing of the garage entry is consistent with that of the adjacent portion of the building. A custom metal door continues the upward-acting type of those found in the Pearl, and matches the pattern of the townhouse screen elements. Board-formed concrete walls and canopies complement those of the townhouses to help lessen the impact of the garage entry. The majority of the 12th Avenue Building frontage is comprised of street level townhomes, the main building lobby and leasing office, and the building mailroom. Each of these elements dominates the focus of the street level of the building on the 12th Avenue frontage so that the well-designed garage entrance is visually integrated with its surroundings.

CCFDG C4 Complement the Context of Existing Buildings

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

This guideline is focused on proportions, scale, rhythm, and detailing that complements the existing context of the project site. *CCFDG, page 104*. Project design can complement existing buildings through the innovative use of the local design vocabulary, but the design of a new building need not mimic or imitate the context of existing buildings to be complementary. *Id.* This guideline can be accomplished by integrating new construction with the existing fabric, using design elements that are common to the area’s design vocabulary, using materials that are common to the area’s historic construction methods, and unifying related buildings with a similar design vocabulary. *Id. pages 105-108*.

The Pearl District is a mix of use and styles. The two Project buildings take their cues from different eras of construction observed in the Pearl.³⁸ As described above, each building has been designed to complement the different styles of architecture already existing in this portion of the neighborhood, and each is scaled to complement the variety of low-rise and high-rise buildings already existing blocks from the Block 136 site.

The 13th Avenue Building complements the NW 13th Avenue Historic District in massing, opening proportions, and material. Interpreted with modern details, the building also repeats design elements that are common to the Historic District’s design vocabulary, such as a loading dock with canopy and human-scaled light steel elements like railings and canopies.

The 12th Avenue Building design uses elements that are common in newer high rises in the Pearl, such as subtle variation in massing, use of window wall, and the addition of balconies and roof terraces. Most importantly, the base of the building takes cues from successful adaptive reuse and new ground-related residential units in the area, such as townhouses with raised stoops, set-in windows, and planting areas.

CCFDG 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.

This guideline is concerned with balance. “Buildings that have balanced all of the competing design considerations – structural systems, exterior cladding, roof systems, window

³⁸ See Page 9 – 13, 30, 67 – 97, and 112 – 128 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

and door materials and their placement, ground level exterior lighting fixtures or signs – create coherent compositions. *CCFDG, page 108*. This guideline can be accomplished in a variety of ways, including using integrated systems of building materials, developing an integrated strategy at the sidewalk level, and using building materials and details to evoke the character of the River District. *Id. at 109-111*.

Each building of the Project is a coherent composition of its own – the 13th Avenue Building reflecting a brick warehouse vernacular (history, heartwood) juxtaposed with the layered verticality of the 12th Avenue Building (future, seedling). As a two-building composition, they reference one another in subtle ways – unifying elements of concrete at the base of both buildings, projecting metal decks and balconies, and an overlapping color palette.

The 12th Avenue Building expresses the lightness of a young forest, as metal panels and bays accentuate verticality. A concrete base at the townhouses anchors the building, but the window wall comes to the ground in a few areas to integrate the base with the middle and top. Charcoal ground-level canopies and a light-colored trellis at the penthouses have similar details to unify the building, and also express a dark-to-light color scheme from bottom to top. The 12th Avenue Building uses elements that are common in newer high rises in the Pearl, such as subtle variation in massing, use of window wall, and the addition of balconies and roof terraces. Most importantly, the base of the building takes cues from successful adaptive reuse and new ground-related residential units in the area, such as townhouses with raised stoops, set-in windows, and planting areas.

The 13th Avenue Building expresses the solidity and industry of worked lumber. The building is a solid, compact composition of punched openings in brick. Interpreted with modern details, the building also repeats design elements that are common to the Historic District’s design vocabulary, such as a loading dock with canopy and human-scaled light steel elements like railings and canopies. It contains a few inset areas—“kerf” patios and retail entries—cut into the form to open the building to the street, as well as the addition of two raised docks with canopies to anchor the solid building to the ground.

Unifying elements of concrete at the base of both buildings, similar painted steel elements at the ground level of both buildings, and an overlapping color palette create an overall coherency for the project, without making a monotonous matching block.

CCFDG 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.

“Buildings form successful transitions with public spaces by incorporating physical and visual connections to the public spaces from the different levels of buildings.” *CCFDG, page 112*. For buildings directly on the public right-of-way or other public space, the building frontage zone functions as the transition zone. *Id.* Building elements that contribute to the distinction between private and public spaces include arcades, large window openings, building forms that step back, changes in grade, landscaping, and spaces for active retail uses. *Id.* This guideline can be accomplished by using gathering areas or landscaping to define transition areas, developing open spaces that serve as transitions between buildings, incorporating private outdoor spaces as

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

transitions to public space, including human scale elements at areas of transition, and creating large openings in the walls of ground level of a building. *Id. at pages 113-117.*

Each of the Project's design elements that address transition areas are discussed in detail above and in the Revised Application. The discussion below highlights several key Project characteristics that accomplish this guideline.

Canopies, a raised loading dock, and folding storefront doors on the 13th Avenue Building act as a transition into the retail/office building. The extension of the loading dock level through the building enhances the transitions from public to semi-public, and then to the publicly accessible courtyard. Canopies and recessed openings at the sidewalk-level occur at retail entries to provide a rich threshold between the sidewalk and retail spaces. In the apartment building street-level townhomes, semi-private raised stoops with canopies/trellises and two levels of planting (including one with a perforated metal screen), act as a transition into the townhouses.

Within the courtyard, the residential patio is slightly separated from the courtyard with a grade change, salvaged log benches, and taller plantings. At the north end, a large canopy transitions into the residential lobby.

CCFDG C7 Design Corners That Build Active Intersections

Use design elements including, but not limited to, varying building heights, changes in facade 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.

This guideline can be accomplished by locating upper floor access towards the middle of the block, responding to other corner buildings, and integrating unique design to highlight the corner and enhance retail opportunities. *CCFDG, pages 118-122.* The Project elements accomplishing this guideline are detailed in the Revised Application, particularly in the portions detailing the 13th Avenue Building, the street design, and the 12th Avenue Building.

The corner of NW 13th Avenue and NW Johnson Street has been an important corner in the neighborhood with its activated entryway and unique bike parking. In an effort to continue this use and energy, the NW 13th Avenue dock pulls back at the corners and could allow wall- and ground-mounted bike parking at each of the corners on NW 13th Avenue. The building entrance to the 13th Avenue Building is located along the dock level, thereby leaving the building corners open for retail. These corner retail spaces are at grade to allow uses to also spill-out on to NW Johnson and NW Kearney Streets.

The apartment building provides townhouses at the intersection of NW 12th Avenue and NW Johnson Street, and provides a double height and transparent lobby and residential leasing office at the intersection of NW 12th Avenue and NW Kearney Street. Sensitive detailing of the townhouse transitions, including low planter walls, high and low plantings, trellises, and canopies at the stoops also provide human scale and will induce conditions supportive of pedestrian interest and activity.

CCFDG 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.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

This guideline can be accomplished by using building elements to create scale or differentiating the sidewalk level while maintaining exterior materials used at the upper sections of buildings. *CCFDG, pages 122-123*. The Project elements accomplishing this guideline are detailed in the Revised Application, particularly in the portions detailing the 13th Avenue Building, the street design, and the 12th Avenue Building.

In the 13th Avenue Building, the sidewalk level is differentiated with larger openings of storefront windows, canopies at the dock and above NW Johnson and NW Kearney Street entries, a consistent concrete base around the building, as well as signage (to be reviewed at a later date).

In the 12th Avenue Building, a different material (board-formed concrete) occurs at the townhouse level, and at townhouses and garage entry trellises/canopies. Glass comes to the ground at the residential amenity spaces and leasing area to differentiate its public use differently from the rest of the semi-private and private uses.

CCFDG C9 Develop Flexible Sidewalk-Level Spaces

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

This guideline seeks active building uses at the sidewalk level that will contribute to the vitality of the City's pedestrian network by accommodating a variety of active uses. *CCFDG, page 124*.

As discussed in detail above and as detailed in the Revised Application, the sidewalk level of the 13th Avenue Building is differentiated with a continuous retail storefront expression and associated canopies. The elevated docks on NW 13th Avenue and the courtyard feature ample retail entries, operable wall panels, and unique steel/glass canopies. The 13th Avenue Building is designed to be flexible, as tenants can be either demised east-to-west with access to both docks for each tenant, or ideally will accommodate an open market-type space. Corner retail either can be added to the larger market space (ramped internally), or can serve as smaller retail spaces. These spaces could include restaurants, retail shops, or professional services in the future life of the building.

The sidewalk level of the 12th Avenue Building is distinguished with double-height glazing (averaging approximately 18 feet 7 inches) and a material unique to the ground floor (board-formed concrete). Steel canopies, plantings, and perforated metal screens occur at the townhouse entries, while glazing comes to the ground at the residential amenity spaces facing the courtyard and the leasing area to distinguish the public nature of its use from the rest of the semi-private and private uses. Sensitive detailing of the townhouse transitions on NW 12th Avenue and NW Johnson Street, including low planter walls, high and low plantings, trellises, and canopies at the stoops also provide human scale and will induce conditions supportive of pedestrian interest and activity.

RDDG 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.

The Project does not have individual residential unit garages, so this guideline is not applicable. Even so, the intent of the guideline is met by the Project design. As described above

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

in response to RDDG C3-1, the impact of vehicles entering the Project's garage is minimized by locating all underground parking garage access in well-designed single location on the east side of the 12th Avenue Building.

CCFDG 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.

The Project does not include a skybridge, so that portion of the design guideline is inapplicable. Integrating encroachments can be accomplished by integrating projecting elements within the public right-of-way, incorporating integrated balconies, incorporating multi-functional encroachments in the right-of-way, and developing encroachments that reflect the character of the community. *CCFDG, pages 126-129.*

As described in detail above and in the Revised Application, the 13th Avenue Building features a covered loading dock that encroaches into the right-of-way by approximately 12 feet for 125 of the building's 200 feet of frontage. This type of encroachment is characteristic of the NW 13th Avenue Historic District adjacent to the site, and an encroachment permit application for the dock has been submitted to the City. Canopies at all three street frontages have been designed to be complimentary to the building and neighborhood precedents, and are within allowable encroachment dimensions See footnote 39, Encroachments in the Public Right-of-Way (EPROW), page 44.

The 12th Avenue Building will feature a large canopy over the residential lobby entrance on NW Kearney Street and smaller canopies over the townhouse stoops to provide a human scale and weather protection. The residential balconies on the south façade at levels 2-14 have been designed to be an integral part of the building composition, and they project over the NW Johnson Street right-of-way by approximately four feet. All canopies and balconies are within the maximum dimensions allowed [EPROW, page 44], so they do not require encroachment permits.³⁹

Residential balconies on the south façade at levels 2-14 project over the NW Johnson Street right-of-way by approximately four feet. The first balcony is at a height of 30 feet 6 inches above the sidewalk grade and so is in compliance with PBOT's Encroachment Policy and the International Residential Building Code Section 3202.3.2 for encroachments more than 8 feet above the sidewalk.

Stair and handrails at NW 12th Avenue stoops encroach 6" into the Building Frontage Zone, but are clear of the Pedestrian Through Zone by 12". Plantings along these stoops encroach the full depth of the Frontage Zone. This accommodates the width necessary for a useful stoop and a proper transition zone from street to building. The Project's dock, canopies, and balconies will collaborate to shape and protect the at-grade pedestrian environment, while adding visual interest and relief to upper wall planes.

Each of the encroachments described above is consistent with the overall Project design and how it fits into and engages the surrounding streets and pedestrian zones to enhance the

³⁹ <https://www.portlandoregon.gov/transportation/article/409066>

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

pedestrian environment.

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.

This guideline can be accomplished by developing integrated rooflines and cornices, integrating rooftop materials and types, integrating rooftop mechanical equipment with the building's overall design, including integrated rooftop gardens, and incorporating stormwater management with rooftop terraces or gardens. *CCFDG, pages 130-133.*

Roof terraces on both buildings are designed in reference to each building's overall design concept.⁴⁰ Continuing its "seedling" theme, the roof of the 12th Avenue Building includes a large planter with a stand of several small-caliper trees which may be seen from elsewhere. The building's generous roof terrace with views to the east, south and west includes two outdoor kitchens, a fire pit, community gardens, and deep river-viewing benches. Nearly at the top of the roof, a penthouse-level trellis filters the sky when viewed from below, much like a tree canopy meets the sky.

On both buildings, the mechanical equipment is organized into north and south mechanical enclosures which are integrated with stair penthouses and elevator overruns, thereby being unobtrusive when viewed from other locations. Trellises are placed over the office building's mechanical enclosures to block views to equipment from taller buildings.

The roof of the subterranean parking garage becomes a landscaped, publically accessible courtyard between the two buildings.

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.

Lighting should enhance the pedestrian environment at the street level and complement the building design and enhance views of the building from near and far vantage points, but not dominate the night sky. *CCFDG, page 134.* This guideline can be accomplished by using exterior lighting to enhance the pedestrian environment and highlighting important architectural elements of the building. *Id. at 135.*

Lighting goals have been established for the Project in order to enhance the pedestrian environment, identify entry points, provide ambient light, accent the landscape, define building edges, and define circulation. These goals have been achieved through a combination of pedestrian-oriented lighting strategies including downcast flood lighting in security critical areas

⁴⁰ See particularly pages 98 – 101 and 131-138 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

such as interior courtyard spaces, low-level ground plane illumination, well-concealed landscape accent lighting, wall surface mounted downlighting of building faces and corners, in-grade uplighting of structural columns, and recessed linear lighting to accent ground-plane grade changes.⁴¹ No roof-top lighting has been specified at the roof terrace area, but the planter walls may incorporate low-level steplights to provide gentle night-time illumination. Overall, the exterior lighting approach illuminates the buildings, landscape, and gathering spaces with well-concealed fixtures that will hide fixtures, minimize light throw-back to nearby residences, and not dominate the night sky.

C13 Integrate Signs

Integrate signs and their associated structural components with the building's overall design concept.

Size, place, design, and light signs to not dominate the skyline.

Signs should have only a minimal presence in the Portland skyline.

Signs should be integrated with overall design to function as accessories or additions to the building's architecture, not as part of it. *CCFDG, Page 136*. The style, scale and proportions should be integrated with the overall design concept and other associated building systems such as proposed exterior lighting. *Id.* This guideline can be accomplished by using indirectly lit signs or developing raised letter signs. *Id. at 137*.

Signage will occur at the corner of the retail building, and as blade signs from the dock canopy. All signs will be indirectly illuminated. A building name sign will be integrated into the residential lobby canopy. Since tenants have not yet been determined, the signage will be designed and reviewed at a later date. The Applicant understands that any future signage in excess of 32 square feet will be subject to design review per PZC 33.420.041.

CCFDG SECTION D - SPECIAL AREAS. These guidelines are not applicable to Block 136.

RDDG APPENDIX - OTHER CONSIDERATIONS

The RDDG Appendix does not include any adopted guidelines and does not, therefore, establish any approval criteria. Nonetheless, the other considerations are addressed here for the sake of completeness.

1. Signage In Chinatown. This consideration is not applicable to Block 136.

2. Public Art: *The Regional Arts & Culture Council (RACC) is the steward of Portland's cultural environment. It oversees the City's and Multnomah County's Percent for Public Art Program. Additionally, RACC is a resource to communities throughout the region. The Council helps make aesthetic and material decisions, and assists in the selection process for suitable art. Public art can best be integrated into River District development by including artists and arts professionals at the earliest possible opportunity. The Regional Arts & Culture Council can assist in identifying artists with appropriate expertise and in the selection process. There should be representation from the River District when there is a RACC review involving the River District. Art should be selected based on:*

- *artistic excellence*

⁴¹ See pages 143-144 of the Revised Application.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

- *appropriateness to site and project*
- *meaningfulness to community served*
- *scale*
- *location within the District*
- *form and materials*
- *relationship to other art*
- *safety of installation*
- *maintenance requirements*

The Applicant is working with PNCA on a concept plan for public art integration using work from PNCA alumni. RACC will be contacted as well.

3. Cobblestones

Ordinance No. 139670, passed in 1975, required that the Bureau of Parks pick up, clean, and store cobblestones as they were excavated from city streets. The Ordinance further required that “The deployment of stored cobblestones shall be determined by the Portland Historical Landmarks Commission. Criteria for deployment shall be established by the Commission.” The two deployment criteria developed by the Commission in 1975, which remain the criteria today are:

Cobblestones should be reused primarily in districts or areas of the City where they were originally used. Historic Districts and Historic Landmarks where cobblestones were originally used as the paving material should receive first priority.

As a general policy, cobblestones should be used for large paving areas, primarily in public pedestrian spaces where the special character of cobblestone texture would be meaningful. The use of cobblestones as small decorative elements in unrelated or isolated projects should be discouraged, as these uses are usually insignificant or inappropriate.

Cobblestones are being reused on NW Kearney Street.

MODIFICATIONS:

Three (3) Modifications are required for the Project.

1. ***Rooftop Access & Mechanical Equipment (PZC 33.140.210.B.2.)*** *All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.*
 - a. **12th Avenue Building:** The rooftop mechanical enclosure is set back 13 feet-2 inches from the roof edge abutting NW 12th Avenue and 8 feet from the roof edge facing the courtyard. One piece of rooftop mechanical equipment is in excess of 10 feet tall (a make-up air unit at approximately 13 feet tall). The cumulative area of roof enclosures 10 feet above the height limit exceeds the 10% of roof area limit. Total coverage for this building is 18.8%.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

- b. **13th Avenue Building:** This building is not at the height limit, however, the cumulative roof area of the 10 feet tall enclosures exceeds the 10% of roof area limit. Total coverage for this building is 16%.

Modification Approval Criteria (PZC 33.825.040). *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.*

Better Meets Design Guidelines Approval Criterion (PZC 33.825.040.A.):

The applicable design guideline here is CCFDG C11 Integrate Roofs and Use Rooftops. This guideline requires projects to integrate roof function, shape, surface materials, and colors with the building’s overall design concept, and requires sizing rooftop mechanical equipment and related screening elements to enhance view of the Central City’s skyline. This guideline also requires development of rooftop terraces, gardens and associated landscaped areas to be effective stormwater management tools.

On both buildings, the mechanical equipment is organized into north and south mechanical enclosures which are integrated with stair penthouses and elevator overruns, thereby making the mechanical equipment unobtrusive when viewed from other locations, and creating large, meaningful terraces and viewpoints for residents and office workers. Trellises are placed over the office building’s mechanical enclosures to block views to equipment from taller buildings. As described in the design guideline narrative above, each roof terrace is designed with “heartwood and seedling” elements to further integrate the rooftops into the overall project design concept.

Both buildings include integrated designs that provide stormwater management within the Pearl District, and eco-roofs, a rooftop garden, and open spaces amenities for use by building tenants. These designs require consolidation of rooftop mechanical to optimize the space available for other rooftop uses.

Purpose of the Standard Approval Criterion (PZC 33.825.040.B.): The PZC 33. 140.210.B.2 height standard works with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of rooftop mechanical areas, and to ensure that rooftop design is well integrated with the entire building. The purpose of the standard is to balance the size and location of rooftop access and equipment with other rooftop uses and the overall building design to prevent the equipment from appearing to be an additional floor or distracting from the overall building design. Because the exceedance of the standard on the rooftops of the buildings is not large, and the Project design integrates and screens the mechanical equipment and access enclosures as described above and as shown in the Project roof

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

details included in the Revised Application, the rooftop mechanical equipment will not be significantly more conspicuous than if the standard was met, and is therefore, on balance, consistent with the purpose of the standard. Moreover, the rooftop design for each of the two Project buildings is unified with the overall building design.

2. ***Size of Loading Spaces (PZC 33.266.310).*** Two (2) Standard A loading spaces are required. A “Standard A” loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet. (*PZC 33.266.310.D.a.*) In lieu of two “Standard A” spaces, the Project proposes three loading spaces as follows:
- a. **Space A.** A space within the footprint of the 12th Avenue Building (with access from NW 12th Avenue) is 35 feet long x 11 feet 5 inches wide (except the doorway which is 10 feet wide). The height of the space, however, varies and requires a modification. A majority of the space (28 feet of it) is 19 feet 6 inches high with the remaining portion varying from 11 feet at the doorway to 12 feet outside the doorway. The space will be scheduled for food deliveries in the morning, resident move-in/out during the day, and generally available for office deliveries.
 - b. **Space B.** A “Standard B” size (*PZC 33.266.310.D.b.*) (18 feet long x 9 feet wide x 10 feet clear) located in the parking garage within the footprint of the 12th Avenue Building (with access from NW 12th Avenue). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles.
 - c. **Space C.** A cargo van loading space (18 feet long x 10 feet wide x 8 feet 11 inches clear) located in the parking garage within the footprint of the 13th Avenue Building. It will be scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.

Modification Approval Criteria (*PZC 33.825.040*). *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.*
- a. **Better Meets Design Guidelines Approval Criterion (*PZC 33.825.040.A.*):** The applicable design guideline here is RDDG B1-1 Provide Human Scale to Buildings Along Walkways. The reason for the varying loading space heights has to do with the desire to create a uniform façade design, scaled for pedestrians at street level, as well as an aesthetically rich design facing the neighbors to the east. Artistically designed doors which are appropriately scaled, along with entry canopies denoting entry to the building, create this richness. These details are illustrated in the Project building details included in the Revised Application.
 - b. **Purpose of the Standard Approval Criterion (*PZC 33.825.040.B.*):** The purpose of the truck loading space size is to ensure trucks have adequate space to serve the

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

development. The Applicant has reviewed potential moving truck sizes and determined that the proposed clearance is adequate to accommodate most U-Haul trucks up to and including a 24-foot moving truck which is more than adequate for the residential moving loads for the 13th Avenue Building. . A 24-foot moving truck has approximately 1400 cubic feet of capacity and will move a 3-4 bedroom home. For the 13th Avenue Building, the Applicant anticipates the need to accommodate the following types of deliveries.

- a. Food delivery by cargo van: 7' tall x 20' long cargo vans are used for delivery of food items from specialty companies such as bread, sauces, flowers, etc. These deliveries will be accepted in Loading Space C, in the P-1 parking level adjacent to the 13th Avenue Building elevators. They will also fit in Loading Space B. Given the specialty market goals for the retail/restaurant level, we anticipate this will be a very common delivery truck type.
- b. Food deliveries by box truck: Box trucks range from 20' to 30' in length and are used for delivery of a wide range of foodstuffs and linens. We anticipate this will be a common delivery type to the 13th Avenue Building. The smallest (20' long) box trucks will fit in Loading Space B, in the P-1 level loading space, while larger (30' long) box trucks will fit in Loading Space A, on grade in the 12th Avenue Building.
- c. Retail Loading (Possible): Retail deliveries will be less frequent than restaurant deliveries, most likely using small box trucks. These deliveries will be scheduled to use Loading Space B in the afternoon. Cargo van type deliveries will be accommodated in Loading Space C adjacent to the elevator in the afternoons.
- d. Office Loading: Delivery of office supplies and mail will likely occur daily from box trucks such as FedEx and Office Max. These can be accommodated in Loading Space A in the 12th Avenue Building which will be generally available. Office move-ins/outs will occur on a five- to ten-year schedule. For these rare occurrences, the office tenants may use Loading Space A if available, or will be required to acquire a short-term street use permit as is commonly done in Portland.

Thus, the proposed clearance adequately meets the purpose of and is consistent with the standard.

3. **Modification Request #3: Bike Parking Space Dimension** (*PZC 33.266.220.C.3.b.*) *A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. Per Figure 266-11, bike parking spaces are to be 2 feet x 6 feet, with a 5 foot aisle. The Project proposes staggered vertical storage, dimensioned at 18 inches x 6 feet with a 5 foot walk aisle.*

- a. Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.

- b. Per Table 266-6, the Project requires 332 long term parking spaces. Per PZC 33.266.220.B.2.c., 50% of these spaces are required to be covered. The Project provides 100% of the long term bike parking stalls within the building on a building level dedicated to bike storage and maintenance. The space is secure and accessible from multiple locations. Residents and retail/office workers will have access to this storage.
 - i. The layout of the room allows for vertical hanging of bikes at many locations. When bikes are hung vertically, they take up significantly less room than when stored horizontally. The Project has a mix of both vertical and horizontal parking spots recognizing the physical abilities of some occupants precludes vertical hanging.
 - ii. The Applicant proposes to stagger the vertical bike parking for a more efficient layout. The Applicant proposes an 18 inch x 6 foot parking bay in lieu of the 2 foot x 6 foot standard. No modifications are proposed for horizontal bicycle storage. In both cases, a minimum 5 foot walk aisle will be maintained and in many cases exceeded.

Modification Approval Criteria (PZC 33.825.040). *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.*

- a. **Better Meets Design Guidelines Approval Criterion** (PZC 33.825.040.A.): The applicable design guideline here is A5-1-1 Reinforce the Identity of the Pearl District Neighborhood. As a vibrant urban neighborhood, the Pearl District is a model for sustainability. Many residents, workers, and visitors rely on bicycles for transportation and recreation. Providing more on-site covered bicycle parking than the Zoning Code requires supports that identity. With the modification, the Project can provide more covered bike parking.
- b. **Purpose of the Standard Approval Criterion** (PZC 33.825.040.B.): The purpose of the long term bicycle parking is to provide secure and weather protected space to park bicycles. The purpose of the particular standard to be modified is to assure that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. Staggered 18 inch-wide vertical parking as proposed allows the Project to provide a greater number of covered spaces than required, and will allow each bike to be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage its wheels

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

or components. Even with this modification, the purpose of the standard will be met.

RESPONSE TO APPEAL:

As discussed below, the appeal filed by Preserve the Pearl LLC has no merit. The appeal mischaracterizes the Project and the Zoning Code in several key respects and then attempts to exploit those mischaracterizations to argue that the Project should not be approved. For example, the appellant asserts that “Block 136 is very close to the Willamette River” and that the Project is “oriented parallel to the river on a north/south axis.” *Appeal, pages 10-11*. Neither is true. The Project is just three blocks from the west edge of the Pearl District (at I-405) and is approximately 2,650 feet from the Willamette River to the north and approximately 2,750 feet from the Willamette River to the east. Because the Willamette River travels in a southeast to northwest direction, the Project is oriented on the City street grid at approximately 45 degrees to the river in each direction. The appellant states that “Block 136 is positioned almost exactly in the middle of the Pearl”. *Appeal, page 2*. This is not true. Block 136 is located on the third block from the western boundary of the district, nine blocks north of Burnside and is just one block from the North Pearl area.

The appellant also misinterprets the Zoning Code to accuse the Project of “double-dipping” on the height bonuses allowed under the Zoning Code. *Appeal, page 7*. In fact, and as explained in more detail above and below, the City’s Zoning Code expressly allows application of multiple height bonus code sections to one project site. Thus, while the Project may in fact “double-dip” the Zoning Code for height bonuses, that is the express intent and purpose of the Code.

A discussion of the reasons cited by the appellant for appeal of the decision of the Design Commission follows. (*Text in italics* is directly quoted from the appellant’s appeal statement).

I. The public process did not meet procedural due process standards.

A. Pearl Residents were not consulted at a crucial phase of the project. *In this case, the PDNA (Pearl District Neighborhood Assn) failed to ‘provide a facility’ for ‘an exchange of information for citizens’ and thus failed to ‘broaden channels of communication’ between the residents of the Pearl and the City. These failures are specifically detailed as follows:*

- 1. Inadequate notice to residents of meetings between the neighborhood association and the developers.*** *Preserve The Pearl LLC asserts on information and belief that the November 2013 meeting between the PDNA and the developer was not specifically announced in advance to the residents of the Pearl was a critical phase of this project. This misdirection by the PDNA Planning and Transportation Committee, while no doubt reflective of the opinions of the PDNA committee members, was communicated to the developer at an inadequately noticed meeting and without any attempt to gauge the opinions of the Pearl residents themselves, in violation of 2.2 and 2.3 of the PDNA bylaws.*
- 2. Failure of the neighborhood association to gauge resident opinions regarding the development by any means.*** *Both the City and the developers were relying on the PDNA to be the ‘voice of the residents’ on the PNCA development. However, the PDNA never once took a survey or conducted any poll to ascertain the opinion of the residents of the Pearl on any aspect of the project. It is an abject*

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

failure of the democratic process when a quasi-public body like the PDNA presumes to represent the residents of the Pearl without making any affirmative effort whatsoever to gauge the opinions of its constituency. This procedural due process failure must be addressed by ONI and, ultimately, by the City of Portland.

APPLICANT’S RESPONSE: Applicable procedural safeguards are set forth in ORS 197.763, and include proper notice and opportunity to be heard. Procedure for notice in land use actions is set forth in each jurisdiction’s zoning code. In Portland, for Type III Land Use Reviews, the Zoning Code requires public notice be mailed to recognized neighborhood and business associations that are within 1,000 feet of the site. For this site, the Pearl District Neighborhood Association, Nob Hill Business Association and Neighbors West/Northwest (district coalition), and Northwest District Association all were mailed notice. In addition, all property owners within the 400 feet of the site were also mailed notice of the public hearing. City Bureaus, Tri-Met, the AIA Urban Design Committee, Metro and BNSF, Oregon Walks, and Portland School District #1 were also mailed notice. The Project site was posted with notice boards 30 days prior to each Design Commission hearing. Finally, notices of the hearings were posted on the BDS website. Each of the two public hearings on this matter was open to public testimony and public testimony was taken prior the Design Commission rendering its final decision. As to the hearings and decision, all legal notice was given and procedural due process was satisfied.

In addition to the public hearing process explained above, the Applicant requested and the Design Commission held three public design advice meetings prior to the Applicant’s submittal. The appellant or the appellant’s representatives and other interested parties attended each of those three public meetings and provided input to the Design Commission at that time. In fact, in a July 25, 2014 presentation to the Design Commission, the appellant or its representatives put forth many of the same arguments advanced in this appeal for the Design Commission’s consideration.

All applicable proceedings to the application were followed and there was no shortage of opportunity for the appellant or other interested parties to participate throughout the approval process. As a result, the appellant was in no way prejudiced by the process.

Finally, the appellant’s complaint regarding the PDNA is misplaced and may not be considered by the Council in rendering a decision on this appeal. The basis for city recognition of neighborhood associations is established by Section 3.96.030 of the City Code which describes the functions of, responsibilities of, and benefits to neighborhoods of neighborhood associations. If it is determined that a neighborhood association fails to meet the minimum requirements of that Section, the Office of Neighborhood Involvement may, pursuant to the adopted Standards, suspend partial or all benefits to that Neighborhood Association and may ultimately revoke formal recognition of the Neighborhood Association. (3.96.030.D.2.) Nothing discussed above has any bearing on or affects whether the appellant was somehow prejudiced by the process, and denied notice and the opportunity to be heard. The appellant was put on notice and was heard by the Design Commission on several occasions, and now again at City Council.

B. Design Commission solicited improper information from those testifying. During the course of the first DAR on this project, one commissioner asked each public commenter to state not only their residence building or location, but also asked each

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

member of the public to designate the particular side of the building their unit is on. This line of questioning by the commissioner reveals the extent to which the commission accepts the idea that those objecting to the development are 'really' just NIMBYS complaining about their loss of view. Tainting the testimony of those testifying before the commission by appending an irrelevant factor to their points is clearly a violation of the 'fair hearing' aspect of procedural due process.

APPLICANT'S RESPONSE: The Design Commission acts on authority delegated from City Council (PZC 33.710.020). In rendering a quasi-judicial land use decision, the Commission may take testimony and ask relevant questions of participants just as City Council would. The Commissioner did not expressly state or imply that he considered the testimony in question to be tainted in any way. The purpose of the questioning was relevant to the Commission's review in that it sought additional information to more fully gauge specific viewshed impacts.

C. Design Commission improperly considered future design guidelines. As is stated in the opinion on page 5, the project in question must be evaluated by the zoning code applicable at the time the project comes under consideration. However, one commissioner noted in response to the 'out of character' aspects of the project that 'this will be a transitional building' in the neighborhood. No doubt at play was the looming prospect of the West Quadrant plan changing the applicable height limits in the neighborhood from a 75' base to 250'.

APPLICANT'S RESPONSE: The Commissioner did not expressly state or imply that he was evaluating the Project in the policy context of the West Quadrant Plan. Rather, the intent of the Commissioner's statement was to emphasize the transitional nature of the Project site in the context of existing nearby building heights, the 150 foot height limit currently allowed in the Project area using applicable bonuses, and the transition as buildings in the area step up from the adjacent NW 13th Avenue Historic District to the North Pearl Subarea. The new plan was not a basis for the Design Commission's decision to approve the Project. The Design Commission Decision is based on existing applicable code and design guidelines.

II. The allowance of two separate residential/housing exceptions to the height limits is improper.

33.510.210.B.4. states in part that the bonus for FAR must not exceed the maximum height limit on Map 510-3 (in this case, 75') "...unless eligible for bonus height." Note that the language is singular, not plural.

As stated in the discussions that occurred during the DARs, the design commission generally seemed to regard the bonus height exception under D to be for 'office' space and E to be for residential housing.... An examination of the general 'office' exception found in 33.510.210.D.1. however, shows that the source for the extra 45' that comes from the FAR exception (33.510.210.D.2.c.) is sourced in the floor area bonus option of Subsection 33.510.210.C.1.a.(1) (see 33.510.210.D.1.a.), which, in fact, turns out to be based on residential housing.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

APPLICANT’S RESPONSE: This section of the appeal focuses on the application of FAR and height bonuses found in the following Zoning Code sections: PZC 33.510.210.B General Regulations; PZC 33.510.210.C Bonus Floor Area Options; PZC 33.510.210.D General Bonus Height; and, PZC 33.510.210.E Bonus Height Option for Housing.

There is no conflict between the above-referenced Code language. PZC 33.510.210.E.3.a expressly provides that both the general height bonus and the housing height bonus may be used on a project site: “On sites shown on Map 510-3 as eligible for general and housing height bonuses, both the bonus height options of this subsection and Subsection D., above may be used.”

Moreover, the appellant’s contention is inapposite. PZC 33.510.210.B.4 refers to the “bonus height” allowed on a project site. In that context, the Zoning Code would be improperly drafted if it referenced “bonus heights” on a project site because PZC 33.510.210.B.4 is intended to apply even if there were only a single bonus height available for a project. As confirmed by 33.510.210.E.3.a, the project site “bonus height” can be earned through qualification under multiple Zoning Code sections. Where this is the case, the Applicant and City Staff conveniently refer to the “bonus heights” in referring to bonus options available in each Zoning Code section when more than one section contributes to the overall bonus height on a project site.

Even if the Zoning Code language were determined to be conflicting (the singular tense of ‘bonus height’ in 33.510.210.B.4 conflicting with the plural tense of ‘height bonuses’ in 33.510.E.3.a) PZC 33.700.070.E.2 provides guidance for resolving and applying conflicting code. “When regulations at the same level conflict, those that are more specific to the situation apply.” PZC 33.510.210.B.4 states: “Buildings using bonus floor area must not exceed the maximum height limits shown on Map 510-3 unless eligible for bonus height.” PZC 33.510.210.E.3.a states: “On sites shown on Map 510-3 as eligible for general and housing height bonuses, both the bonus height options of this subsection and Subsection D., above may be used. However, if both options are used, the combined bonus height may not exceed 75 feet. Bonus height in excess of the maximum allowed through Subsection D., above, must be used exclusively for housing, and may not be used to qualify for the residential floor area bonus option in Subsection C.1.”

Comparing these two sections, PZC 33.510.210.E.3.a contains much more specific language than PZC 33.510.210.B.4 regarding the eligibility of sites for application of both general and housing height bonuses. Because the Zoning Code provisions in question are at the same level within the Code (both within PZC 33.510 Central City Plan District), the provision containing more specific information regarding the eligibility of height bonuses for housing contained in PZC 33.510.E.3.a applies – both bonuses apply and bonus height may not exceed 75 feet.

There is nothing improper about the Project’s use of two different code sections that each allow for independent height bonuses. Given the Project’s location on Map 510-3, showing the Project location as one in which additional zoning height is allowed, two options are available to gain additional height bonus: PZC 33.510.210.D and PZC 33.510.210.E.

The first height bonus is based on the FAR bonus of 3:1 achieved because of the “extra” residential development included with the Project. PZC 33.510.210.C.1-19 lists 19 options to achieve bonus floor area. The Applicant chose Residential Bonus (C.1) granting the Project 120,000 square feet of additional floor area. Note that the Project qualifies for other floor area

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

bonus options: Rooftop Gardens (C.4) and Eco-Roof Bonus (C.10). However, the Applicant chose not to seek those bonuses because the Residential Bonus (C.1) was sufficient to achieve the necessary and maximum 3:1 floor area needed to gain the additional height granted by PZC 33.510.210.D, General Bonus Height.

(1) PZC 33.510.210.D, General Bonus Height. “Bonus height is also earned at certain locations in addition to the bonus floor area achieved through the bonus options. Bonus height is in addition to the maximum heights of Map 510-3. Qualifying areas, shown on Map 510-3, are located such that increased height will not violate established view corridors, the preservation of the character of historical districts, the protection of public open spaces from shadow, and the preservation of the City's visual focus on important buildings (such as the Union Station Clock Tower).”

Bonus height is earned outright under this section when a project meets the criteria in PZC 33.510.210.D.1.-3 related to the amount of bonus floor area achieved under PZC 33.510.210.C. The more bonus floor area achieved, the more bonus height is awarded, up to 45 additional feet of project height. Therefore, the first 120 feet of height on a project site is earned when the thresholds of PZC 33.510.210.D.1.-3 are met.

(2) PZC 33.510.210.E, Bonus Height Option for Housing. “In the bonus height areas, building heights may be allowed to be greater than shown on Map 510-3 if the bonus height is for housing. Although this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in E.4, below. The maximum height bonus that may be allowed is 75 feet.”

This is a discretionary height bonus. The height bonus may be allowed by the review authority if it determines that specific approval criteria in PZC 33.510.210.E.4, intended to guide award of the height bonus, are demonstrated by the Applicant to be met.

The Design Commission Decision (pages 19-21) contains an evaluation of the Project based on these criteria. Design Commission, after properly noticed hearings providing ample opportunity for interested parties to be heard, duly considered the Applicant's application and after making findings regarding each of the applicable approval criteria, concluded that the criteria were met and approved the housing bonus height.

In summary, the Applicant sought and was awarded height bonus through both options (PZC 33.510.210.D and E). If both options are used, the Zoning Code specifies (PZC 33.510.210.E.3.a.) that the bonus height may not exceed 75 feet. At 150 feet the Project does not exceed the allowable 75 feet of bonus height.

III. The project does not meet all of the design guidelines required in the two bonus height exceptions found in 33.510.210.D. and E. Even if the language of the code does not exceed any administrative mandate and thus allows for multiple exceptions to

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

specified residential/housing height, the application of those bonus height exceptions is not 'automatic'.

A. 33.510.210.D Factors – the 45' exception. The opinion of the Design Commission fails to include 33.510.210.D. as a part of the specifically enumerated 'Approval Criteria'.

APPLICANT'S RESPONSE: As stated above, with regard to the height bonus available under PZC 33.510.210.D, if the requisite FAR bonus is earned under PZC 33.510.210.C, the Project automatically qualifies for the 45 foot bonus height. The Project earned that FAR bonus, and thus is entitled to a 45 foot height bonus under PZC 33.510.210.D.

PZC 33.510.210.E contains approval criteria in E.4 for the bonus height option for housing. The Design Commission Decision (pages 19-21) contains a full evaluation of bonus height options for housing pursuant to these criteria. The so-called criteria introduced by the appellant in the sections below all stem from PZC 33.510.210.E.4.f, which states that "Approval of the increased height is consistent with the purposes stated in PZC 33.510.205.A. PZC 33.501.205.A, in turn, reads as follows:

"The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City."

PZC 33.510.210.E.4.f sets forth one of several specific criteria for approval of bonus height, and that one specific criterion merely requires consistency with the purposes stated in PZC 33.510.205.A. In other words, the Design Commission must find that the project *as a whole* is consistent with the 205.A statement. The Design Commission Decision, page 21, includes findings regarding each of the PZC 33.510.210.205.A statement elements along with the express determination, made in an exercise of the Design Commission's reasonable discretion, that the Project as a whole, with the increased height, is consistent with the 205.A statement.

- 1. **Preservation of historical districts.** Catty-corner to the project site is the tail end of the 13th Avenue Historic District. The repurposed warehouses form the core of what is intriguing and attracting about the Pearl. While the 'guidance' offered to the developer by the PDNA to downsize the 13th Avenue side of the project may have been a good faith gesture towards preserving the character of the Historic District, the idea that a 150' wall positioned on another part of the very same parcel would not impact the Historic District is hardly credible.*

APPLICANT'S RESPONSE: First, PZC 33.510.210.D, authorizing the Project site to the 120 foot height, includes a specific codified finding that the bonus height earned under PZC 33.510.210.D in the qualifying locations shown on Map 510-3 (which includes the Project site) "will not violate established view corridors, the preservation of the character of historical districts, the protection of public open spaces from shadow, and the preservation of the City's

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

visual focus on important buildings (such as the Union Station Clock Tower).” Thus, by code, the 120 foot height allowed with the 45 foot height bonus that the Project is entitled to pursuant to PZC 33.510.210.D, does not have an unacceptable impact on the Historic District. The additional 30 feet in height allowed pursuant to PZC 33.510.210.E is also allowed by the Zoning Code, and would not have a significantly different impact on the Historic District than a 120 foot building because the 75 foot high 13th Avenue Building will enclose NW 13th Avenue and continue the dominant building heights on that corridor.

The portion of the PZC 33.510.205.A purpose statement referred to by the appellant does not call for the “preservation of historic districts” as alleged, rather it states that a project should “ensure building height compatibility and step downs to historic districts”. The Design Commission Decision included specific findings of how the Project is designed to complement the context of the NW 13th Avenue Historic District (see the findings for Central City Fundamental Design Guidelines C2, C4 and C5 (Design Commission Decision, page 13)).

The Design Commission specifically considered how the Project buildings step down to and are consistent with the existing NW 13th Avenue Historic District and determined that the Project design is consistent with the PZC 33.510.205.A. purpose statement. The Project steps down to NW 13th Avenue (the spine of the NW 13th Avenue Historic District to the south) to make it compatible with many of the other buildings in the Project area. The placement of the 12th Avenue Building on the east side of the block allows the Project to step down to NW 13th Avenue with the 75 foot high 13th Avenue Building, reflecting context, scale, and massing of the adjacent historic district. The Project is compatible with desired/allowed building heights and massing. It adds to a positive and varied skyline in this district.

The Design Commission Decision, adopted within the Commission’s reasonable discretion, describes the character of the Project, especially the design of the 13th Avenue Building, and sets forth the many ways the Project as a whole and the 13th Avenue Building in particular embrace the NW 13th Avenue context and history, including the existence of the nearby Historic District.

2. *The protection of public spaces from shadow. Shadow studies submitted by the applicant purport to show that the shadow cast by the project at particular times of the day would be no more than that currently cast by the Riverstone. This conclusion defies common sense and in any event does not consider the **density** of the shadow. At some point in the afternoon, the shadow from the development, which is approximated (sic) 3 times the height of the Riverstone condominiums, must impact the park.*

APPLICANT’S RESPONSE: First, the portion of the PZC 33.510.205.A purpose statement referred to by the appellant does not call for the “protection of public spaces from shadow” as alleged, rather it states that the Project should, in conjunction with the other enumerated considerations, “[limit] shadows on open spaces”. Second, Map 510-3 specifically limits the availability of height bonus to 100 feet in the area surrounding Jamison Square, to address concerns like shadow impacts. Any development in that area identified on Map 510-3 must meet the Open Space Performance Standard. Block 136 is outside of that height-limited area; its height should not be limited as if it were inside the height-limited area.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

Independent shadow studies conducted by the Bureau of Planning and Sustainability confirm the findings of the Applicant's study and indicate that the Riverstone Condominium building completely occludes shadow cast on Jamison Square by the Project.⁴² The Design Commission found that the Project "does not shadow open public space (Jamison Square) any more than would a project meeting just the 45 foot height bonus (a 120 foot high building). *Design Commission Decision, page 21*. In addition, the Design Commission considered hearing testimony submitted by the Applicant demonstrating that the north/south orientation of the new public space between the two buildings comprising this Project will allow for penetration of daylight in that new public space.

3. *The preservation of the City's visual focus on important buildings (such as the Union Station Clock Tower).*

APPLICANT'S RESPONSE: First, this is not a criterion under PZC 33.510.210.E, but instead is a reference to language in the River District Design Guidelines and in the Zoning Code under PZC 33.510.210.D. River District Design Guideline A5-1-4 Reinforce the Identity of the Union Station Area is intended to apply to buildings surrounding the station and located adjacent to the railroad corridor. The RDDG A5-1-4 Design Guideline is concerned with "new development surrounding the station" and "buildings located adjacent to the railroad corridor." *RDDG pages 24-25*. The Project is located approximately ¼ mile west of the Union Station Tower and is not, therefore, in its immediate vicinity. This criterion, therefore, does not apply to the Project.

In addition, the clock tower itself is on axis with the NW Johnson Street ROW and views of it from the street will not be impacted by the Project. The Design Commission Decision expressly states that the "Massing and height do not disrupt established views." *Design Commission Decision, page 21*.

B. *33.510.210.E. Factors – the 75'/30' exception. 33.501.210.E. sets out the specific approval criteria for bonus height provided all of the criteria are met.*

APPLICANT'S RESPONSE: The approval criteria used to evaluate the bonus height option for housing are found in PZC 33.510.210.E.4. Approval Criteria. The Design Commission Decision (pages 19-21) contains a full evaluation of height bonus pursuant to these criteria. Each of the approval criteria are also addressed in detail above and in the materials appended hereto as exhibits.

1. *The application of 33.510.210.E.4.e. design criteria. The design that 'better meets the applicable design criteria' was the design the developers first brought to the PDNA in November of 2013 – parallel 10-story structures. What follows,*

⁴² The studies verifying the Mithun sun study are from the Union Station Clock Tower-related FAR and Height Limits Proposal, Portland Bureau of Planning, November 2000. The Commission also considered a study completed by BDS in 2014. Also, although not required, the Applicant completed and submitted a sun study that is part of the record, which demonstrates that the Project has little effect on Jamison Square even using a more restrictive March 21 date rather than April 21.

**Narrative Statement in Support of a Request by Security Properties, Inc.
for Design Review Approval for a
Mixed-Use Project on Block 136 (LU 14-230014 DZM)**

below, is an analysis of each of the CCFDG and RDDG design criteria that are relevant to Block 136 and how each of these criteria is not met by the proposal.

APPLICANT'S RESPONSE: The appellant is essentially asking the City to review a project proposal that is not before it. The Applicant put forward its Project, worked diligently with the Design Commission to achieve a design that meets all applicable criteria and that, as a whole, helps the City to achieve its goals for the Central City and the River District. The Applicant's responsibility is to demonstrate that its Projects meets all the applicable mandatory approval criteria for the Project to be approved, the Applicant believes it has done so. The Design Commission agreed. The appellant's contention that it has a better project is not irrelevant to this application.

CONCLUSION:

The Project meets or exceeds all applicable approval criteria and design guidelines and should be approved.

EXHIBIT A

Pearl District Neighborhood Association
 Planning, Design & Transportation Committee
 Minutes for November 5, 2013

Jeanne Muir - Urban Relations	Alyce Flitcraft - Member	Kate Birdsall - Resident
Trevor Rowe - Williams and Dame	Patricia Gardner - Chair	Adonay Solleiro - PDNA
Anita August - Resident	Bob Girsberger - Member	Beth Hansen - Resident
David August - Member	Richard Graham - Member	Joel Rohrs - Guest
Bob Block-Brown - Member	Bruce Levy - Member	Michael Nanney - Security Properties
Joe Blunk - Resident	Bruce Morrison - PDNA	Heidi Oien - Mithun Architects
Dave Davis - PDNA	Michael Dennis - Member	Garrett Reynolds - Mithun Architects
David Dysert - Member	John Kirby - Member	Tiffany Sweitzer - HSP

Bridge Housing

- Isaac Johnson of Ankrom Moisan Architects discussed the updated design for the Bridge Housing project located in the NE corner site at 13th and Raleigh. Bridge was awarded the project to develop the 142 unit low-income apartment building. The project will include 70% 2 and 3 bedrooms, and 30% studio and 1 bedroom units.
- The 5 story H-shaped building design was modified after going through design advice. In the first review by the Committee, the two buildings were similar in massing but used different materials that contrasted each other. With the updated design, the contrast has been muted, and both buildings will use the same brick and some metal panel materials. The brick colors will be slightly different.
- 13th Ave will be extended (and deeded to the city) which is needed to accommodate the below grade 80-parking space garage entrance at the north end of the site along 13th. SW Raleigh will be extended but will be just 40' wide.
- Gardner asked Tiffany about previous plans for the area that HSP developed several years ago. Tiffany said that HSP is unsure if they will sell or develop the land themselves, and wasn't sure how 13th would terminate. Until plans became more firm, it was agreed that it was prudent to do the minimum in the short term.
- August made a motion to support the project and include the support for affordable family housing which dates to the Pearl Development Plan. Morrison seconded. The motion carried unanimously.
- The project will start construction in early summer with an opening in 2016.

PNCA – Johnson Street

- John Muroscio of Security Properties wanted to begin a discussion for the PNCA building (Johnson Street location). Security Properties just closed on the purchase of the building, but doesn't currently have any plans for the property.
- Security is trying to determine if they should redevelop the block or reuse the existing building for a different purpose (e.g. office). Security Properties to date has focuses on redevelopment projects, and hold properties long term.
- The current zoning allows for a maximum height of 120' and a 7:1 FAR using development bonuses available. However, the zoning may change to allow up to 250', which would match the zoning north of Lovejoy.
- Several members mentioned that like the energy the existing building provides, and that it is non-residential that provides activity during the day. It was also suggested that it could be a great incubator space that businesses could use with common area spaces.
- PNCA is leasing back until PNCA moves to 511 building

R2D2 Update

- Gardner updated the Committee on the R2D2 location. Currently in a 60 day moratorium to allow for identifying alternative sites. She mentioned that there has been a lot of conversations. The City is negotiating for any potential properties.
- A consortium has formed to oppose the Lovejoy location which includes HSP, Williams & Dame, PDNA, and other local businesses near the location. The 4 will split legal fees. An appeal has been filed with LUBA but with a stay. The appeal had to be filed within a certain time period for the group to have standing and can be exercised if needed. In addition, and civil suit has been prepared.

Pearl District Neighborhood Association
Planning, Design & Transportation Committee

Minutes for April 1, 2014

Neilson Abeel - Resident	David Dysert - Member	Michael Manning - Security Properties
David August - Member	Alyce Flitcraft - Member	Jason Naiman - Member
Kate Birdsall - Member	Patricia Gardner - Chair	Heidi Oien - Mithun Architects
Bob Block-Brown - Member	Bob Girsberger - Member	Hyung Pak - Resident
Hugh d'Autremont - Member	Beth Hansen - Resident	Glenn Traeger - Member
Dave Davis - PDNA	Davia Larson - Resident	Kathi Williams - Security Properties
Michael Dennis - Member	Bruce Levy - Member	

PNCA – Block 136

- Michael Manning from Security Properties discussed the initial proposed plans for the current PNCA campus building site located between NW Johnson and Kearny, and 12th and 13th Ave. Security Properties purchased the building last year, and have been reviewing development ideas. Development wouldn't start until 2015 after PNCA moves to the renovated 511 building.
- Heidi Oien of Mithun discussed the preliminary schematic design that will be submitted as part of the pre-application design packet. Heidi discussed that although the site isn't in the 13th Ave historic area, the project will follow the historic guidelines and limit the height along 13th. She also discussed the overall goals of the project which would include inclusion of a loading dock along 13th, and retail marketplace, and visible sustainability (LEED Gold).
- The design team developed 4 different massing options with different mixes of residential, office, and retail. The team is moving forward with parallel bar design with a 75' tall building along 13th, and a 150' tall building along 12th connected on the ground floor creating an open space in the middle. The design concept introduced is wood and seedling, with wood seen as solid and durable, while seedling was seen as new and fresh. The drawings presented translated to a solid and more horizontal expression for the building along 13th, and a precast concrete and glass with a more vertical feeling for the building along 12th.
- It was thought that the ground floor retail would be created as a food market place where people could shop at one of the 8 to 10 spaces and eat in a common area. Each retail space would be about 1k sqft. Several examples from Seattle projects were mentioned, including Melrose Market (www.melrosemarketseattle.com), and the ground floor of the Via6 apartment (www.via6seattle.com)
- Many of the comments were positive about the mixed use and the design concepts. Abeel thought the project was on the right track and to keep the energy that currently exists.
- Dysert suggested creating smaller blocks and include more office by removing the open courtyard.
- It was mentioned that PNCA is taking the bike rack with them to the 511 building.

Minutes

- Birdsall moved to approve the March 4th minutes with correction. Dennis seconded. The motion carried with abstentions.

Flanders Bridge

- Dennis discussed that he has been interested in exploring a conversation about a Flanders bike/pedestrian bridge.
- Dyset questioned if this is a worthwhile project. Gardner mentioned that this would be a larger project to connect more than Flanders to 16th. Dysert thought it would make more sense to enhance to Everett and Glisan. Gardner thought it would probably cost more because the bridges are not up to code, and would need to a lot more work.
- Levy made a motion to create a subcommittee to explore a Flanders street pedestrian/bike bridge. Dennis seconded. The motion carried.

EXHIBIT B



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

FROM CONCEPT TO CONSTRUCTION

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

Date: November 17, 2014

To: Heidi Oien | Applicant
MITHUN | 1201 Alaskan Way, Ste. 200
Seattle, WA 98101
PH: 206.971.5583

From: Jeffrey Mitchem

RE: LU 14-230014 DZM AD

Dear Applicant:

I have received your application for a Design Review w/ three (3) Modifications and one (1) Adjustment at 1241 NW JOHNSON ST. Your application was deemed complete on **October 16, 2014**. Your case number is given above; the hearing is scheduled for **December 18, 2014**. I am the planner handling your case, and can answer any questions you might have during the process.

The Zoning Code requires you to post notice on the site of your proposal 30 days before the hearing. The information below will help you do this. If you did not pick up poster boards from the Development Services Center when you filed your application, please contact me at least 24 hours in advance so the posting boards can be prepared for you to pick up. My phone number is (503) 823-7011. I am enclosing the notice that should be placed on the signs.

- A. You must post 1 sign along each of the following street frontages:
- NW Johnson St.
 - NW 13th Ave.
 - NW Kearney St.
 - NW 12th Ave.
- B. These signs must be placed within 10 feet of the street frontage line, and must be visible to pedestrians and motorists. You may not post in the public right-of-way.
- C. Because the hearing for your case is scheduled for **December 18, 2014**, you must post the notice by November 17, 2014, 30 days before the hearing.
- D. A certification statement is enclosed, which you must sign and return. The statement affirms that you posted the site. It also confirms your understanding that if you do not post the notice by the date above, your hearing will be automatically postponed. In addition, time limits on our processing of your case will be waived. You must return this statement to us by December 4, 2014, 14 days before the hearing.
- E. You should not remove the notice before the hearing, but it must be taken down within two weeks after the final decision is made on your request.

Encl: Posting Notice
Statement Certifying Posting

cc: Application Case File

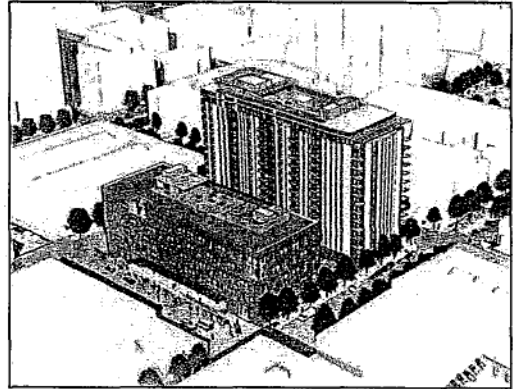
POSTING NOTICE

CASE FILE: LU 14-230014
DZM AD
PC # 14-134111

REVIEW BY: Design
Commission

WHEN: December 18,
2014

WHERE: 1900 SW Fourth Ave, Room 2500A
Portland, OR 97201



Land-Use Review: Design Review with Three (3) Modifications and One (1) Adjustment

Proposal: A new full-block mixed-use project in the Central City Plan District's River sub-District. The project includes 2 north-south oriented bar buildings with a courtyard between.

BUILDING #1: NW 13th Avenue Building

- 5 stories, maximum Height of 75'
- Approximately 15,000 square feet of retail and 60,000 square feet of office
- An at-grade loading space will be located within the public right-of-way on the east side of NW 13th Ave immediately north of the intersection with NW Johnson St
- Raised dock within the right-of-way, as allowed by the River District ROW standards

BUILDING #2: NW 12th Avenue Building

- 15 stories, maximum Height of 150' (including height bonuses - General Height Bonus (33.510.210.D.) and Bonus Height Option for Housing (33.510.210.E.))
- Maximum FAR allowed (which includes bonuses) is 7:1 and the proposed building reaches 7:1
- Approximately 208 residential flats
- Total number of parking spaces proposed is 211 spaces in two levels of underground parking
- Parking and loading will be accessed from NW 12th Avenue

One (1) Adjustment is required for Quantity of Loading (33.266.310.C.) Two (2) Standard A loading spaces are required. The applicant is proposing one (1) Standard A loading space on site.

Three (3) Modifications are required for Rooftop Access & Mechanical (33.140.210.B.2.), Size of Loading Spaces (33.266.310.D.a.), Bike Parking Dimension (33.266.220.C.)

Location: 1241 NW JOHNSON ST

Legal Description: BLOCK 136 LOT 1-8, COUCHS ADD

Zoning/Designation: EXd, Central Employment with Design Overlay

Further information is available from the Bureau of Development Services. Please contact JEFF MITCHEM at (503) 823-7011 or at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-7300 (TTY 503-823-6868).

Heidi Oien | Applicant | MITHUN
1201 Alaskan Way, Ste. 200
Seattle, WA 98101
PH: 206.971.5583

DATE: Nov 17, 2014

TO: Jeffrey Mitchem
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 14-230014

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for December 18, 2014, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on Nov 16, 2014 (date). These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than December 4, 2014, 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing, or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing, but am required to remove them within two weeks of the final decision on my request.

Karen Karlsson
Signature

KAREN KARLSSON
Print Name

906 NW 23RD AVE
Address

PORTLAND, OR 97210
City/State/Zip Code

POSTING NOTICE

CASE FILE: LU 14-230014 DZM AD
PC # 14-134111
REVIEW BY: Design Commission
WHEN: January 22, 2014
WHERE: 1900 SW Fourth Ave,
Room 2500A
Portland, OR 97201



Land-Use Review: Design Review with Three (3) Modifications and One (1) Adjustment

Proposal: A new full-block mixed-use project in the Central City Plan District's River sub-District. The project includes 2 north-south oriented bar buildings with a courtyard between.

BUILDING #1: NW 13th Avenue Building

- 5 stories, maximum Height of 75'
- Approximately 15,000 square feet of retail and 60,000 square feet of office
- An at-grade loading space will be located within the public right-of-way on the east side of NW 13th Ave immediately north of the intersection with NW Johnson St
- Raised dock within the right-of-way, as allowed by the River District ROW standards

BUILDING #2: NW 12th Avenue Building

- 15 stories, maximum Height of 150' (including height bonuses - General Height Bonus (33.510.210.D.) and Bonus Height Option for Housing (33.510.210.E.)
- Maximum FAR allowed (which includes bonuses) is 7:1 and the proposed building reaches 7:1
- Approximately 208 residential flats
- Total number of parking spaces proposed is 211 spaces in two levels of underground parking
- Parking and loading will be accessed from NW 12th Avenue

One (1) Adjustment is required for Quantity of Loading (33.266.310.C.) Two (2) Standard A loading spaces are required. The applicant is proposing one (1) Standard A loading space on site.

Three (3) Modifications are required for Rooftop Access & Mechanical (33.140.210.B.2.), Size of Loading Spaces (33.266.310.D.a.), Bike Parking Dimension (33.266.220.C.)

Location: 1241 NW JOHNSON ST
Legal Description: BLOCK 136 LOT 1-8, COUCHS ADD
Zoning/Designation: EXd, Central Employment with Design Overlay

Further information is available from the Bureau of Development Services. Please contact JEFF MITCHEM at (503) 823-7011 or at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-7300 (TTY 503-823-6868).

Heidi Oien | Applicant | MITHUN
1201 Alaskan Way, Ste. 200
Seattle, WA 98101
PH: 206.971.5583

DATE: 12/23/14

TO: Jeffrey Mitchem
Bureau of Development Services
1900 SW Fourth Ave., Suite 5000
Portland, Oregon 97201

APPLICANT'S STATEMENT CERTIFYING POSTING

Case File LU 14-230014

This certifies that I have posted notice on my site as required by the Zoning Code. I understand that the hearing is scheduled for **January 22, 2015**, and that I was required to post the property at least 30 days before the hearing.

The required number of poster boards, with the notices attached, were set up on DECEMBER 22, 14 (date). These were placed within 10 feet of the street frontage line so that they were visible to pedestrians and motorists.

I understand that this form must be returned to the Bureau of Development Services no later than **January 8, 2015** 14 days before the scheduled hearing. I also understand that if I do not post the notices by 30 days before the hearing, or return this form by 14 days before the hearing, my hearing will automatically be postponed. I also understand this will result in a waiver of the time limits for processing my case.

In addition, I understand that I may not remove the notices before the hearing, but am required to remove them within two weeks of the final decision on my request.

Karen Karlsson

Signature

KAREN KARLSSON

Print Name

506 NW 23RD AVE

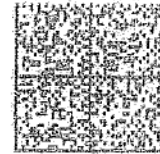
Address

PORTLAND, OR 97210

City/State/Zip Code



CITY OF PORTLAND
Bureau of Development Services
1900 SW Fourth Avenue, Suite 5000
Portland, OR 97201 P524
Land Use Notice Enclosed
Case # LU 14-230014 DZM AD



U.S. POSTAGE >> PITNEY BOWES
ZIP 97204 \$ 000.69⁰
02 18
0001392854 NOV 20 2014

16

Return Service Requested

APPLICANT
OJEN HETDT
MITHUM
1201 ALASKAN WAY STE 200
SEATTLE WA 98101





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

FROM CONCEPT TO CONSTRUCTION

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

Date: November 20, 2014
To: Interested Person
From: Jeffrey Mitchem, Land Use Services
503-823-7011 / Jeffrey.Mitchem@portlandoregon.gov

**NOTICE OF A PUBLIC HEARING ON A PROPOSAL
IN YOUR NEIGHBORHOOD**

CASE FILE: LU 14-230014 DZM AD
PC # 14-134111
REVIEW BY: Design Commission
WHEN: December 18, 2014
WHERE: 1900 SW Fourth Ave, Room 2500A
Portland, OR 97201

Development has been proposed in your neighborhood requiring a land use review. The proposal, review process, and information on how to respond to this notice are described below. A copy of the site plan and zoning map are attached. I am the staff person handling the case. Please call me if you have questions regarding this proposal. Please contact the applicant if you have questions regarding any future development on the site.

Owners: Michael Nanney | Security Properties
701 Fifth Ave, Suite 5700 | Seattle, WA 98101
SP Pearl LLC
1201 Third Ave # 5400 | Seattle, WA 98101

Applicant: Heidi Oien | Mithun
1201 Alaskan Way, Ste. 200 | Seattle, WA 98101

Representative: Karen Karlsson | KLK Consulting, LLC
906 NW 23rd Ave | Portland, OR 97210

Site Address: 1241 NW JOHNSON ST

Legal Description: BLOCK 136 LOT 1-8, COUCHS ADD
Tax Account No.: R180211770
State ID No.: 1N1E33AD 01600
Quarter Section: 2928
Neighborhood: Pearl District, contact Patricia Gardner at 503-243-2628.
Business District: Pearl District Business Association, contact Adele Noffield at 503-223-0070.

District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - River District
Zoning: EXd, Central Employment with Design Overlay
Case Type: DZM AD, Design Review with Modifications (3) and an Adjustment (1)
Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal:

A new full-block mixed-use project in the Central City Plan District's River sub-District. The project includes 2 north-south oriented bar buildings with a courtyard between.

BLD #1: NW 13th Avenue Building

- 5 stories
- Maximum Allowed Height of 75' and the proposed building reaches 75'
- Approximately 15,000 square feet of retail
- Approximately 60,000 square feet of office
- An at-grade loading space will be located within the public right-of-way on the east side of NW 13th Ave immediately north of the intersection with NW Johnson St
- Raised dock within the right-of-way, as allowed by the River District ROW standards

BLD #2: NW 12th Avenue Building

- 15 stories
- Maximum Allowed Height of 150' (including height bonuses - General Height Bonus (33.510.210.D.) and Bonus Height Option for Housing (33.510.210.E.) and the proposed building reaches 150'
- Maximum FAR allowed (which includes bonuses) is 7:1 and the proposed building reaches 7:1
- Approximately 208 residential flats
- Total number of parking spaces proposed is 211 spaces in two levels of underground parking
- Parking and loading will be accessed from NW 12th Avenue

One (1) Adjustment is required for Quantity of Loading (33.266.310.C.) Two (2) Standard A loading spaces are required. The applicant is proposing one (1) Standard A loading space on site.

Three (3) Modifications are required for Rooftop Access & Mechanical (33.140.210.B.2.), Size of Loading Spaces (33.266.310.D.a.), Bike Parking Dimension (33.266.220.C.)

Approval Criteria:

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

- River District Design Guidelines
- 33.510.210 E.4. Bonus Height Option for Housing
- Central City Fundamental Design Guidelines
- Adjustment Criteria (33.805.040) & Modification Criteria (33.825.040)

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. This application was submitted on October 24, 2014 and determined to be complete on **October 26, 2014**.

DECISION MAKING PROCESS

The Bureau of Development Services will be making a recommendation on this proposal; our report and recommendation will be available 10 days before the hearing. The 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. The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <http://www.portlandonline.com/auditor/index.cfm?c=28197>.

The neighborhood association, listed on the first page of this notice, may take a position on this application and may have scheduled an open meeting prior to making their recommendation to the Bureau of Development Services. Please contact the person listed as the neighborhood contact to determine the time and date of this meeting.

To comment, you may write to the Bureau of Development Services, 1900 SW Fourth Ave., Suite 5000 or FAX your comments to 503-823-5630; or you may testify at the hearing. In your comments, you should address the approval criteria. The Hearings Officer does not accept comments via e-mail. Please refer to the file number when seeking information or submitting testimony. Written comments must be received by the end of the hearing. The applicant and Planning staff will be at the hearing to answer questions and respond to comments. The general order of appearance for oral testimony at the hearing is as follows: Bureau of Development Services staff report, applicant testimony, testimony of interested parties who wish to ask questions or testify, staff response and closing comments, and applicant's closing comments. Design Commission will make a decision about this proposal at the hearing or will grant a continuance.

The applicant and proponents have the burden of proof to show that each and every element of the approval criteria are satisfied. In order to prevail, the opponents must persuade the Design Commission to find that the applicant has not carried the burden of proof with regard to one or more of the approval criteria. The opponents may also explain to the Design Commission how or why the facts asserted by the applicant are not supported by evidence in the record. Opponents may wish to recommend conditions of approval which will make the proposal more acceptable, if approved.

Prior to the conclusion of the hearing before the Design Commission, any participant may request an opportunity to present additional evidence or testimony regarding the application. If such a request is made, the record will be held open for seven days to receive the new evidence and the record shall be held open for at least an additional seven days to provide the other parties an opportunity to respond to that new evidence.

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 extended at the request of the applicant.

APPEAL PROCESS

You can appeal the decision of the Design Commission to the City Council. If appealed, City Council will hold an evidentiary hearing. New evidence can be submitted to the City Council in the event of an appeal of an evidentiary hearing.

A fee is charged for appeals. Recognized neighborhood associations may qualify for an appeal fee waiver. The City Council's decision may be appealed to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue in person or in writing by the close of the record at or following the final evidentiary hearing on this case may preclude an appeal to LUBA on that issue. Also, if you do not provide enough detailed information to the Design Commission, they may not be able to respond to the issue you are trying to raise. In such a situation an appeal to LUBA based on that issue may not be allowed.

HEARING CANCELLATION

This public hearing will be cancelled if Portland Public Schools close due to inclement weather or other similar emergency. Check local television and radio reports for school closures. The hearing will be rescheduled for the earliest possible date. A renotification notice will not be sent. Please call the Bureau of Development Services at 503-823-7617, for information regarding cancellations or rescheduling.

To attend the hearing, public transportation is available. Tri-Met buses stop near the BDS building at SW Fifth or Sixth Ave, at SW Hall St, and SW Harrison St. Call Tri-Met at 503-238-7433 (or www.trimet.org/schedule/allroute.htm) for routes and times. Hourly rated public parking is available a half block south of the building on Fourth Ave.

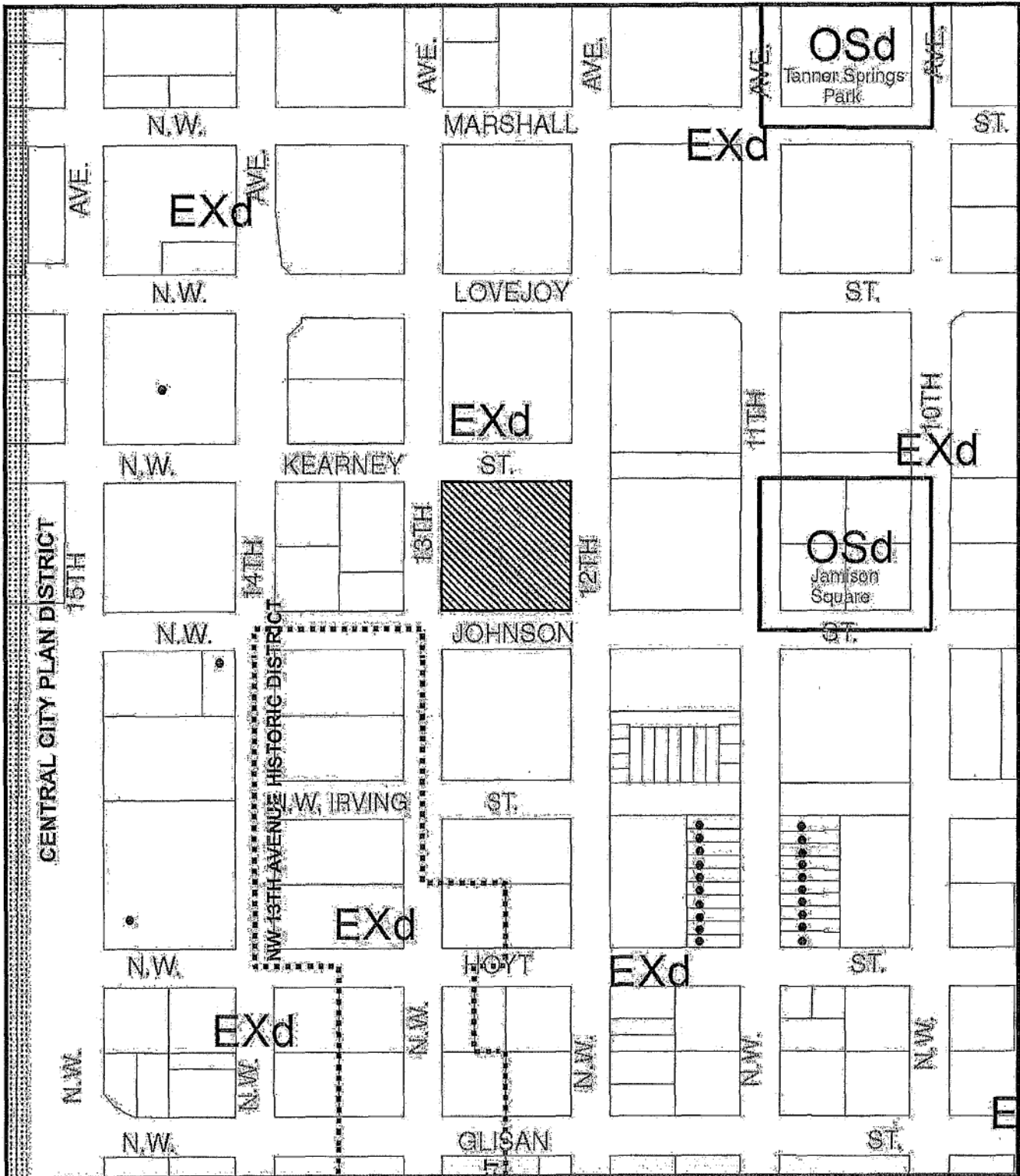
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Enclosures:

Zoning Map

Site Plan

Elevations



ZONING



Site



Historic Landmark

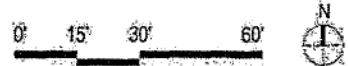
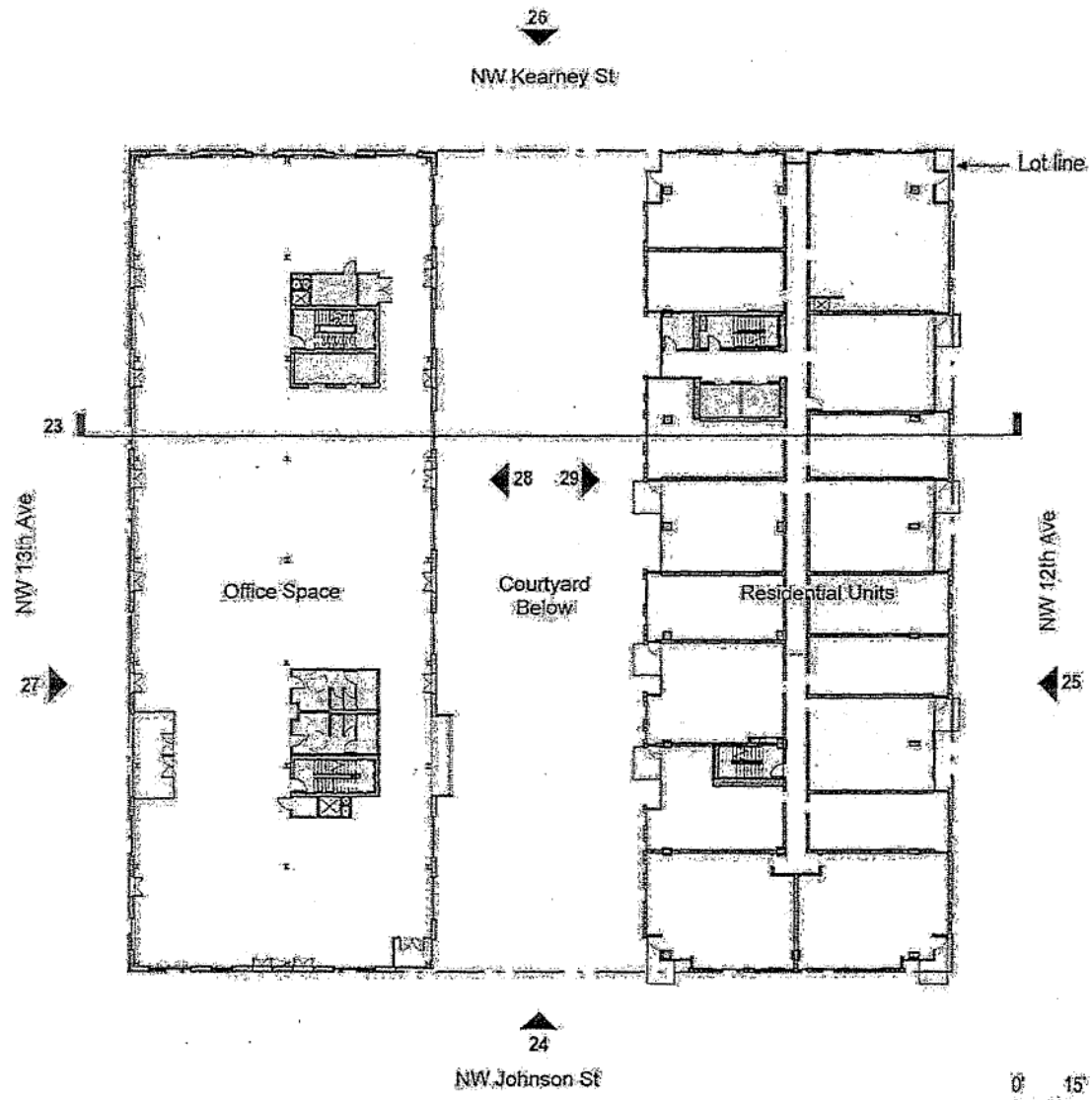


This site lies within the:
CENTRAL CITY PLAN DISTRICT
RIVER SUBDISTRICT

File No. LU 14-230014 DZM, AD
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State Id 1N1E33AD 1600
 Exhibit B (Oct 24, 2014)

Overall Project

Typical Office & Residential Plans



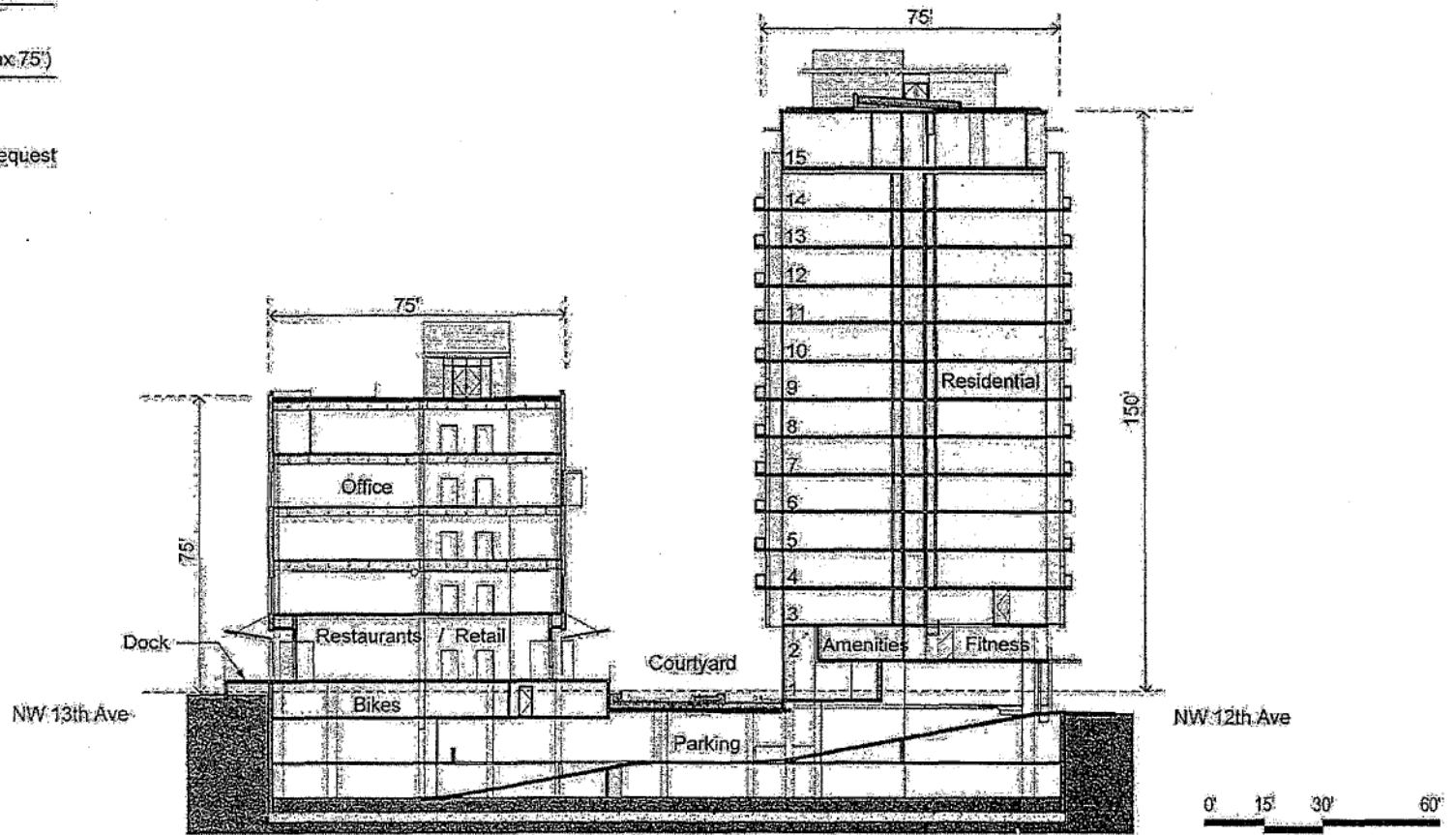
Overall Project

Building Section Looking North

Height Request

Zone Maximum Height:	75'
General Bonus Height:	+45'
Subtotal:	120'
Residential Bonus Request: *	+30' (max. 75')
Total Request:	150'

* Reference Appendix for detail on height request



Overall Project

North Project Elevation



Overall Project

13th Avenue Building - West Elevation on 13th Avenue



Overall Project

12th Avenue Building - East Elevation on 12th Avenue



Overall Project

South Project Elevation



EXHIBIT C



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

FROM CONCEPT TO CONSTRUCTION

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

FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION
RENDERED ON January 22, 2015

CASE FILE NUMBER: LU 14-230014 DZM AD
PC # 14-134111
BLOCK 136 – Mixed Use

The Design Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

BUREAU OF DEVELOPMENT SERVICES STAFF: Jeff Mitchem 503-823-7011 /
Jeffrey.Mitchem@portlandoregon.gov

GENERAL INFORMATION

Applicant/Owner: Michael Nanney / Security Properties
701 Fifth Ave, Suite 5700 / Seattle, WA 98101
SP Pearl LLC
1201 Third Ave #5400 / Seattle, Wa 98101

Representatives: Heidi Oien / Mithun
1201 Alaskan Way, Ste. 200 / Seattle, WA 98101
Karen Karlsson / KLK Consulting, LLC
906 NW 23rd Ave / Portland, OR 97210

Site Address: 1241 NW JOHNSON ST

Legal Description: BLOCK 136 LOT 1-8, COUCHS ADD
Tax Account No.: R180211770
State ID No.: 1N1E33AD 01600
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

Zoning: EXd, Central Employment with Design Overlay

Case Type: DZM, Design Review with Modifications (3)
Procedure: Type III, with a public hearing before the Design Commission.
The decision of the Design Commission can be appealed to City Council.

Proposal:

A new full-block mixed-use project in the Central City Plan District's River sub-District. The project includes 2 north-south oriented bar buildings with a courtyard between.

BLD #1: NW 13th Avenue Brick Building

- 5 stories
- Maximum Allowed Height of 120', the proposed building reaches 76'-1"
 - 75' base height
 - 45' General Height Bonus (33.510.210.D.). Maximum available for 3:1 FAR – 45'.
- Approximately 15,000 square feet of retail at ground level
- Approximately 60,000 square feet of office at levels 2-5.
- Rooftop program includes roof terrace, elevator/stair overrun, mechanical enclosure and eco roof.
- An at-grade loading space will be located within the public right-of-way on the east side of NW 13th Ave immediately north of the intersection with NW Johnson St
- 13th Ave dock within the right-of-way, as allowed by the River District ROW standards – approximate dimensions: 124' long, 12'-16' deep, 3' – 4'-9" high. Single ADA ramp oriented north to NW Johnson St.
- Courtyard dock – approximate dimensions: 124' long, 8'-14' deep, 3' – 4'-9" high

BLD #2: NW 12th Avenue Tower Building

- 15 stories
- Maximum Allowed Height of 150', the proposed building reaches 148'-4"
 - 75' base height
 - 75' height bonuses
 - 45' General Height Bonus (33.510.210.D.). Maximum available for 3:1 FAR – 45'.
 - 30' Bonus Height Option for Housing (33.510.210.E.). Maximum available for housing – 75'.
 - If both bonus options are used, combined bonus height may not exceed 75'.
- Approximately 208 residential flats
- Total number of parking spaces proposed is 196 spaces in two levels of underground parking
- Parking and loading will be accessed from NW 12th Avenue. Three loading spaces are proposed: *Space A*. A space within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave) is 35 feet long x 11 feet 5 inches wide. *Space B*. Standard B size (18' long x 9' wide x 10' clear) located within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles. *Space C*. A cargo van loading space (18' long x 10' wide x 8'-11" clear) located within the footprint of the NW 13th Ave building. Scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.

Site FAR

- Maximum FAR allowed for the site is 7:1, the proposed buildings combined reach approximately 6:1.
 - 4:1 base FAR (Map 510-2)
 - 3:1 FAR Residential Bonus (33.510.210.C.1.a(1)). For each square foot of housing, a bonus of 1 square foot of floor area is earned (max 3:1).

Three (3) Modifications are required for

1. **Rooftop Access & Mechanical (33.140.210.B.2.)** All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit. **12th Ave Building** – The rooftop mechanical enclosure is set back 13'-2" from the roof edge abutting 12th Ave and 8'-0" from the roof edge facing the courtyard. One piece of mechanical equipment is in excess of 10 feet tall (a make-up air unit at 13 feet tall.) And, the cumulative area of roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. Total coverage for this building is 18.8%.
2. **Size of Loading Spaces (33.266.310.D.a.)** Two (2) Standard A loading spaces are required. A Standard A loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet. The project proposes three loading spaces:
 - **Space A.** A space within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave) is 35 feet long x 11 feet 5 inches wide (except at doorway which is 10 feet wide). The height of the space, however, varies. A majority of the space (28 feet of it) is 19 feet 6 inches high with the remaining portion varying from 11 feet (at doorway) to 12 feet outside the doorway. The space will be scheduled for food deliveries in morning, resident move-in/out during the day and generally available for office deliveries.
 - **Space B.** Standard B size (18' long x 9' wide x 10' clear) located within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles.
 - **Space C.** A cargo van loading space (18' long x 10' wide x 8'-11" clear) located within the footprint of the NW 13th Ave building. Scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.
3. **Modification Request #2: Bike Parking Space Dimension (33.266.220.C.3.b.)** A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes staggered vertical storage, dimensioned at 18" x 6' with a 5' walk aisle.

Approval Criteria:

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

- River District Design Guidelines
- 33.510.210 E.4. Bonus Height Option for Housing
- Central City Fundamental Design Guidelines
- Adjustment Criteria (33.805.040) & Modification Criteria (33.825.040)

ANALYSIS

Site and Vicinity: The subject property is full 40,000 square-foot block, located in the River District, bound by NW 13th and NW 12th Avenues and by NW Johnson and NW Kearney Streets. Presently under the ownership of SP Pearl LLC, the property supports one single-storey 38,000 square-foot structure occupied by the Pacific Northwest College of Art. The building will be demolished to make way for the proposed project.

Over the past several years, the character of the neighborhood has significantly changed, providing increased opportunities for a variety of residential, diversified commercial/retail, and open space development. Starting at the north and rotating clockwise, immediately adjacent developments include the two-story Rivertech Building (office/retail), the 5-story Kearney Plaza, the 6-story Riverstone, the Johnson Street Townhomes, the Armco Building (Downtown Self Storage), 24 Hour Fitness, the Stagecraft Building (Nossa Familia Coffee, PNCA Studios), and Lovejoy Square (retail/office).

The site lies within the Northwest Triangle Pedestrian District per the Transportation System Plan. Street designations are:

- NW 13th Ave is designated a City Walkway;
- NW 12th Ave, NW Johnson St and Kearney St designated as Local Service Walkways; and,
- NW Johnson St is also designated as a City Bikeway.

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

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

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

Land Use History: City records indicate the following land use reviews for this site:

- EA 14-134106 – Pre-application conference for the proposed project (Exhibit G-2);
- EA 14-134111 – Design Advice Request for the proposed project (Exhibit G-3);
- LU 14-217898 – Withdrawn;
- LUR 01-00379 DZ – Addition of three entry awnings;
- LUR 95-00301 DZ – Removal of overhead door and infill a 20'x60' wall and door void;
- LUR 97-01095 DZ– Interior tenant improvements;

Agency Review: A “Request for Response” was mailed October 16, 2014. The following Bureaus have responded with no issue or concerns:

The **Life Safety Plans Examiner** responded with preliminary Building Codes information that could affect the Land Use Review and/or future Building Permit reviews. Please see **Exhibit E-1** for additional details.

The **Site Development Section of BDS** responded with general comments related to permitting requirements. Please see **Exhibit E-2** for additional details.

The **Fire Bureau** responded with the following comment: A separate building permit is required for this proposal. All applicable Fire Code requirements shall apply at the time of permit review and development. Please contact the Fire Marshal's Office with any specific questions. Please see **Exhibit E-3** for additional details.

The **Bureau of Environmental Services** responded with the following comment: BES takes no exception to approval of this Design Review application. The proposed development will be subject to BES standards and requirements during the permit review process. Please see **Exhibit E-4** for additional details.

The **Bureau of Parks-Forestry Division** responded with general comments related to street trees. Please see **Exhibit E-5** for additional details.

The **Portland Bureau of Transportation** responded with general comments related to encroachment permitting for the loading dock on NW 13th Ave. All materials required for PBOT support were submitted, reviewed and approved prior to the January 22, 2015 hearing. Please see **Exhibit E-6** for additional details.

The **Portland Water Bureau** responded with general comments related to water service availability and facilities. Please see **Exhibit E-7** for additional details.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on November 28, 2014. Please refer to **Exhibit F** for a list of those individuals submitting written testimony. Those individuals submitting written testimony for the three Design Advice Request Hearings were incorporated into the LU14-230014 DZM record by reference and are listed in **Exhibit H**.

Project History: The project was presented to the Design Commission for three Design Advice Requests – May 15, June 5 and July 24, 2014. The feedback provided by the Commissioners is contained in **Exhibit G.3**.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

River District Design Guidelines and Central City Fundamental Design Guidelines

The River District is planned to become a place that is remarkable within the region. The area is intended to grow rich with special and diverse qualities that are, or will become characteristic of Portland. Further, the River District will accommodate a significant portion of the region’s population growth. The plan calls for the creation of a new community of dense neighborhoods, housing a resident population of over 15,000 people, and providing jobs, services, and recreation to this population and others. This area is intended to emphasize the joy of the river, connections to it, and create a 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.

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:

- a. Organizing land areas, and groupings of buildings to visually define the river’s linkage to the community;

- b. Focusing and articulating roadways and pedestrian ways to emphasize the river.
 - c. Developing projects that celebrate the river, and contribute to creating centers of interest and activity that focuses on the Willamette; or
 - d. Connecting the internal areas of the District to the Willamette Greenway Trail.
- A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.
- 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.
- 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.
- 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 Opportunities.** Increase river and waterway view opportunities to emphasize the River District ambiance. This guideline may be accomplished by:
- a. Designing and locating development projects to visually link their views to the river and /or waterways.
 - b. Providing public stopping and viewing places which take advantage of views River District activities and features; or
 - c. Designing and orienting open space and landscape areas to emphasize views of the river and waterways.

Findings for A1, A1-1, A2, A3-1, B1, C1, and C1-1:

Conceptually, the project (Heartwood + Seedling) relates to Portland themes in two ways: 'Heartwood' for lumber industry and 'Seedling' for Portland's natural setting and forested past. The courtyard's log-jam concept relates to Portland's history in the timber industry, and the NW 13th Ave Building's roof terrace uses a wood grain theme. Stormwater planters incorporated into the courtyard highlight the rain and natural environment unique to Portland and the Northwest.

The proposed two-Building development will support and enhance pedestrian activity within the public right-of-way. The ground floors of both buildings include a variety of public space-activating uses including storefront retail, office and residential lobbies and amenity space. These active, sidewalk-proximate spaces will enhance pedestrian connectivity throughout the district and reinforce connections to the Willamette River (about eight blocks north and west of the site.) The project adds a layer to the circulation hierarchy in the neighborhood by providing an on-grade, accessible public courtyard running north-south between the buildings fronting NW 12th and 13th Aves. The NW 13th Ave Brick Building contributes to the predominant loft warehouse typology in the area with a raised retail/restaurant loading dock and flexible retail/restaurant spaces that can help to activate the active, mixed-use pedestrian corridor on NW 13th Ave and can help to reinforce the sense of place of the street. The project is retaining cobblestones on NW Kearney St to maintain a pedestrian scale to the street.

The apartment building roof terrace and unit balconies will have river and territorial views. Many visual cues signifying river and greenway connections are evident from the abutting right-of-way including the arched span of the Fremont

Bridge and the Union Station clock tower. These features and others like them serve as visual landmarks for the entire neighborhood. Neither building interferes with views down Johnson Street to the Union Station clock tower.

NW 13th Ave Brick Building: The roof terrace will offer views northward to the river and the Fremont Bridge, and southward to downtown and the west hills. Projecting box bays intermittently located on floors 2-5 will offer views over the courtyard below and obliquely on NW 13th Ave.

NW 12th Ave Tower Building: The roof terrace will offer views eastward (SE Portland, Mt Hood, etc.), westward (NW Portland, West Hills, etc.) and southward (central city, West Hills, etc.). The orientation of the tower puts the long walls along a north-south axis. Since river views are north and east, most of the units on three sides will all be able to enjoy at least some river view. Balconies for over one third of the units are oriented for views of the river. This orientation also maximizes sun exposure to the courtyard.

These guidelines are met.

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

Findings: The project is being developed utilizing a traditional 200' by 200' block pattern, with right-of-way improvements as per adopted River District standards. The project will further enhance pedestrian connectivity by providing a mid-block connection through the courtyard between NW Johnson and Kearney Sts.

This guideline is 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 and A5: The project will reinforce a unified streetscape through the use of established street elements such as historic light standards, street tree spacing, and sidewalk joint patterns. The material palette continues that found in the Pearl District, and each building is unified with its immediate context. The NW 13th Ave building relates in height to the buildings in the predominantly brick historic district immediately south, while the NW 12th Ave building relates to the spine of taller buildings north of the site between NW 11th and 13th Aves where the height limit reaches 225'.

Two-Building Identity. While the two buildings differ in height, program, and materials, to contribute to the diversity of the Pearl, they share several unifying features – transparent storefronts, board-formed concrete base elements, painted steel canopies, galvanized railings, a similar storefront character, a common color palette and relational bays at the courtyard. The spaces are unified across the courtyard through vision glass and actives along the courtyard edges in both buildings.

Loading Docks. The project will include a covered retail dock along NW 13th Ave, contributing to the unique streetscape of covered loading docks along NW 13th Ave which are important symbols of the area's industrial past. The NW 13th Ave Building will use materials similar to the NW 13th Ave Historic District: brick, punched openings and light steel elements.

Ground Floor Residential. Townhouses along NW Johnson St and NW 12th Ave activate the street and enhance the residential character of these streets. The use of board-formed concrete, painted steel, canopies, and soft landscaping reflect the Pearl District and enhance the pedestrian experience.

Public Character. The public courtyard continues vital Pearl District place-making traditions such as internally activated open spaces, social pocket places, anything bicycle, pervasive artistic expression, integrated landscapes and Italian pastimes such as Bocce Ball.

These guidelines are met.

A5-3. Incorporate Water Features. Incorporate water features or water design themes that enhance the quality, character, and image of the River District.

A5-4. Integrate Works of Art. Incorporate works of art or other special design features that increase the public enjoyment of the District.

Findings: While the project does not propose a water feature with running water, the design of the courtyard is based on logs moving down a river during their industrial process from trees to lumber. Stormwater planters are incorporated into the courtyard with visible overflows from rooftops. These provide buffers from the building to the public through block connection and perform critical stormwater function. Eco-roofs are planned for portions of both building's rooftops.

Given the history of the Pacific Northwest College of Art on the site, special importance is placed on incorporating art at Block 136. The project owner, Security Properties is working with PNCA on a concept plan for integrating public art by PNCA alumni. The concept plan will describe two programs for incorporating art:

- *Courtyard.* An area has been designated for art in the courtyard; and
- *Buildings.* Art will also be integrated into the buildings.

RACC-approved art is strongly encouraged, but not subject to design review.

These guidelines are met.

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

Findings: To continue the Pearl's sense of urban enclosure, both buildings will be built to their lot lines on all streets. The only exceptions occur where the residential building form steps back at the lower levels to create semi-public townhouse stoops at NW Johnson and 12th Avenue.

The overall form of the 13th Avenue Building is kept at 75' tall to relate to the historic fabric around it. Retail spaces at the corner of NW 13th & Johnson and

NW 13th & Kearney step with the adjacent grade to create street level urban spaces.

This guideline is met.

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

B1-1. Provide Human Scale to Buildings along Walkways. Provide human scale and interest to buildings along sidewalks and walkways.

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

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

Findings for A8, B1-1, B2, and C7: Streetscape. Providing a round-the-clock mix of residential, office and retail uses on the block ensures diverse human activity in the streetscape throughout the day and night. The project incorporates a variety seating options on the sidewalk and within the courtyard. The through-block connection at the courtyard provides ample opportunities for seating, gathering and people watching. The bocce court provides an active public program, as do public bicycle repair stations and ample bike parking.

The furnishing zone of the abutting streets has a mix of River District standard elements including trees, benches, bike racks and light poles separating pedestrians from cars. Existing parallel parking on NW Johnson, Kearney Sts and 12th Ave will maintain an effective separation from the pedestrian and vehicular traffic. Canopies at major building entry points will provide weather protection. Mechanical equipment is isolated from pedestrian view on the roof or penthouse levels of the buildings. No ground level mechanical equipment is proposed. The office building includes a band of louvers in the top level of the retail storefronts out of the pedestrian realm.

Human Scale. The design of the NW 13th Ave building will promote use of the loading dock with large folding storefront doors for direct public access into the proposed market. High-volume active ground-levels (18'-21'), deep steel canopies, folding storefront walls, and custom entry doors with custom hardware to the office lobby will provide human scale proportion adjacent to the sidewalk and raised dock. The NW Johnson and Kearney St elevations are designed to encourage the use of adjacent on-grade sidewalks by providing direct visual and physical connections to retail spaces through large windows and storefront openings. In addition, recessed ground level wall planes will enhance these spaces for spill out activity.

Pedestrian Protection. In the NW 12th Ave Tower, connections between the residential lobbies, units and the sidewalk are enhanced with outdoor transition

areas – large windows facing the street, and elevated stoops (2'-6") at the townhouse entries. Tall 20' ceilings and large expanses of clear glazing at the northeast corner of the residential building will allow views into the leasing office and lobby. Sensitive detailing of the townhouse transitions on 12th Avenue and Johnson Street, including low planter walls, high and low plantings, trellises and canopies at the stoops also provide human scale. The high rise also includes balconies to allow for informal surveillance of the street. Ground level building detailing, proportions, materials, interior space configuration and entries with large canopies are human scaled and will induce conditions supportive of pedestrian interest, activity and safety.

Active Corners. The corner of NW13th Ave and Johnson St has long been an important corner in the neighborhood with the active PNCA entry and artistic bike parking. In an effort to continue this use and energy, the NW 13th Ave dock pulls back at the corners creating spill-out potential. Both wall- and ground-mounted bike parking are provided at both corners as well as prominent retail building entries. This will induce sidewalk-level spill-out on NW Johnson and Kearney Sts.

These guidelines are met.

B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

Findings: The street improvements on all frontages are consistent with the adopted street standards for the River District and will ensure a well-integrated and well-marked pedestrian system. At approximately 125' in length, both the NW 13th Ave dock and the courtyard dock are pulled back from the corners allowing for at-grade retail entries and spill-out potential. This is

NW 13 Ave Dock. The raised loading dock on NW 13th Ave is consistent with PBOT's street standards. A single accessible ramp will be provided at the south end of the dock orienting to the corner of SW Johnson and Kearney Sts.

Courtyard Dock. The courtyard between the buildings will provide a new mid-block connection between NW Johnson and Kearney Sts including a variety of features to enhance pedestrian safety, convenience and enjoyment. A single accessible ramp will be provided at the south end of the dock orienting to SW Johnson at mid-block.

This guideline is met.

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

Findings: The unique street plan along NW 13th Avenue provides opportunities to create places for people to linger that are different from most other places in the downtown grid. The pervasive "loading dock" feature is included for a majority of the NW 13th Avenue block face with steps at both ends and a ramp at the south end. The courtyard between the two buildings will provide both formal and informal resting opportunities, tables and chairs, and a bocce court. Ample raised spill-out areas are provided on both sides of the NW 13th Ave Brick Building designed to accommodate retail or restaurant tenants. Canopies

proposed at all the retail storefront bays will provide protection from the elements.

This guideline is met.

B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

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

Findings for B6 and B7: Well integrated all-weather protection is provided at all primary points of entry in both buildings and within the courtyard.

NW 13th Brick Building. The building includes a singular canopy covering the entire dock and canopies are provided over the north and south retail entries, as well as a glass canopy over the courtyard dock.

NW 12th Ave Residential Building. The 12th Avenue building has a canopy over the residential lobby entrance, and canopy/trellis combinations are provided over the townhouse entries.

The elevated docks on both the east and west sides of the 13th Ave building feature ramps to ensure accessibility for all people.

These guidelines are met.

B6-1. Provide Outdoor Lighting at a Human Scale. Provide outdoor lighting at a human scale to encourage evening pedestrian activity.

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.

C1-2. Integrate Signs and Awnings. Integrate signs and awnings to be complementary and respectful of a building's architecture. This guideline may be accomplished by:

- a. Placing signs and awnings to fit with and respect a building's architecture;
- b. Avoiding large, excessively illuminated or freestanding signs that contribute to visual clutter; or
- c. Integrating with a building's design, an exterior sign program/system for flexible sidewalk level space that accommodates changing tenants.

Findings for B6-1, C1-2, and C12: *Lighting goals* have been established for the project in order to enhance the pedestrian environment: identify entry points; provide ambient light; accent the landscape; define building edges; and, define circulation. These goals have been achieved through a combination of pedestrian-oriented lighting strategies including downcast flood lighting in security critical areas such as interior courtyard spaces, low-level ground plane illumination, well-concealed landscape accent lighting, wall surface mounted downlighting of building faces and corners, in-grade uplighting of structural columns, and recessed linear lighting to accent ground-plane grade changes. No roof-top lighting has been specified at the roof terrace area, but the planter walls may incorporate low-level steplights to provide gentle night-time illumination. Overall, the exterior lighting approach illuminates the buildings, landscape and gathering spaces with well-concealed fixtures that will minimize light throw-back

to nearby residences.

Signage Integration. Signage is not proposed at this time. Therefore, guidelines relevant to signage do not apply. The applicant understands that any future signage in excess of 32 square feet will be subject to design review per Portland Zoning Code Section 33.420.041.

These guidelines are met.

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

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 C2, C4, and C5:

Quality and Permanence. Material choices are responsive to DAR comments, especially with regard to the NW 12th Ave building – greater reference to Pearl District context, simplification of vertical striping pattern, increase ground floor volumes, etc. Primary material composition includes: board-formed concrete (in place of GFRC), composite aluminum panels and aluminum window wall proposed at the levels above. The red brick proposed for the bulk of the NW 13th Ave building adds a long-lasting, human-scale layer of texture that can be experienced by pedestrians at the ground level as well as by those observing from other vantage points. Both buildings will include high quality detailing of light, small-scale steel elements such as steel railings and canopies.

Compliment Context. The Pearl District is mixed in use and styles. The two proposed buildings take their cues from different eras of construction observed in the Pearl. The NW 13th Ave building complements the 13th Avenue Historic District in massing, opening proportions and material. Interpreted with modern details, the building also repeats design elements that are common to the Historic District's design vocabulary, such as a loading dock with canopy and human-scaled light steel elements like railings and canopies. The NW 12th Ave building uses elements that are common in newer high rises in the Pearl, such as subtle variation in massing, use of window wall, and the addition of balconies and roof terraces. Most importantly, the base of the building takes cues from successful adaptive reuse and new ground-related residential units in the area, such as townhouses with raised stoops, set-in windows and planting areas.

Coherency. Each building is a coherent composition of its own – the NW 13th Ave red brick warehouse vernacular reflecting a simply composed office over retail partie (history, heartwood) juxtaposed with the layered verticality of the NW 12th Ave building (future, seedling). As a two-building composition, they reference one another in subtle ways – unifying elements of concrete at the base of both buildings, matching metal panels on the residential and office bays, projecting metal/glass window bays on the brick building and an overlapping color palette.

The 12th Avenue Building expresses the lightness of a young forest, as metal panels and bays accentuate verticality. A concrete base at the townhouses anchors the building while opening the corners to the courtyard and NW 12th Ave. The window wall comes to the ground in a few areas to integrate the base

with the middle and top. Charcoal ground-level canopies and a light-colored trellis at the top of the building have similar details to unify the building, and also express a dark-to-light color scheme from bottom to top.

The 13th Ave Building expresses the solidity and industry of worked lumber. The building is a solid, compact composition of punched openings in brick. It contains a few inset areas—'kerf' patios and retail entries—cut into the form to open the building to the street, as well as the addition of two raised docks with canopies to anchor the solid building to the ground.

These guidelines are met.

C1-1. Integrate Parking. Design surface parking and parking garage exteriors to visually integrate with their surroundings. This guideline may be accomplished by:

- a. Designing street facing parking garages to not express the sloping floors of the interior parking;
- b. 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; or
- c. Accommodating vending booths along sidewalks adjacent to parking facilities, when active ground level uses are not possible.

C7-1. 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.

Findings for C1-1 and C7-1: The project provides two levels of underground parking accessed via a single garage entry from NW 12th Ave at mid-block. Ground floor uses adjacent to the garage entry are elevated townhome stoops, the enclosed trash room and a single loading bay. The remainder of the ground floor around both buildings includes active residential amenity and retail space. Because the below-grade parking is expressed at the building exterior only at the garage entry, the buildings' ground level enhances the site's relationship to pedestrians.

The garage entry is concealed with a 5-panel telescoping door set back from the property line by approximately six feet. This depth is consistent with the rhythm established by the adjacent townhome porches and effectively conceals oblique views of garage door operations by residents. The board-form concrete will return to the face of the garage doors. The depth is sufficient to allow motorists oblique visual access to the sidewalk upon exiting thereby minimizing potential conflicts with pedestrians.

These guidelines are met.

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

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

Findings for C8 and C9: The sidewalk level of the NW 13th Ave building is differentiated with a continuous retail storefront expression and associated canopies. The elevated docks on NW 13th Ave and the courtyard feature ample retail entries, operable wall panels, and unique steel/glass canopies.

The sidewalk level of the NW 12th Ave building is distinguished with double-height glazing (averaging approximately 18'-7") and a material unique to the ground floor (board-formed concrete). Steel canopies, plantings and wire mesh occur at the townhouse entries, while glazing comes to the ground at the residential amenity spaces facing the courtyard and the leasing area to distinguish the public nature of its use from the rest of the semi-private and private uses. Canopies at the entrances to the townhomes include glass extensions over a portion of the adjacent sidewalk offering additional all weather protection.

The NW 13th Avenue building is designed to be flexible, as tenants can be either demised east-to-west with access to both docks for each tenant, or ideally will accommodate an open market-type space. Corner retail either can be added to the larger market space (ramped internally), or can serve as smaller retail spaces. These spaces could include restaurants, retail shops or professional services in the future life of the building.

These guidelines are 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 NW 13th Ave building features a covered loading dock projecting into the right-of-way by approximately 12 feet for 125 of the building's 200 feet of frontage. This type of encroachment is characteristic of the NW 13th Avenue Historic District adjacent to the site. In addition, projecting window bays are proposed at levels 2-5 on the east façade allowing oblique views between the building's interior and the courtyard.

The NW 12th Ave building will feature a large canopy over the residential lobby entrance on NW Kearney St. Residential balconies on the south façade at levels 2-14 project over the NW Johnson St right-of-way by approximately four feet.

Though no skybridges are proposed, the canopies, balconies and projecting window bays will conspire to shape and protect the at-grade pedestrian environment, while adding visual interest and relief to upper wall planes.

This guideline is met.

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

Findings: Roof terraces are proposed on both buildings designed in reference to each building's overall design concept. The roof of the NW 13th Ave building is integrated into the overall 'heartwood' concept through the use of a wood grain pattern executed in different colors and textures of eco-roof. The roof of the NW 12th Ave building includes two outdoor kitchens, a fire pit, benches with river/mountain views, a large planter with trees which may be seen from elsewhere, and community gardens.

On both buildings, the mechanical equipment is organized into north and south mechanical enclosures which are integrated with stair penthouses and elevator overruns, thereby being unobtrusive when viewed from other locations. Trellises are placed over the office building's mechanical enclosures to block views of equipment from potential taller buildings to the north, improve the appearance of the otherwise non-descript enclosures and provide an interesting element to Portland's skyline. In addition, the roof of the subterranean parking garage is resolved as a landscaped, publically accessible courtyard between the two buildings.

This guideline is met.

MODIFICATIONS (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.

Modification Request #1: 33.140.210.B.2. Rooftop Access And Mechanical

Equipment All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit. . **12th Ave Building** – The rooftop mechanical enclosure is set back 13'-2" from the roof edge abutting 12th Ave and 8'-0" from the roof edge facing the courtyard. One piece of mechanical equipment is in excess of 10 feet tall (a make-up air unit at 13 feet tall.) And, the cumulative area of roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. Total coverage for this building is 18.8%.

Purpose Statement. *The height standards work with the FAR, building setback, and building coverage standards to control the overall bulk and intensity of an area. The EG1 zone height limit is the same as the General Commercial zone because the EG1 zone often functions as a transition zone between industrial and residential or commercial zones. The EX zone height limit reflects its use in intense urban areas and the range of uses that are allowed. The other zones do not have height limits because tall buildings in these areas have traditionally not been a problem.*

C11 Integrate Roofs and Use Rooftops. All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical

equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit.

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

Findings: The mechanical equipment is organized into north and south mechanical enclosures which are integrated with stair penthouses and elevator overruns, thereby being unobtrusive when viewed from other locations.

In an effort to create a unified building top appropriate for this prominent site, the mechanical enclosure has been integrated with the penthouse to create a singular form which serves to anchor the overall rooftop design. The resulting singular volume is enclosed with materials similar to residential floors below and further enhanced with the integrated trellis feature. The building mechanical equipment being integrated and screened in this manner will better meet the guidelines because the alternative to locate the equipment elsewhere on the building would result in a more visible, less integrated configuration. Overall, the rooftop is a nicely composed assemblage of simple landscape elements and passive gathering areas.

Therefore this criterion is met.

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

Findings: The purpose of the design standard is to limit building rooftop mechanical equipment area to reduce clutter and preserve views. In this situation, building views have been maintained and enhanced by the integration of the mechanical equipment with the access enclosures and rooftop terrace landscape elements. Combined with screening and planted steel trellises the appearance will be unified and softened. The relatively modest increase in all dimensions will still enable the purpose of the design standard, which is to limit clutter while preserving the building's aesthetic. *Therefore this criterion is met.*

Therefore this Modification merits approval.

Modification Request #2: Modification to 33.266.310.D (Loading Standards; Size of loading spaces). Two (2) Standard A loading spaces are required. A Standard A loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet. The project proposes three loading spaces of various sizes:

- **Space A.** A space within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave) is 35 feet long x 11 feet 5 inches wide (except at doorway which is 10 feet wide). The height of the space, however, varies. A majority of the space (28 feet of it) is 19 feet 6 inches high with the remaining portion varying from 11 feet (at doorway) to 12 feet outside the doorway. The space will be scheduled for food deliveries in morning, resident move-in/out during the day and generally available for office deliveries.
- **Space B.** Standard B size (18' long x 9' wide x 10' clear) located within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles.
- **Space C.** A cargo van loading space (18' long x 10' wide x 8'-11" clear) located within the footprint of the NW 13th Ave building. Scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.

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.D: *Size of loading spaces*

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

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

Findings: The applicant has provided extensive loading demand analysis to estimate the specific type, quantity and location of loading activity. The complexity of demand triggered by a multi-use building (office, residential, retail, etc.) necessitates a diverse and well-coordinated loading configuration. The sizes and locations of the three spaces are well suited to meet the project's complex demand for service – Space A (capacity: 30' long trucks), predominately serving residentially based tower demand; Space B (capacity: 20' long trucks), flexible service for food and office demand; Space C (capacity: cargo vans), primary demand for smaller office deliveries and some food service.

The provision of three loading spaces (with varying dimensions) within the below-grade parking area better meets Central City Fundamental Design Guidelines *B1-1 Provide Human Scale to Buildings Along Walkways, B2: Protect the Pedestrian, B3: Bridge Pedestrian Obstacles, B4: Provide Stopping and Viewing Places, and B5: Make Plazas, Parks, and Open Space Successful*. The reason for the varying dimensions is in response to the complexity of building programming and the desire to create a uniform façade design, scaled for pedestrians at street level, as well as an aesthetically rich design facing the neighbors to the east. Artistically designed doors which are appropriately scaled, along with entry canopies denoting entry to the building, create this richness.

Therefore this criterion is met.

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

Findings: The purpose statement for the Loading standard states that the appearance of loading areas should be “consistent with that of parking areas;” this is met simply by virtue of the loading space being located within the below-grade parking area, and with adequate clearance for a majority of the space. The truck loading space size is intended to ensure that trucks have adequate clearance given vehicle dimensions. Because the low average unit sizes demand smaller moving vehicles, the slight reduction in clearance is unlikely to significantly constrain loading operations. Lastly, the placement of the loading spaces below-grade greatly reduces negative effects “on the traffic safety or other transportation functions of the abutting right-of-way.” The proposal remains consistent with the purpose statement for the Loading standard. *Therefore this criterion is met.*

This Modification therefore warrants approval.

Modification Request #2: Bike Parking Space Dimension (33.266.220.C.3.b.) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes staggered vertical storage, dimensioned at 18" x 6' with a 5' walk aisle.

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

Findings: The project includes 332 total long term bicycle parking spaces (residential and retail). Accommodating 473 bicycle parking spaces in a horizontal rack would consume considerable floor area (3,984 sf + maneuvering area). Relying upon a vertical/wall hanging bike rack is a far more efficient use of space and is identical to the parking system recently approved in other Pearl District projects. The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in active uses at the street, such as commercial use, lobbies and residential units. *This criterion is met.*

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

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

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

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

This Modification therefore warrants approval.

HEIGHT BONUS OPTIONS

Section 33.510.205 & 33.510.210, Height and Floor Area and Height Bonus Options

Base height allowed for this site is 75'. Additional height, up to a maximum of 75' over the base height, is allowed through general bonus heights and the bonus height option for housing. Both buildings are utilizing height and FAR bonuses –

The NW 13th Ave brick building is allowed a maximum height of 120' (75' base height + 45' General Height Bonus). The proposed building reaches 76'-1".

The NW 12th Ave residential tower is allowed a maximum height of 150' (75' base height + 75' height bonuses: 45' General Height Bonus (33.510.210.D.), maximum available for 3:1 FAR – 45' and 30' Bonus Height Option for Housing (33.510.210.E.), maximum available for housing – 75'. If both bonus options are used, combined bonus height may not exceed 75'. The proposed building reaches 148'-4".

General bonus heights.

For achieving a bonus floor area ratio of 3:1, a height bonus of 45' is earned. The project is earning bonus FAR through residential bonus and Eco-roof bonus.

Bonus height option for housing.

Although this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in Section 33.510.210.E.4. It is important to note that bonus height in excess of the maximum allowed through general bonus heights, above, must be used exclusively for housing, and may not be used to qualify for the residential floor area bonus option.

Section 33.510.210.E.4, Approval Criteria. The approval of the bonus height is made as part of the design review of the project. The bonus height may be approved if the review body finds that the applicant has shown that all of the following criteria have been met:

A. The increased height will not violate an established view corridor;

Findings: There is no established view corridor at the location of the project per the Portland Scenic Resources Protection Plan adopted March 15, 1991 (ord. # 1639577).

B. If the site is within 500 feet of an R zone, the proposed building will not cast shadows that have significant negative impacts on dwelling units in R zoned lands;

Findings: The site is not within 500 feet of an R zone.

C. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard, the project must meet the performance standards of Subsection 33.510.205.E.;

Findings: This criterion is not applicable because the site is not included on map 510-3 as eligible for the Open Space performance standard.

D. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town Historic Districts, the project must meet the performance standards of Subsection 33.510.205.D.;

Findings: This criterion is not applicable due to the location of the project.

E. The increased height will result in a project that better meets the applicable design guidelines; and

Findings: For the reasons stated below, the project better meets the applicable Central City Fundamental and River District Design Guidelines noted in parentheses:

- The parallel bar building plan with on-grade central access is a common precedent throughout the Pearl District. The repetition of building footprint, contrasted by height and material variation, sharing a common ground plane will serve to tie the project to the immediate area [A2, A4, A5].
- The placement of the tower on the east side of the block allows the program to step down to NW 13th Ave, reflecting context scale and massing of the adjacent historic district. [A2, C3, C9].
- A lower height would likely consume more ground plane thereby yielding a less public-oriented courtyard amenity space. [A4, A5, C4].
- The central courtyard is a carefully designed amenity for public enjoyment that will be activated with ground level commercial uses connecting the courtyard to NW 13th Ave. [B4, B5, C6].
- The height and orientation of the residential tower surrounded by the lower-scale brick building reinforces the north-south view opportunity between river and downtown along NW 13th Ave. [A1, C1, C2-1].

F. Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A.

Findings: "The maximum building heights are intended to accomplish several purposes of the Central City Plan. These include protecting views, creating a step-down of building heights to the Willamette River, limiting shadows on public open spaces, ensuring building height compatibility and step downs to historical districts, and limiting shadows from new development on residential neighborhoods in and at the edges of the Central City." [Purpose statement]

The project design is consistent with the purpose of this section as follows:

- Massing and height do not disrupt established views.
- Inherent in the maximum building heights and sites afforded height bonuses, both depicted on Map 510-3, the River Sub-district will have building heights that generally step down from freeway to river. This project is compliant with height allowances/bonuses of the River Sub-district of the Central City.
- The project does not shadow public open space (Jamison Square) anymore than would a project meeting the 45' height bonus only.
- The project steps down to NW 13th Avenue (the spine of the NW 13th Avenue Historic District to the south).
- The project is compatible with desired/allowed building heights and massing. It adds to a positive and varied skyline in this district.
- The zoning for the site, EX, allows for a variety of uses. The development in the Pearl District has typically been with a residential focus.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The applicant has addressed all major concerns expressed by staff and designed a building that embodies the spirit intended by the applicable design guidelines, and

responds well to the natural, cultural and built context. The proposal meets, and in some cases exceeds the applicable design guidelines, and Modification and Adjustment criteria and therefore warrants approval.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve Design Review for

BLD #1: NW 13th Avenue Brick Building

- 5 stories
- Maximum Height 76'-1"
- Approximately 15,000 square feet of retail at ground level
- Approximately 60,000 square feet of office at levels 2-5.
- Rooftop program includes roof terrace, elevator/stair overrun, mechanical enclosure and eco roof.
- An at-grade loading space on NW 13th
- 13th Ave dock
- Courtyard dock

BLD #2: NW 12th Avenue Tower Building

- 15 stories
- Maximum Height of 148'-4"
- Approximately 164,000 square feet of residential, floors 1-15.
- Approximately 208 residential flats
- Two levels of below grade parking – 196 spaces – access via NW 12th Ave

Approval of the following Modification requests:

1. **Rooftop Access & Mechanical (33.140.210.B.2.)** All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15 feet from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16 feet above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10 percent of the roof area may extend 10 feet above the height limit. **12th Ave Building** – The rooftop mechanical enclosure is set back 13'-2" from the roof edge abutting 12th Ave and 8'-0" from the roof edge facing the courtyard. One piece of mechanical equipment is in excess of 10 feet tall (a make-up air unit at 13 feet tall.) And, the cumulative area of roof enclosures 10' above the height limit – exceeds the 10% of roof area limit. Total coverage for this building is 18.8%.
2. **Size of Loading Spaces (33.266.310.D.a.)** Two (2) Standard A loading spaces are required. A Standard A loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet. The project proposes three loading spaces of various sizes:
 - **Space A.** A space within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave) is 35 feet long x 11 feet 5 inches wide (except at doorway which is 10 feet wide). The height of the space, however, varies. A majority of the space (28 feet of it) is 19 feet 6 inches high with the remaining portion varying from 11 feet (at doorway) to 12 feet outside the doorway. The space will be scheduled for food deliveries in morning, resident move-in/out during the day and generally available for office deliveries.

- **Space B.** Standard B size (18’ long x 9’ wide x 10’ clear) located within the footprint of the NW 12th Ave apartment building (with access from NW 12th Ave). The space will be scheduled for food deliveries in the morning and generally available for office deliveries and service vehicles.
- **Space C.** A cargo van loading space (18’ long x 10’ wide x 8’-11” clear) located within the footprint of the NW 13th Ave building. Scheduled for food deliveries in the morning and available generally for office deliveries and service vehicles.

3. Bike Parking Space Dimension (33.266.220.C.3.b.) A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. The project proposes staggered vertical storage, dimensioned at 18” x 6’ with a 5’ walk aisle.

Approvals per Exhibits C.1, Block 136 Land Use Application Drawing Set (pages 1-155) and C.2, Block 136 – Materials & Cut Sheets (Chapter 1-7) signed, stamped, and dated January 29, 2015, subject to the following conditions:

A. No field changes allowed.

By: 

 David Wark, Design Commission Chair

Application Filed: October 24, 2014
 Decision Filed: January 23, 2015

Decision Rendered: January 22, 2015
 Decision Mailed: February 2, 2015

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on October 24, 2014, and was determined to be complete on October 26, 2014. The application was presented at the Design Commission hearing on December 18, 2014 and continued to January 22, 2015 when it was approved.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on October 24, 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 waived the 120-day review period, as stated with Exhibit A-3.

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

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

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on February 17, 2015 at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 2:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 2:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201. Please call the file review line at 503-823-7617 for an appointment.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

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, one in which new evidence can be submitted to City Council.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision. **An appeal fee of \$5,000.00 will be charged.**

Neighborhood associations may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034. For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

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

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

Jeffrey Mitchem
January 29, 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).

EXHIBITS – NOT ATTACHED UNLESS INDICATED

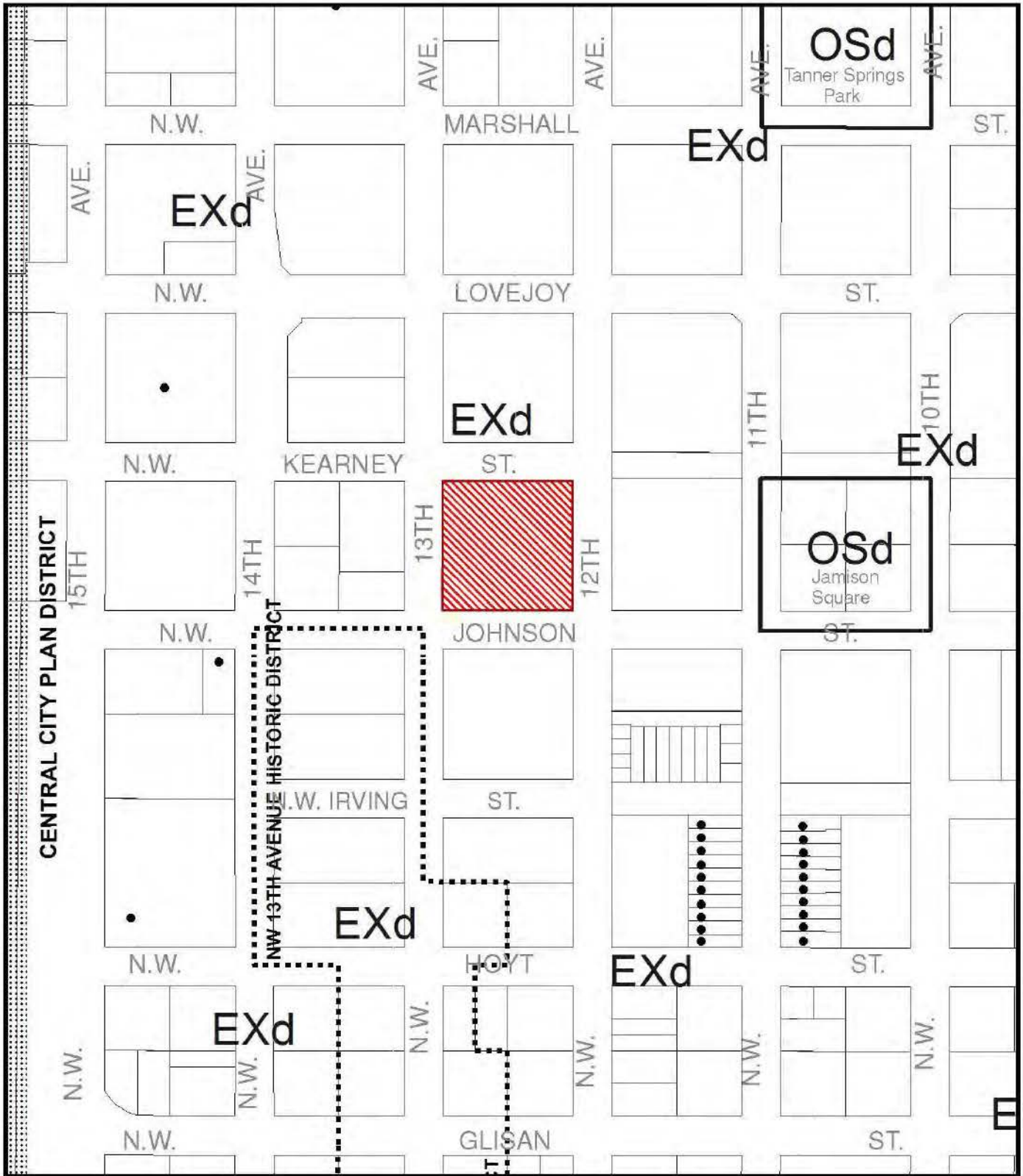
- A. Applicant's Statement
 - 1. Block 136 Written Statement
 - 2. Stormwater Drainage Report
 - 3. Request for an Evidentiary Hearing and Waiver of Right to a Decision within 120 days
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Block 136 Land Use Application Drawing Set, Pages 1-155
 - 2. Sheet 21-Ground Level Plan (attached)
 - 3. Sheet 24-South Elevation (attached)
 - 4. Sheet 25-East Elevation (attached)
 - 5. Sheet 26-North Elevation (attached)
 - 6. Sheet 27-West Elevation (attached)
 - 7. Sheet 41-Courtyard Plan (attached)
 - 8. Block 136 – Materials & Cut Sheets (Chapter 1-7)
- 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. Life Safety Plans Examiner
 - 2. Site Development Section of BDS
 - 3. The Fire Bureau
 - 4. The Bureau of Environmental Services
 - 5. The Bureau of Parks-Forestry Division
 - 6. The Portland Bureau of Transportation
- F. Public Testimony
 - 1. Tim Allen, 10-22-14, Email in opposition to the project citing bulk, excessive height, traffic, visual impacts, demand for water.
 - 2. Mark Litchman, 12-09-14, Email in opposition to the project citing excessive height.
 - 3. David Moiel, MD, 12-18-14, Email in opposition to the project citing excessive height, climate impacts, cutesy rooftop garden, public process, lack of low-income housing and loss of sun, and increased parking demand and crime.
 - 4. Ann Remen-Wills, 12-22-15, Email in opposition to the project citing massing, bulk, imposing scale, lack of blending design and public process (PNDA).
- G. Other
 - 1. Original LUR Application
 - 2. Pre-Application Conference Summary Notes
 - 3. Design Advice Request Summary Notes
 - 4. Staff Report and Recommendation to the Design Commission (December 18, 2014)
 - 5. Request for Extension of 120-day Review Period with a Continuation Hearing (12/18/14)
- H. Hearing and Post Hearing Exhibits
 - 1. Staff Report and Recommendation to the Design Commission (January 22, 2015)
12-18-14 Hearing, Public Testimony
 - 2. David Moiel, 820 NW 12th Ave. Portland, OR 97209
 - 3. Jack Rocheld, 1410 NW Kearney St. Portland, OR 97209

4. Kevin Strever, PO Box 1644 Newport, OR 97365
5. Burton Francis, Protect the Pearl, 3430 SE Belmont St. Portland, OR 97214.
Requested that public testimony from DARs be incorporated by reference into LU14-230014 hearing. The following testimony is hereby incorporated:
 - Stiffler, 5-9-14
 - Quinn, 5-9-14
 - Anderson, 5-9-14
 - Winn, 5-11-14
 - Jaecksch, 5-12-14
 - Francis, 5-12-14
 - Drake, 5-13-14
 - McKinnis, 5-14-14
 - Backstrand, 5-14-12
 - Remen-Willis, 5-14-14
 - Moiel, 5-15-14
 - Kirby, 5-14-14
 - Wymore, 5-15-14
 - Backstrand, 6-3-14
 - Anderson, 6-5-14
 - Francis, 5-15-14, 6-2-14
 - Halliburton, 5-15-14, 6-5-14, 7-24-14
 - Schwartz, 6-4-14
 - Yeiter, 6-4-14
 - Merrick, 5-20-14
 - Luan, 6-4-14
 - Nute, 6-5-14
 - Hoang, 5-15-14
 - Cartwright, 5-15-14
 - Sutherland, 5-28-14
 - Leming, 5-27-14
 - Kirby, 5-27-14
 - Backstrand, 5-21-14
 - Virey, 5-19-14
 - Merrick, 5-19-14
 - Buck, 6-5-14
 - Gardner, 6-5-14
 - Drake, 6-5-14
 - Strand, 6-6-14
 - Haines, 6-12-14
 - Hansen, 6-23-14
 - Trout, 7-7-14
 - King, 7-7-14
 - Randall, 7-7-14
 - Remen-Willis, 7-8-14
 - Krattenmaker, 7-9-14
 - McBride, 7-10-14
 - Evans, 7-18-14
 - Jess, 7-20-14
 - Hickerson, 7-21-14
 - Yeiter, 7-21-14
 - Cartwright, 7-22-14
 - Merrick, 7-22-14
 - Beach, 7-22-14
 - Garsha, 7-23-14
 - Rocheld, 7-23-14

Garsha, 7-23-14
Moiel, 7-23-14
Czarnecki, 7-23-14
Rocheld, 7-23-14
Nallakrishnan, 7-24-14
Gardner, 7-24-14
Czarnecki, 7-24-14
Rahm, 7-24-14
Lennard, 7-24-14
Hoang, 5-15-14 and 6-5-14
Buck, 6-5-14
Schwartz, 7-24-14

1-22-15 Hearing, Public Testimony

6. Seth Johnson, roblect@hotmail.com. (no address provided)



ZONING



Site



Historic Landmark



This site lies within the:
CENTRAL CITY PLAN DISTRICT
RIVER SUBDISTRICT

File No. LU 14-230014 DZM, AD
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State Id 1N1E33AD 1600
 Exhibit B (Oct 24, 2014)

BLOCK 136

Land Use Application LU14-230014 DZM, AD

Revised January 22, 2015

MITHÜN



SECURITY PROPERTIES

Contents

Overview	3	12th Avenue Building	52	13th Avenue Building	102
Context Map	3	Level 1 Plan	53	Ground Level Plan	103
DAR Review	4	Level 2 Plan	54	Typical Office Level Plan	104
Vicinity Plan	8	Level 3 Plan	55	Roof + Mechanical Enclosure Plan	105
		Typical Residential Level Plan	56	Building Section at Docks	106
Overall Project	15	Level 15 Penthouse Plan	57	Building Section at On-Grade Retail	107
Design Concept	15	Roof/ Mechanical PH Plan	58	West Elevation at 13th Avenue	109
Parking Garage Plan - Level P2	18	Building Section at Window Wall Form	59	North & South Elevations	110
Parking Garage Plan - Level P1	19	Building Section at Townhouses	60	East Elevation at Courtyard	111
Bike Mezzanine Plan	20	Building Section at Bays	61		
Ground Level Plan	21	North Elevation	63	13th Avenue Building Details	112
Typical Office & Residential Plans	22	West Elevation at Courtyard	64	Dock on 13th Avenue	115
Building Section Looking North	23	South Elevations	65	North + South Retail Entries	118
South Project Elevation	24	East Elevation at 12th Avenue	66	Typical West Facade	122
12th Avenue Building - East Elevation on 12th Avenue	25			Kerf Patio at Southwest Corner	125
North Project Elevation	26	12th Avenue Building Details	67	Box Bays at Courtyard	128
13th Avenue Building - West Elevation on 13th Avenue	27	Townhouses (Shown at 12th Avenue)	73	Mechanical Penthouses & Rooftop Enclosures	131
13th Avenue Building - East Elevation at Courtyard	28	Garage and Loading Entries on 12th Avenue	78		
12th Avenue Building - West Elevation at Courtyard	29	Residential Entry	81	13th Ave Building Roof Terrace	132
		Building Facade Elements	84	Plan	133
Streetscape	31	Mechanical Penthouses	97	Plant Palette	135
NW Johnson Street Plan and Elevation	33				
NW 12th Avenue Plan and Elevation	34	12th Ave Building Roof Terrace	98	Appendix A - Miscellaneous Plans	139
NW Kearney Street Plan and Elevation	35	Plan	98	Site Utility Feasibility Plan	139
NW 13th Avenue Plan and Elevation	36	Planting Plan	99	Site Plan	140
				Lighting - Fixtures	143
Courtyard	38			Lighting - Illumination Maps	144
Plan	41				
Section through Bocce Court looking North	44			Appendix B - 30' Height Request	145
Section through Seating Area looking North	45			Floor Area Bonuses	145
Planting Plan	49			River District Zoning Base Heights	146
				Zoning Bonus Height Maximums	147
				Zoning Code Requirements	149

Overview

Context Map

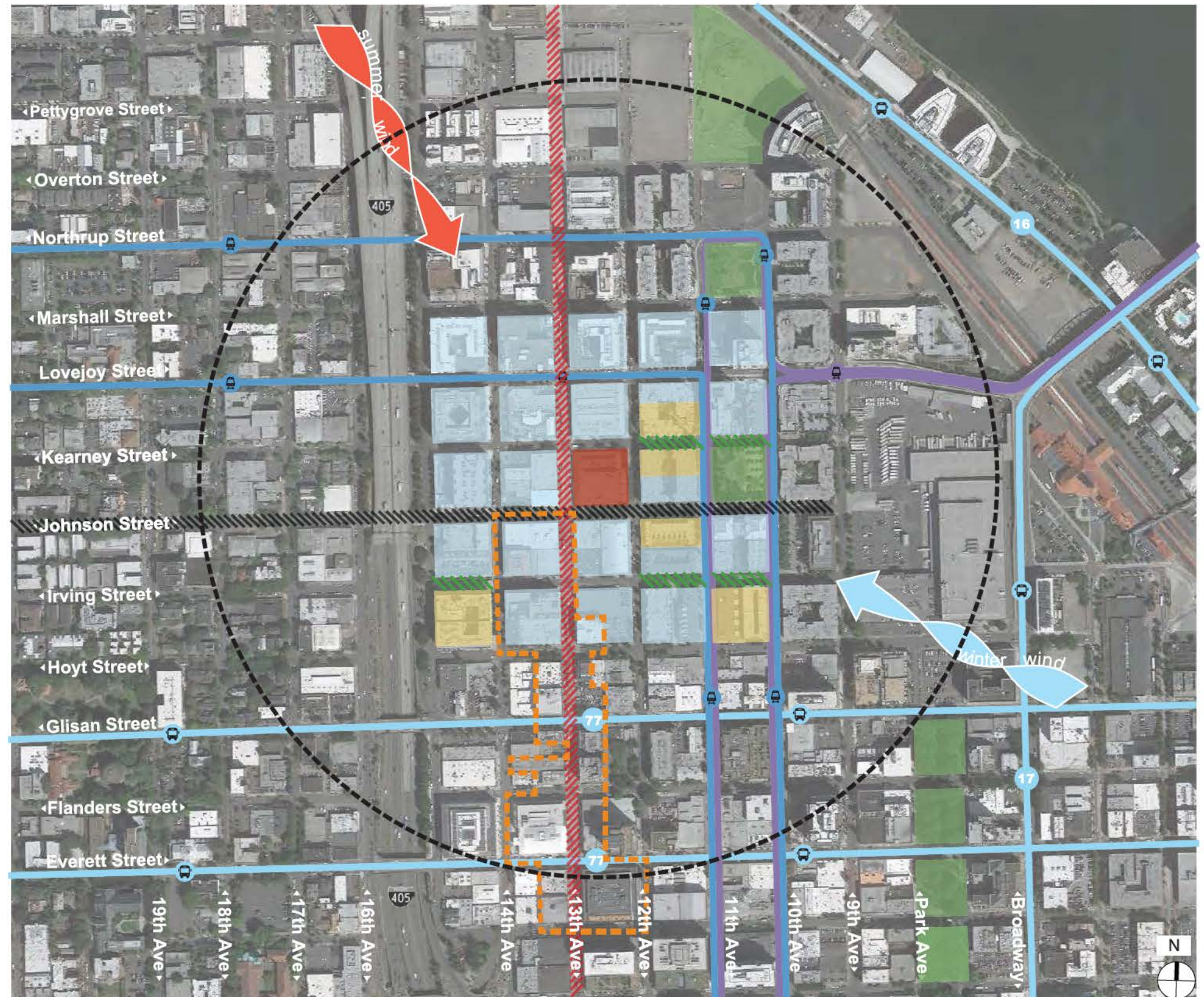
Context Map

Zone + District Classifications

Base Zone	EXd
Land Use Classification	Central Employment (EX)
Plan District	Central City Plan District
District	River District, RD-2 (Core + Parking Sector)
Design Overlay Zone	Design District (d), use River District Design Guidelines

LEGEND

 Block 136	 Ground Level Use Retail and Service
 1/4 Mile Walking Radius	 Residential
 NW 13th Ave Historic District	 Parks
 Bus Stop	 Roads/Paths Pedestrian Path
 Streetcar Stop	 Shared Roadway
	 Greenway
	Transit Lines
	 Streetcar - NS Line
	 Streetcar - CL Line
	 Bus Route



Overview

DAR Review

What We Heard

Ground-level Experience

- Focus on the pedestrian experience—particularly the base of the apartment building.
- The ground floor of the apartment building is too compressed.
- The townhouse facades should be more open.
- Study and refine the garage and service entrances along 12th.
- Study whether or not the dock should extend to the corner of the 13th Avenue Building.
- Be careful that the dimensions between courtyard logs are meaningful.

Character

- Develop a reading of the character of the Pearl District.
- The two buildings have different material palettes—clarify what binds them together.
- Examine the character of the office building -it should look less residential.
- State the windowwall color concept and the idea behind the metal and spandrel.
- Different building expressions can work if the courtyard ties them together.

Additional 30' of Height

- Supportive of additional 30' of height.
- Supportive of north-south orientation.
- Supportive of having a public courtyard and office program on 13th Avenue.
- Stepping down to the river is less important than to the Historic District.

What We Studied



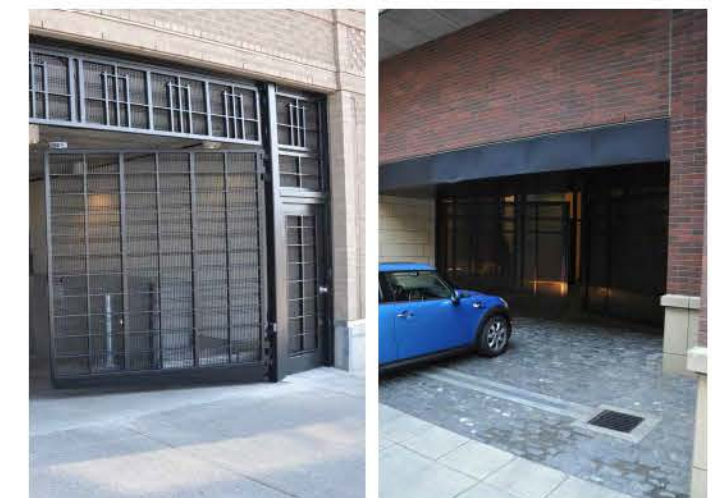
Materials



Townhouses



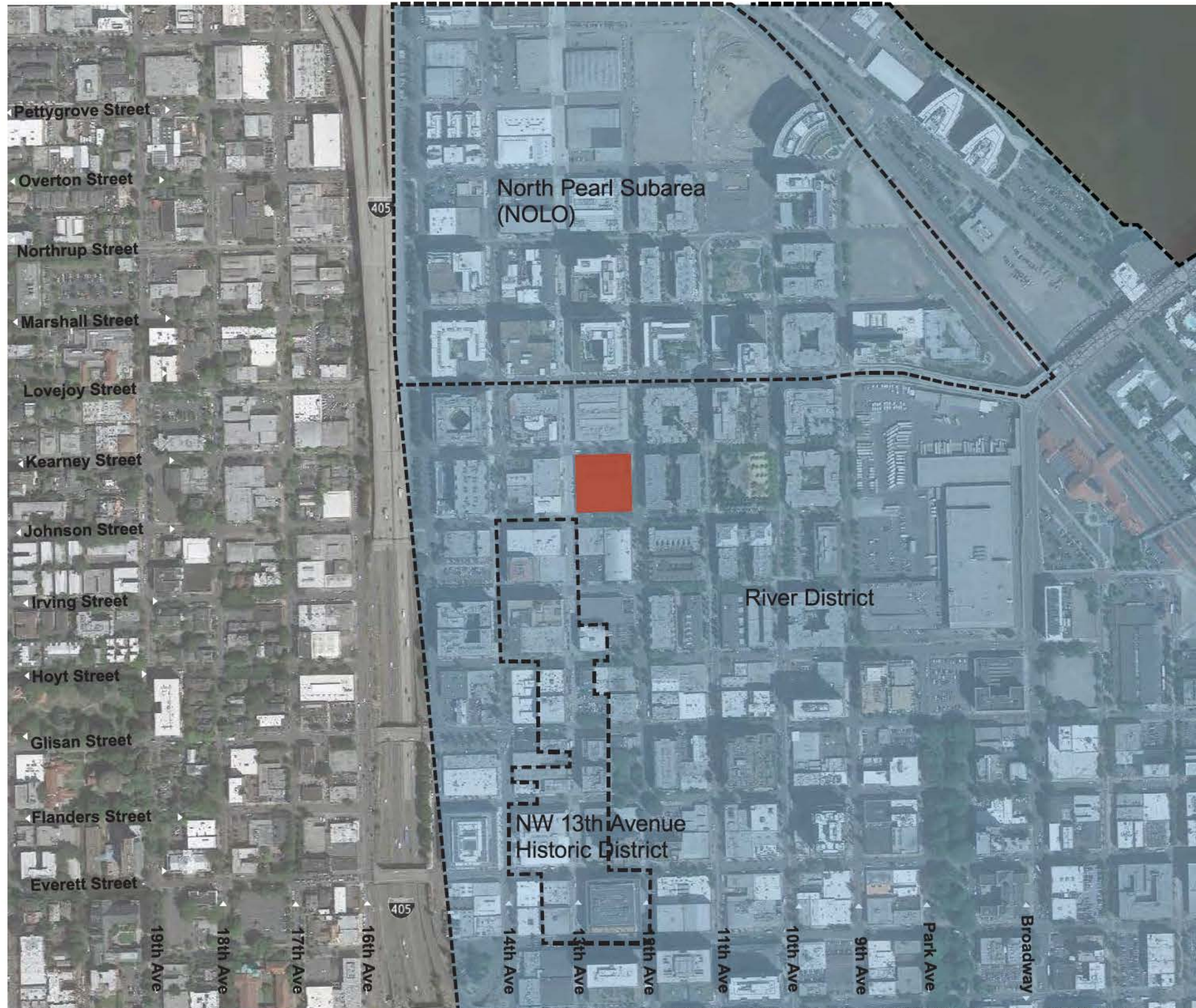
Docks



Garages

Overview

Contextual Analysis - River District



- distinct neighborhoods with unique character
- pedestrian-oriented + transit-served
- park network + river connections
- mixed use + mixed building types

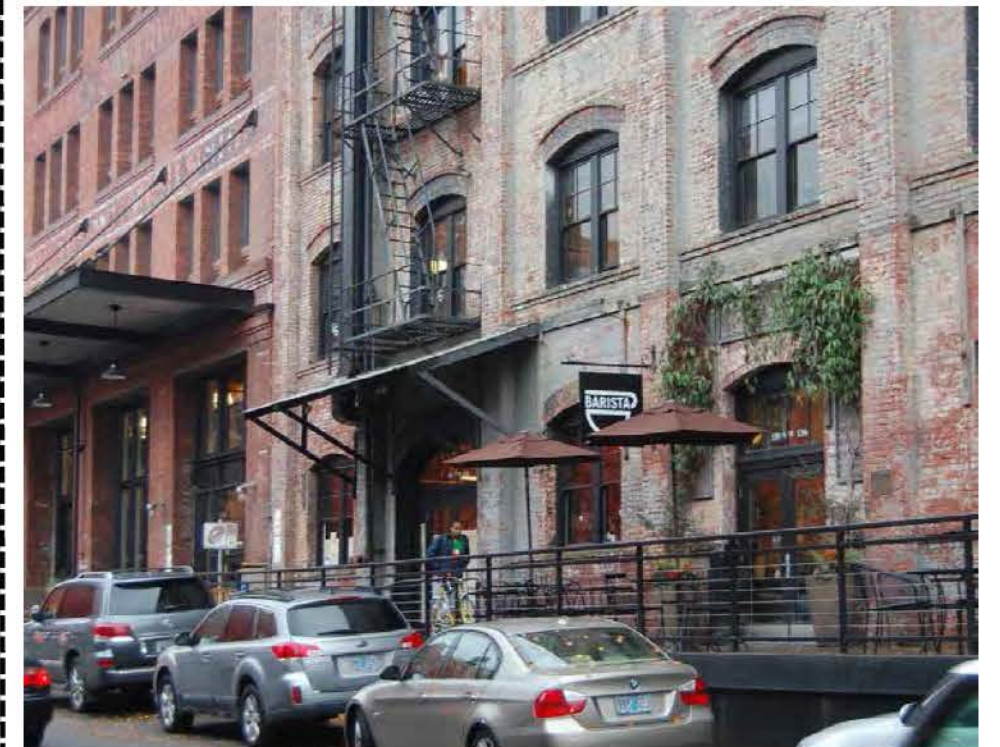


Overview

Contextual Analysis - NW 13th Avenue Historic District



- repurposed historic buildings
- consistent building form + materials
- bearing wall masonry
- punched openings
- loading docks + canopies
- street wall enclosure
- uniform surfaces



Overview

Contextual Analysis - North Pearl Subarea



- newer, denser + taller
- family-focused
- great parks + openspace
- steel + glass buildings



Overview

Vicinity Plan

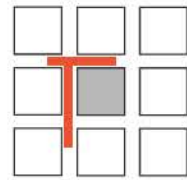


LEGEND

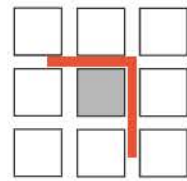
- A 24 Hour Fitness
- B Mixed - Uses
- C Pearl West Office Development
- D Edge Lofts / REI
- E Mixed Uses
- F Mixed Uses
- G Mixed Uses
- H Kearney Plaza
- I Riverstone Condominiums
- J Johnson Street Townhouses
- K Jamison Square

Overview

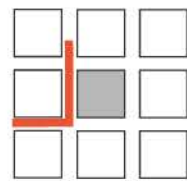
Site Context



13th + Kearney



12th + Kearney

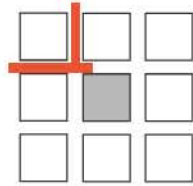


13th + Johnson

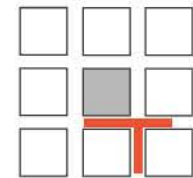


Overview

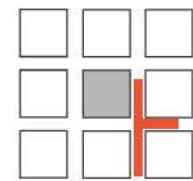
Site Context



13th + Kearney



12th + Johnson

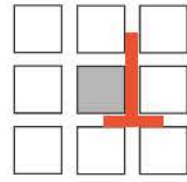


12th + Johnson

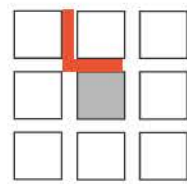


Overview

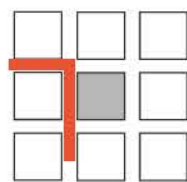
Site Context



12th + Johnson



13th + Kearney



13th + Kearney



Overview

Pearl District Material Context



Overview

Pearl District Neighborhood Association Meetings on 11/5/13 + 4/1/14

- 13th Avenue is critical to success of project
- Don't put height on 13th Ave
- Thru-block, at-grade pedestrian connections are desirable and fit the Pearl
- Office (especially incubator) is desirable and lacking in the Pearl
- Site needs same energy as PNCA
- Celebrate bicycles (as PNCA does)
- Retail could work in this location because of proximity to Safeway, REI, etc.
- Loading dock should be long, open on both sides and covered
- Need residential for people to age in place
- There is a need for larger residential units
- Loading is appropriate on 13th Avenue



Overview

Project Goals

- Fit the Pearl District
- Embraced by Community
- Provide Public Court / Mews
- Activate 13th Avenue
- Dock Sets the Tone
- Dynamic Marketplace Retail
- Residential Tower to Height Limit
- Creative Workspace Lofts
- Visible Sustainability

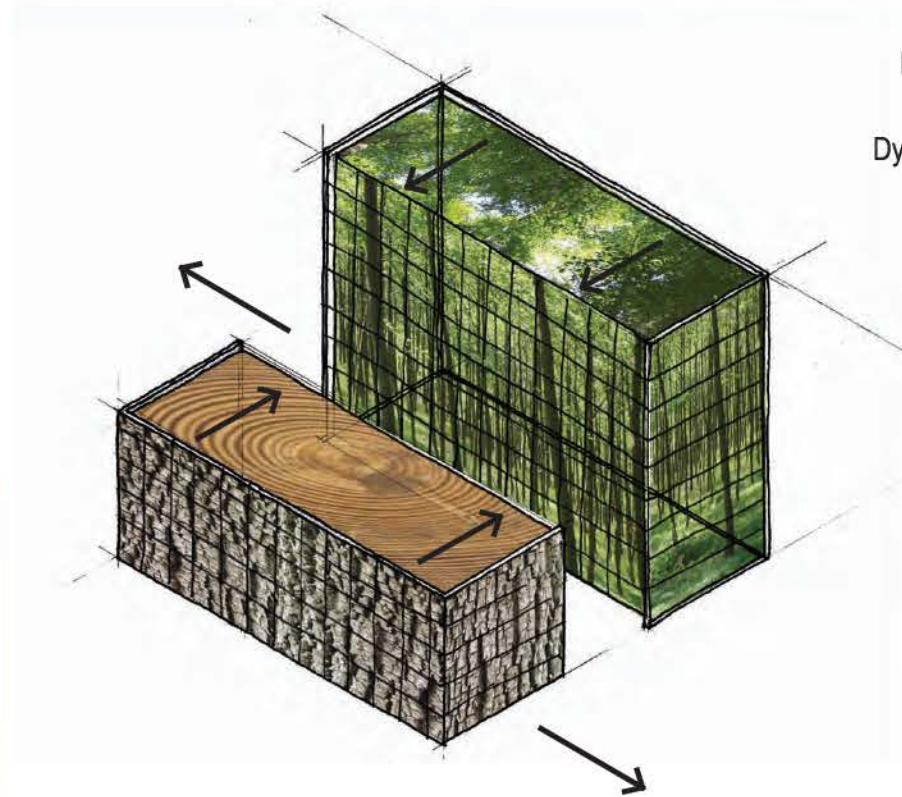
Overall Project

Design Concept

Seedling

a young plant or tree grown from a seed

- Live
- Habitat
- Delicate
- Unfolding
- Fresh
- Future
- Light
- Dynamic



Heartwood

the dense inner part of a tree trunk, yielding the hardest timber

- Work
- Layers
- Heavy
- Solid
- History
- Durable
- Massive
- Processed

Overall Project

Project View from Southwest



Overall Project

Project View from Southwest

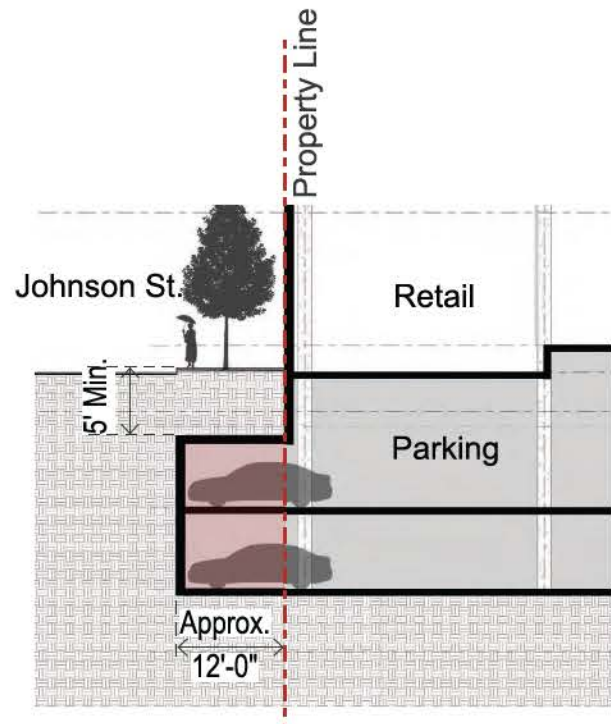


Overall Project

Parking Garage Plan - Level P2

Parking Count

Level P1:	114'
Level P2:	82'
Total:	196'



A Right-of-Way Parking



Overall Project

Parking Garage Plan - Level P1

Parking Count

Level P1:	114'
Level P2:	82'
Total:	196'



Overall Project

Bike Mezzanine Plan

Bicycle Count

Mezzanine: 332'

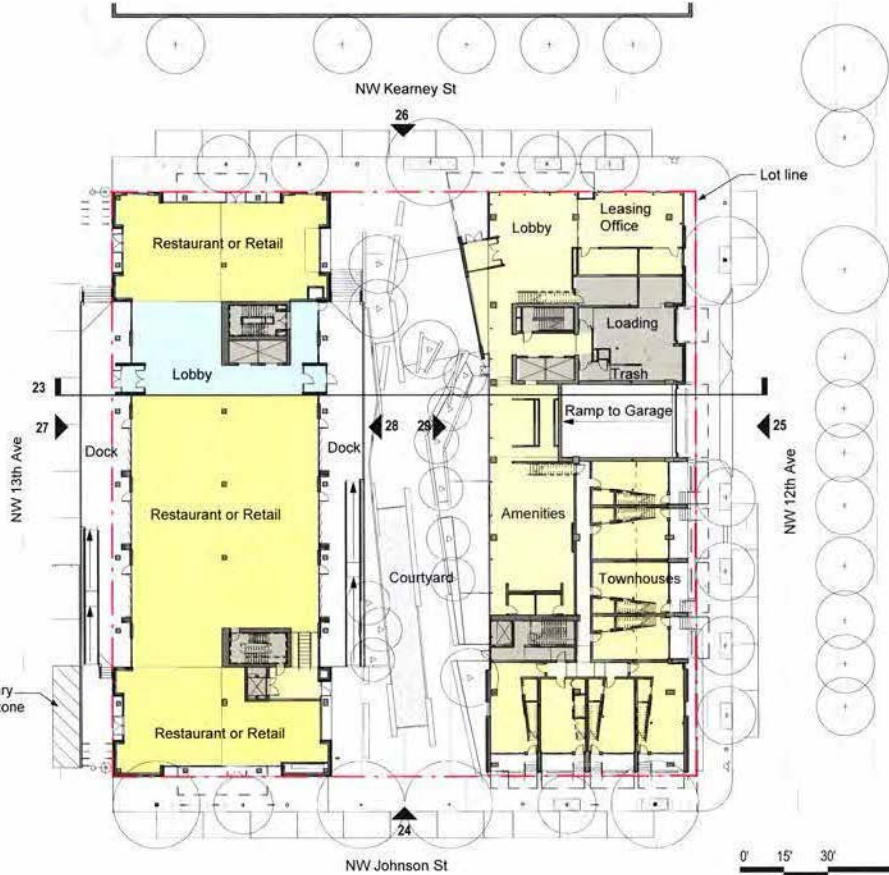


Overall Project

Ground Level Plan

Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *7/22/15*
* This ground level plan and site plan reviews and approvals is subject to all conditions of approval.
Additional zoning requirements may apply.

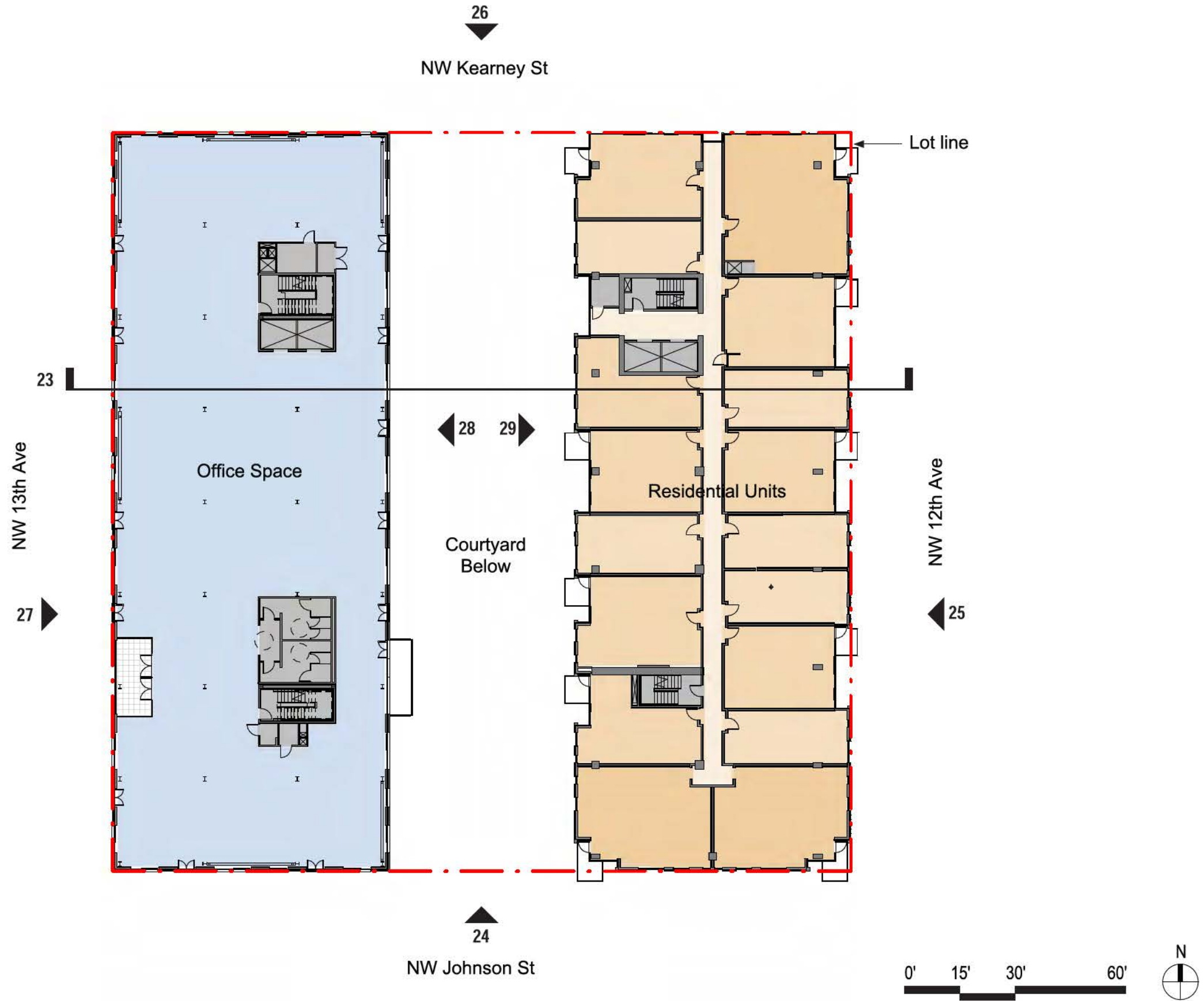
Temporary loading zone



EXH C-2

Overall Project

Typical Office & Residential Plans



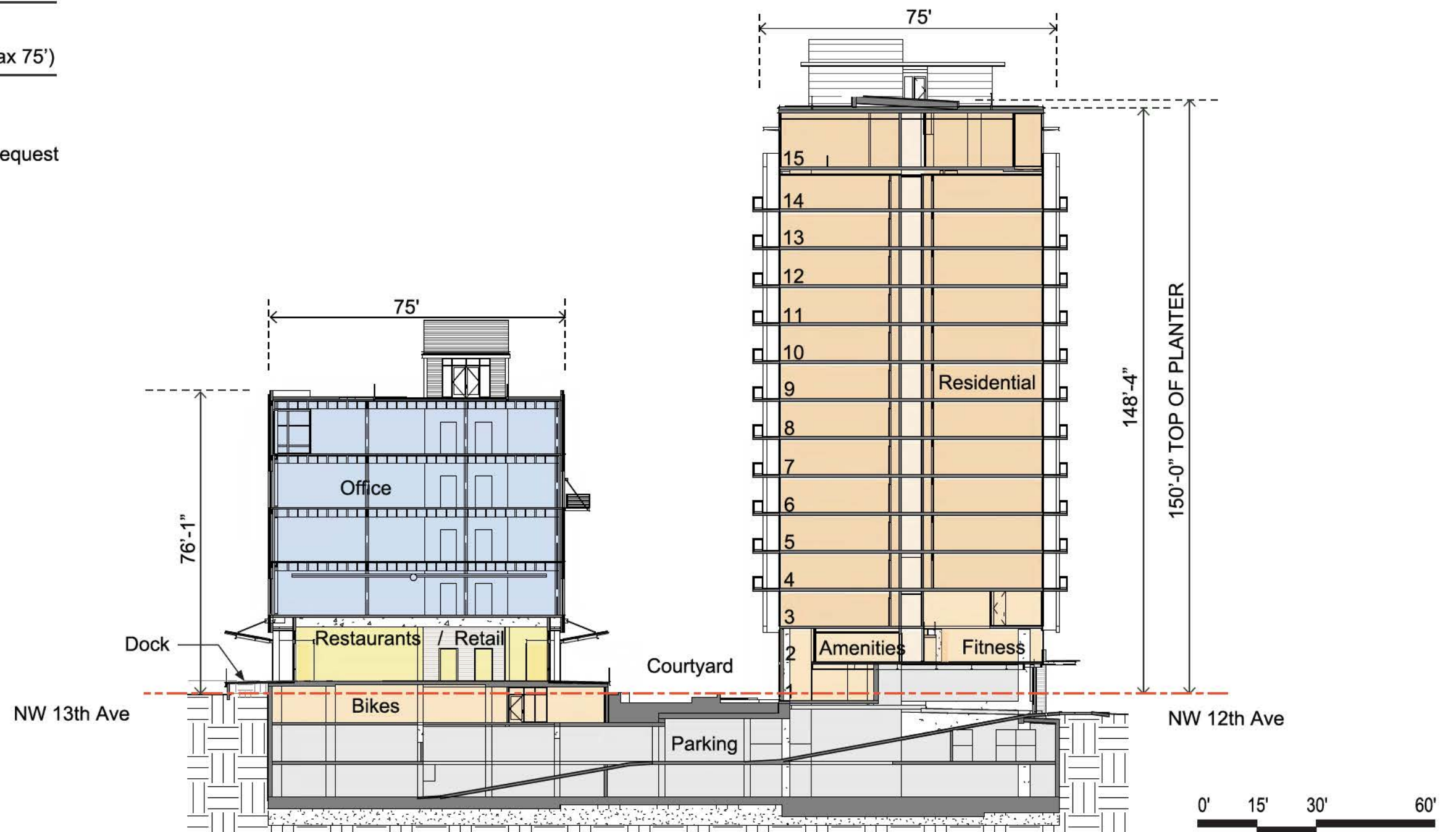
Overall Project

Building Section Looking North

Height Request

Zone Maximum Height:	75'
General Bonus Height:	+45'
Subtotal:	120'
Residential Bonus Request: *	+ 30' (max 75')
Total Request:	150'

* Reference Appendix for detail on height request



Overall Project

South Project Elevation



Approved
City of Portland
Bureau of Development Services
Planner *Debra Jacobs*
Date _____
This document is to be used for informational purposes only and is not a contract.

2-7-20

0' 20' 40'

Overall Project

12th Avenue Building - East Elevation on 12th Avenue



EXH-C-4

Overall Project

North Project Elevation



Approved
City of Portland
Bureau of Development Services
Planner *[Signature]*
Date *01/29/15*

* This approval applies only to the
revisions requested and is subject to all
conditions of approval.
Additional zoning requirements may apply.

EXHIBIT 5



Overall Project

13th Avenue Building - West Elevation on 13th Avenue



Approved*
City of Portland
Bureau of Community Services
Planner *[Signature]*
Date 1/22/15
*Approval subject to City of Portland
Planning Commission Review

EXH C-6

0 20 40'

Overall Project

13th Avenue Building - East Elevation at Courtyard



Overall Project

12th Avenue Building - West Elevation at Courtyard



0' 20' 40'

Overall Project

Materials Palette

12th Ave



Board-Formed Concrete



Window-wall



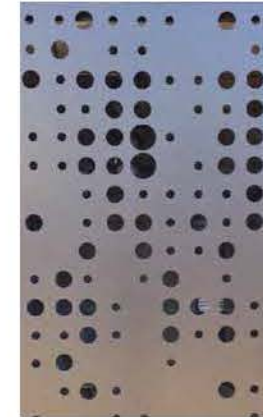
Glass & Prefinished Alum Railing



Perforated Corrugated Metal



Painted Accent Color



Perforated Metal Screens

Shared



Concrete



Corrugated Metal



Alum Composite Panel



Storefront



Prefin. Metal Parapet Cap



Painted Structure



Painted Steel Trellis



Ipe Decking



Green Roof

13th Ave



Brick



European Vinyl Windows



Painted Rails w/ SS cables



Wood Soffits



Colorful French Doors



Metal louver

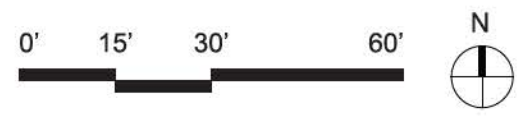
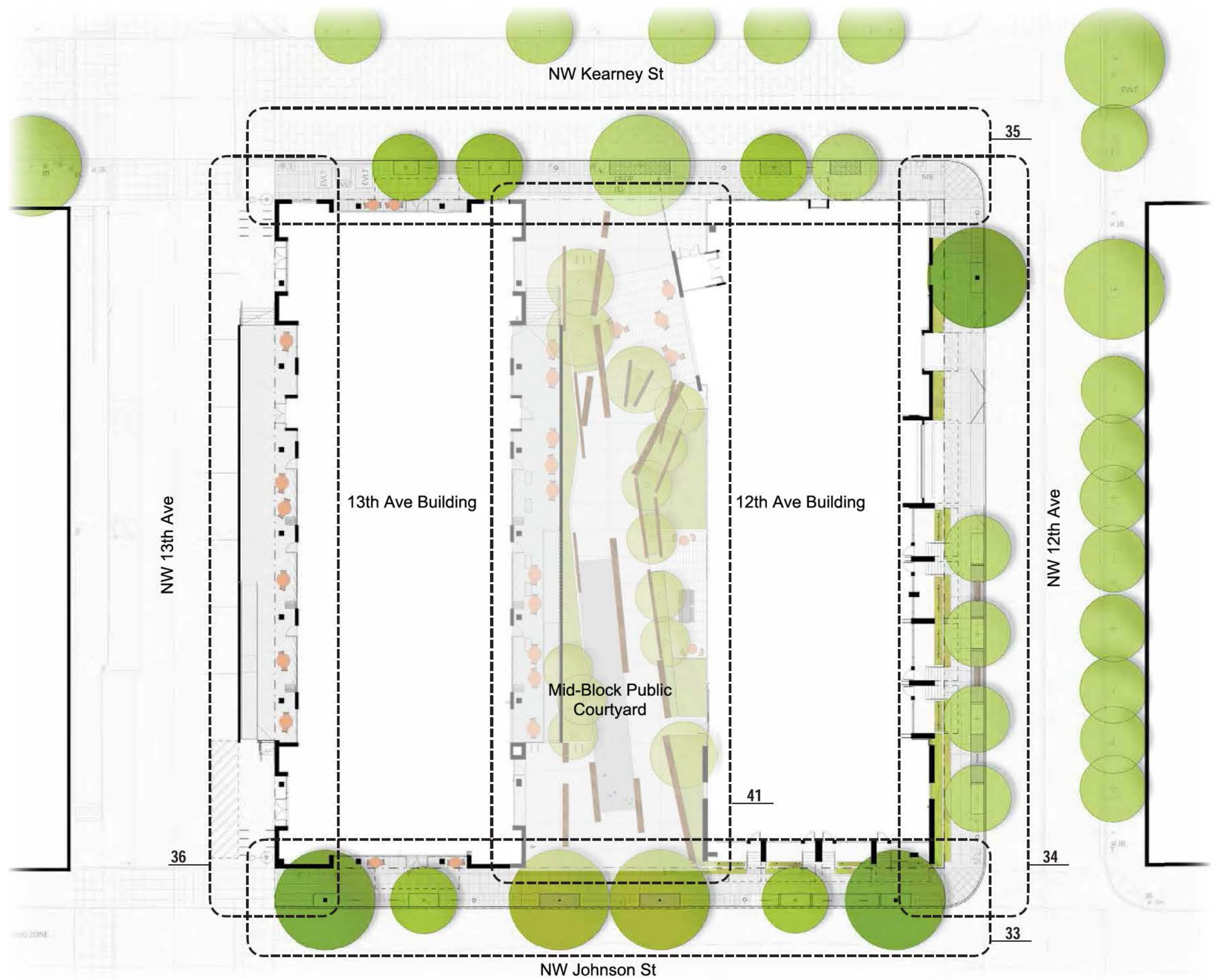
Streetscape

Project View from Southwest



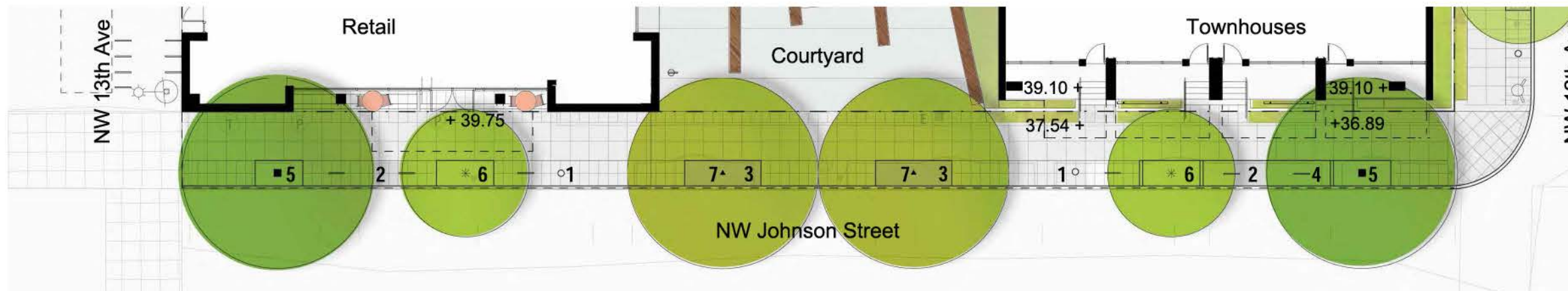
Streetscape

Materials Plan



Streetscape

NW Johnson Street Plan and Elevation



A NW Johnson Street Plan



B NW Johnson Street Elevation

- 1 Single Fixture Historic Streetlight
- 2 Bicycle Rack in Furnishing Zone (6)
Horseshoe Rack, Surface Mount, Stainless steel finish



- 3 Tree Grate
Urban Accessories, Jamison Grate
Recycled Grey Iron



- 4 Permeable Concrete Unit Pavers
Mutual Materials, Eco-Priora, 4" x 8"



Trees

- 5 Patmore Ash,
Fraxinus pennsylvanica 'Patmore'
- 6 American Hophornbeam,
Ostrya virginiana
- 7 Black Tupelo,
Nyssa sylvatica

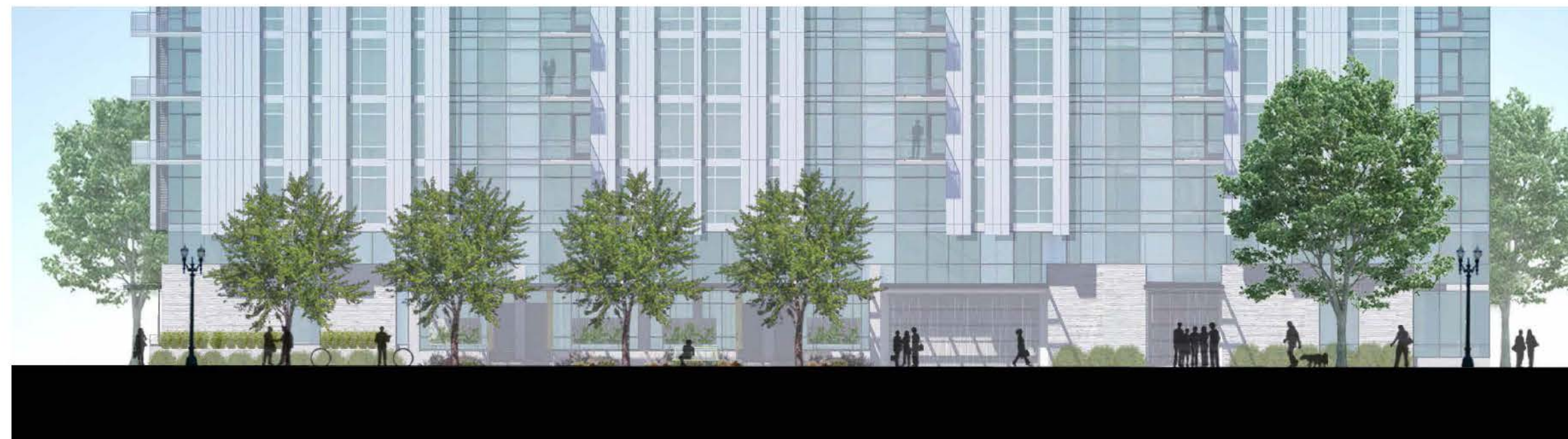


Streetscape

NW 12th Avenue Plan and Elevation



A NW 12th Avenue Plan



B NW 12th Avenue Elevation

- 1 Twin Fixture Historic Streetlight
- 2 Bicycle Rack in Furnishing Zone (1)
Horseshoe Rack, Surface Mount, Stainless steel finish



- 3 Benches in Furnishing Zone (2)
Forms + Surfaces, Knight Bench, Reclaimed Teak with aluminum frame, 6' L



- 4 Permeable Concrete Unit Pavers
Mutual Materials, Eco-Priora, 4" x 8"



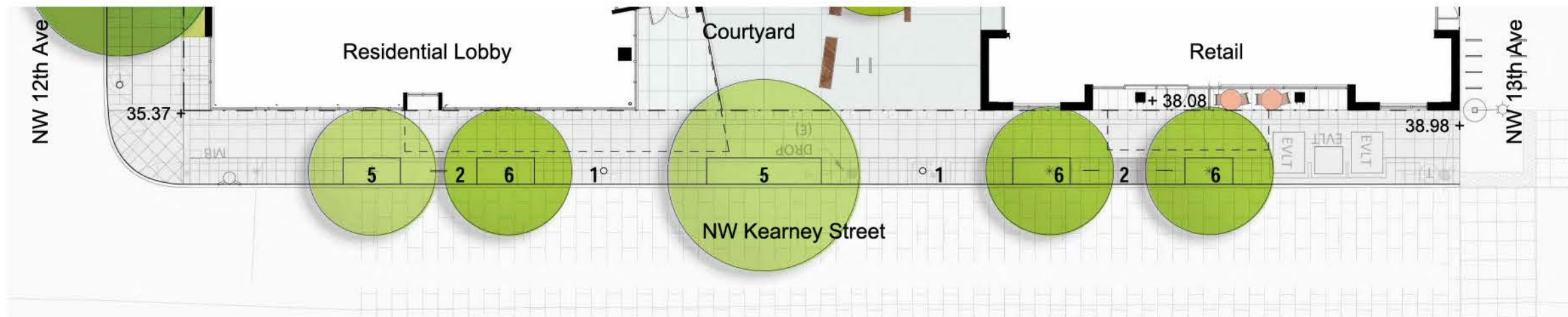
Trees

- 5 Existing Maple, 7-8" Caliper
- 6 Patmore Ash,
Fraxinus pennsylvanica 'Patmore'



Streetscape

NW Kearney Street Plan and Elevation



A NW Kearney Street Plan

- 1 Single Fixture Historic Streetlight
- 2 Bicycle Rack in Furnishing Zone (3) Horseshoe Rack, Surface Mount, Stainless steel finish



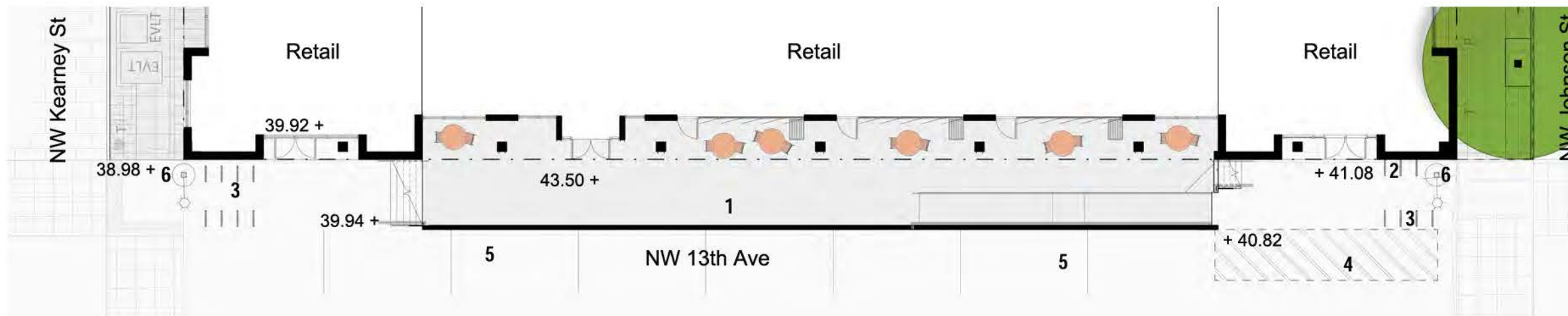
- Trees
- 5 Existing Linden, 14" Caliper
- 6 American Hophornbeam, *Ostrya virginiana*



B NW Kearney Street Elevation

Streetscape

NW 13th Avenue Plan and Elevation



A NW 13th Avenue Plan

- 1 Elevated Dock
- 2 Bicycle Rack - Wall Mount



- 3 Bicycle Rack - Surface Mount (12)
Horseshoe Rack, Surface Mount, Stainless steel finish



- 4 Proposed Loading Space
Loading space in R.O.W. has been requested of PBOT but is not counted as one of the project's required loading spaces.

- 5 Parallel Parking (5)
- 6 Existing Cobra Head Light



B NW 13th Avenue Elevation

Streetscape

Plants

Streetscape Plant Schedule

BOTANICAL NAME	COMMON NAME	SIZE	ROOT CONDITION	ON-CENTER SPACING
TREE				
<i>Fraxinus pennsylvanica</i> 'Patmore'	PATMORE ASH	4" CAL.	CONTAINER	AS SHOWN
<i>Nyssa sylvatica</i>	BLACK TUPELO	4" CAL.	CONTAINER	AS SHOWN
<i>Ostrya virginiana</i>	AMERICAN HOPHORNBEAM	4" CAL.	CONTAINER	AS SHOWN
SHRUB				
<i>Cephalotaxus harringtonia</i> 'Fastigiata'	UPRIGHT JAPANESE PLUM YEW	5 GAL.	CONTAINER	24" O.C.
<i>Hydrangea quercifolia</i>	OAKLEAF HYDRANGEA	5 GAL.	CONTAINER	24" O.C.
<i>Sarcococca confusa</i>	SWEETBOX	3 GAL.	CONTAINER	24" O.C.
GROUNDCOVER				
<i>Hakonechloa macra</i>	JAPANESE FOREST GRASS	1 GAL.	CONTAINER	12" O.C.
<i>Juncus effusus</i> var. <i>Pacificus</i>	SOFT RUSH	1 GAL.	CONTAINER	12" O.C.
VINE				
<i>Trachelospermum asiaticum</i>	STAR JASMINE	3 GAL.	CONTAINER	36" O.C.

Street Trees



Black Tupelo
Nyssa sylvatica

Patmore Ash
Fraxinus pennsylvanica 'Patmore'

American Hophornbeam
Ostrya virginiana

Shrubs and Vines



Sarcococca
Sarcococca confusa

Oakleaf Hydrangea
Hydrangea quercifolia

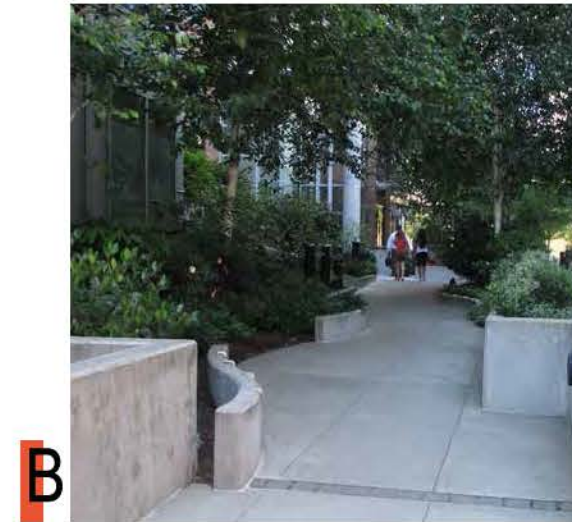
Japanese Forest Grass
Hakonechloa macra

Japanese Plum Yew
Cephalotaxus harringtonia 'fastigiata'

Star Jasmine
Trachelospermum asiaticum

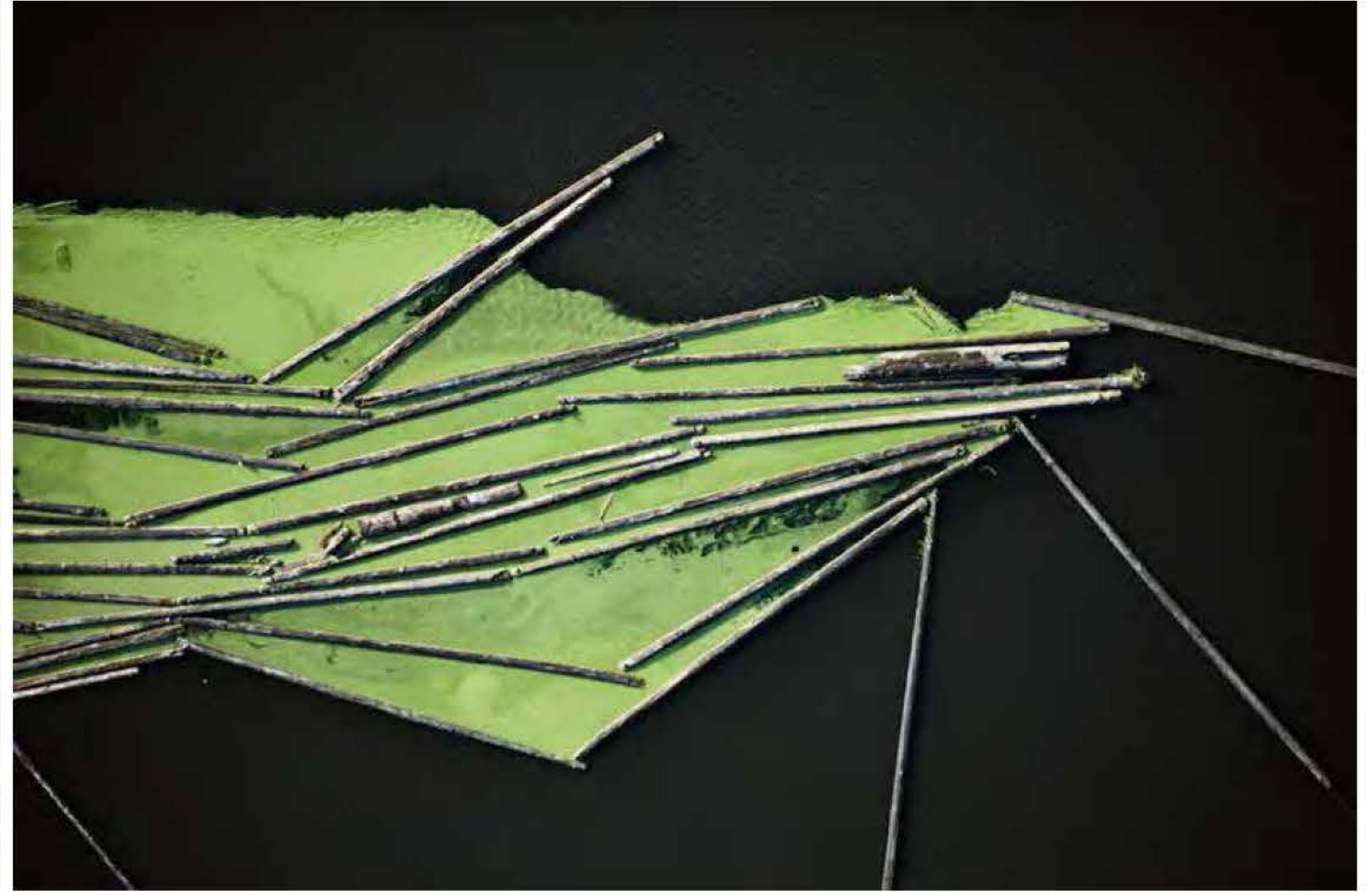
Courtyard

Pearl District Courtyard Study



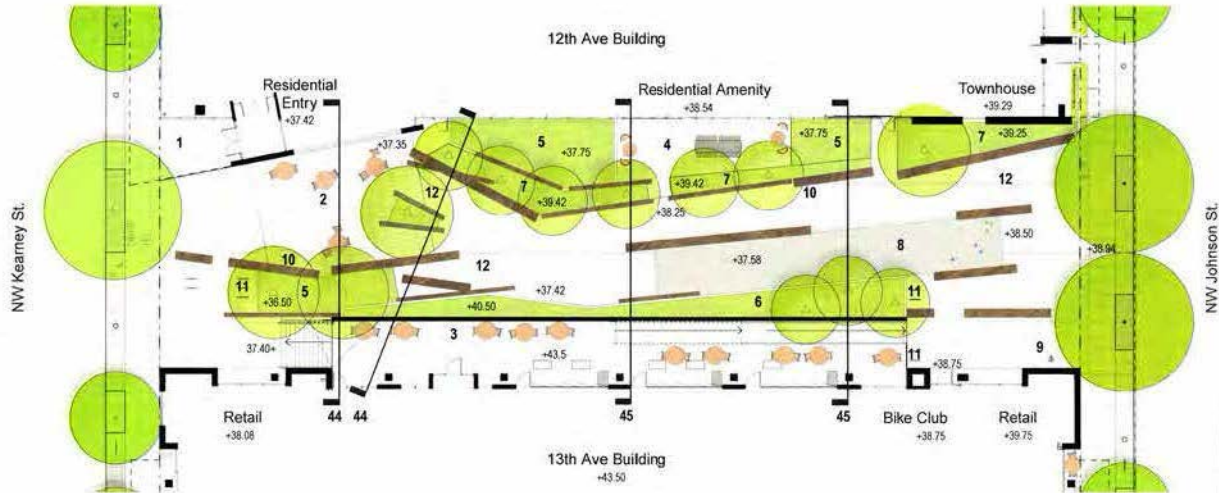
Courtyard

Concept



Courtyard

Plan



1 Entry Plaza

Sidewalk joint pattern continues to residential entry, scored concrete surface flush with adjacent sidewalk

2 Seating Area with Concrete Pavers

Mortar set concrete pavers designate zone for movable furniture, event focused space

3 Dock Seating Area

Overflow from interior program, elevated 5'-6" above courtyard. Accessible from stair at north end, ramp at south end

4 Spillout Amenity Space Mortar set paver zone spills out from interior common space.

5 Bioretention Planter, Recessed

Captures water from adjacent pedestrian surface, 9" below adjacent grade. Standard soil and gravel section with 6" ponding.

6 Bioretention Planter, Elevated

Captures water from adjacent building's roof terrace. Standard soil and gravel section with 6" ponding.

7 Elevated Planter Depth varies 16-30"

8 Bocce Court with Aggregate Surfacing

Crushed oyster shell playing surface over sand and crushed rock layers with underdrainage. Serves as sand filter for pedestrian zones around court.

9 Public Bicycle Workstation

Free standing station with hanger arms to support bike. Includes most commonly used tools for simple bike repair and pump, securely attached to station with cables.

10 Log Jam Benches

Reclaimed timber features, range from flush to high. Primarily serve as benches. Details on page 46.

11 Bike Parking Zones

12 Log Jam Flow

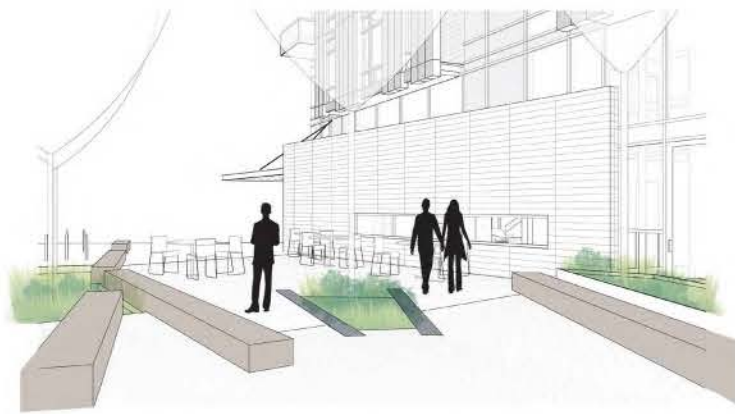
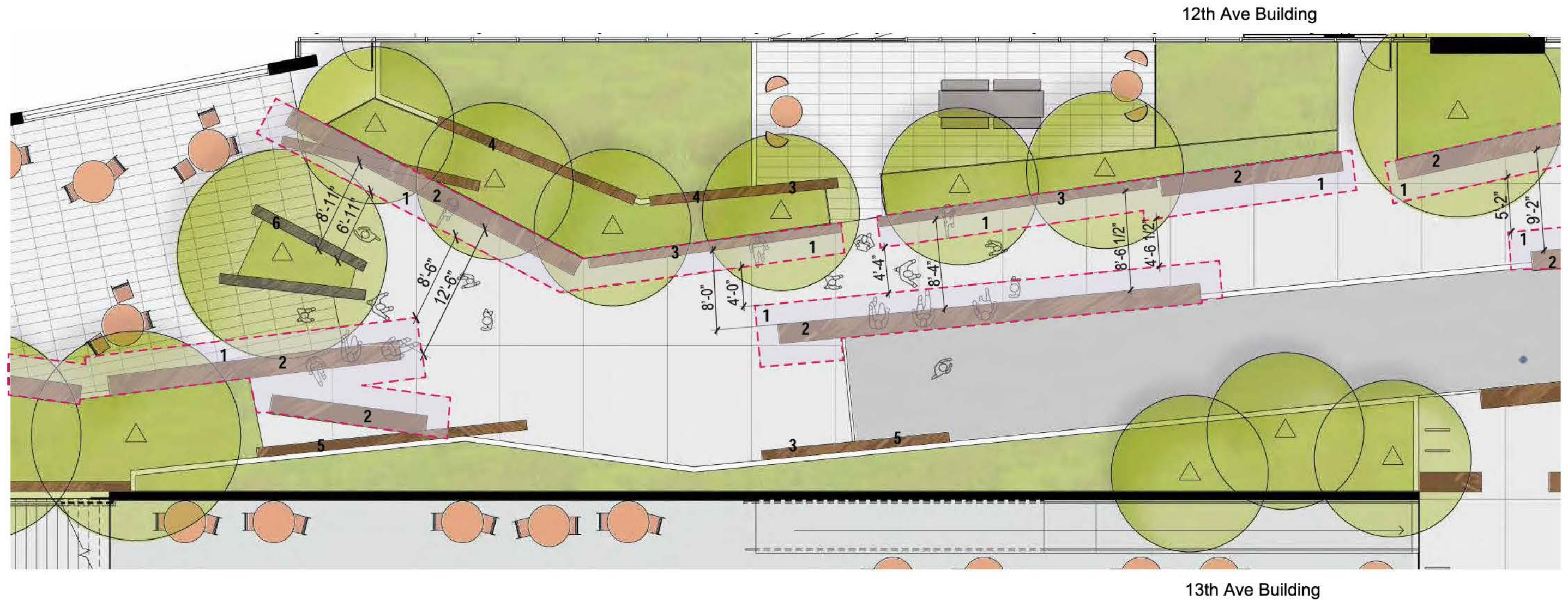
Reclaimed timber features direct pedestrian movement, through flows and eddies



EXH C-7

Courtyard

Enlarged Plan



- 1 Bench Access Zone**
Allowance of 2'-0" from bench face for access to bench and clear space from pedestrian walkway
- 2 Reclaimed Timber Bench - Typical**
Typical Bench consisting of two reclaimed columns for a seat depth of 22-1/2"
- 3 Reclaimed Timber Bench - Narrow**
Bench consisting of one reclaimed timber column for a seat depth of 11"
- 4 Reclaimed Timber Wall Cap**
See detail B / page 46
- 5 Timber Wall Hanging**
See detail D / page 46
- 6 Flush Paving Accent**
See detail C / page 46



Courtyard

View from North



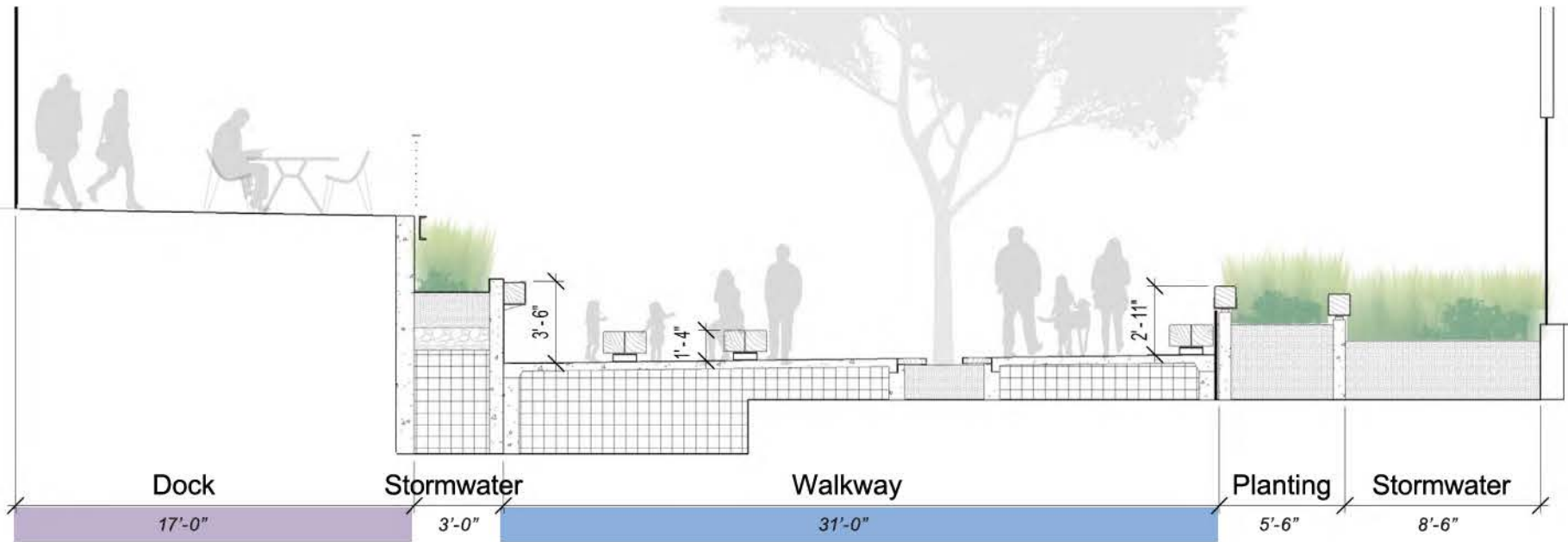
Courtyard

View looking North

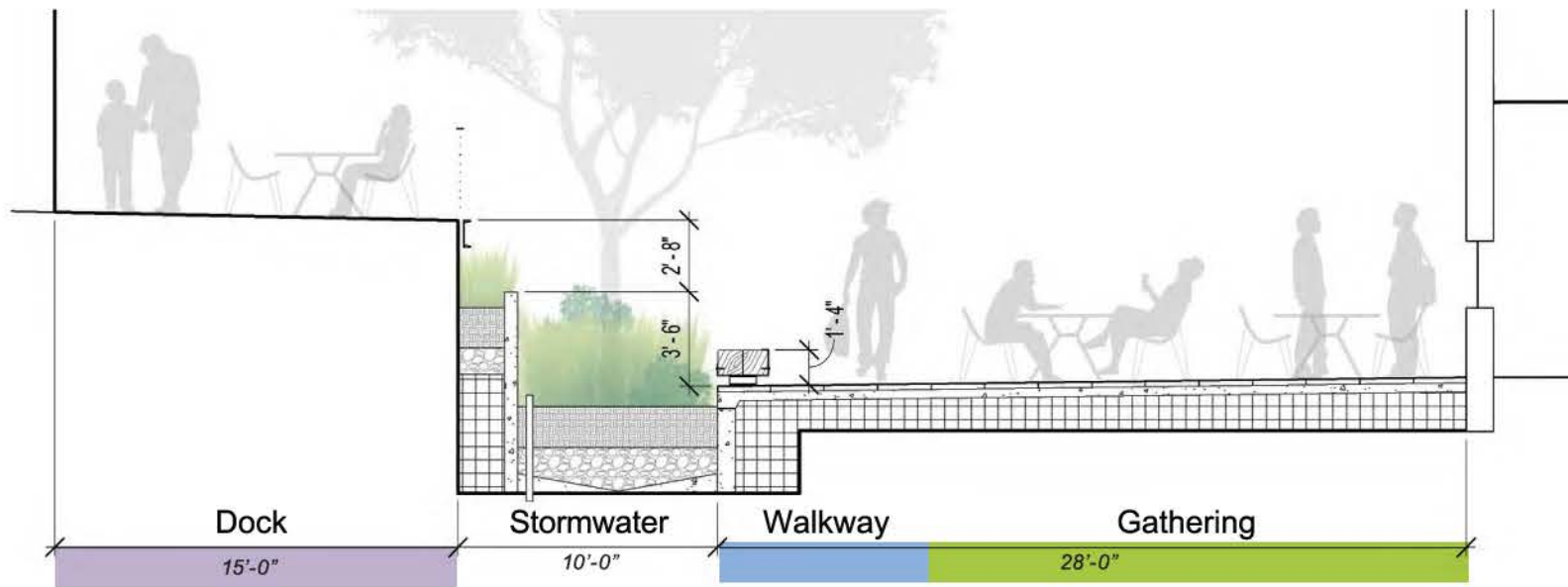


Courtyard

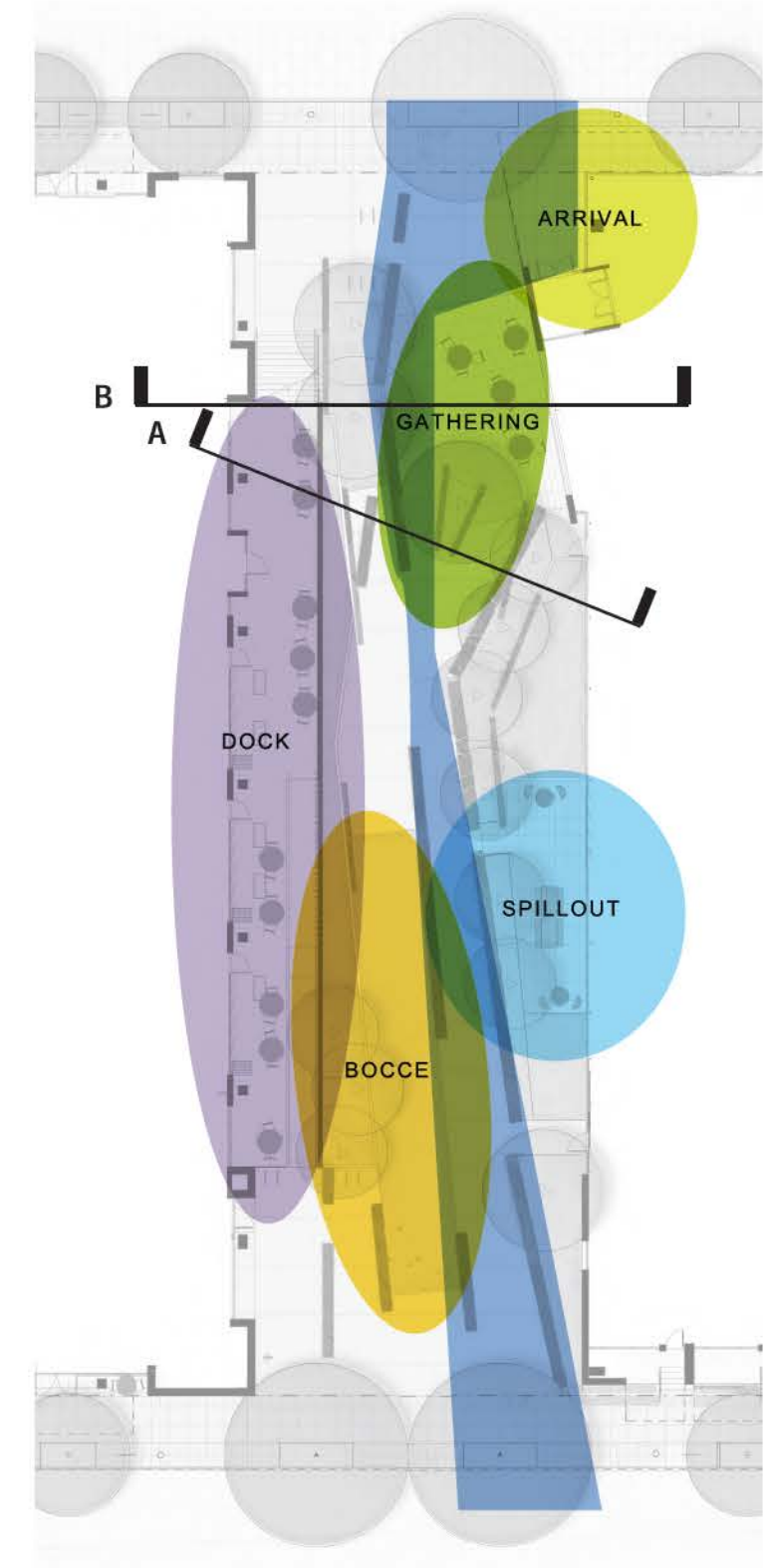
Overlapping Program



A Section through Seating Area looking North

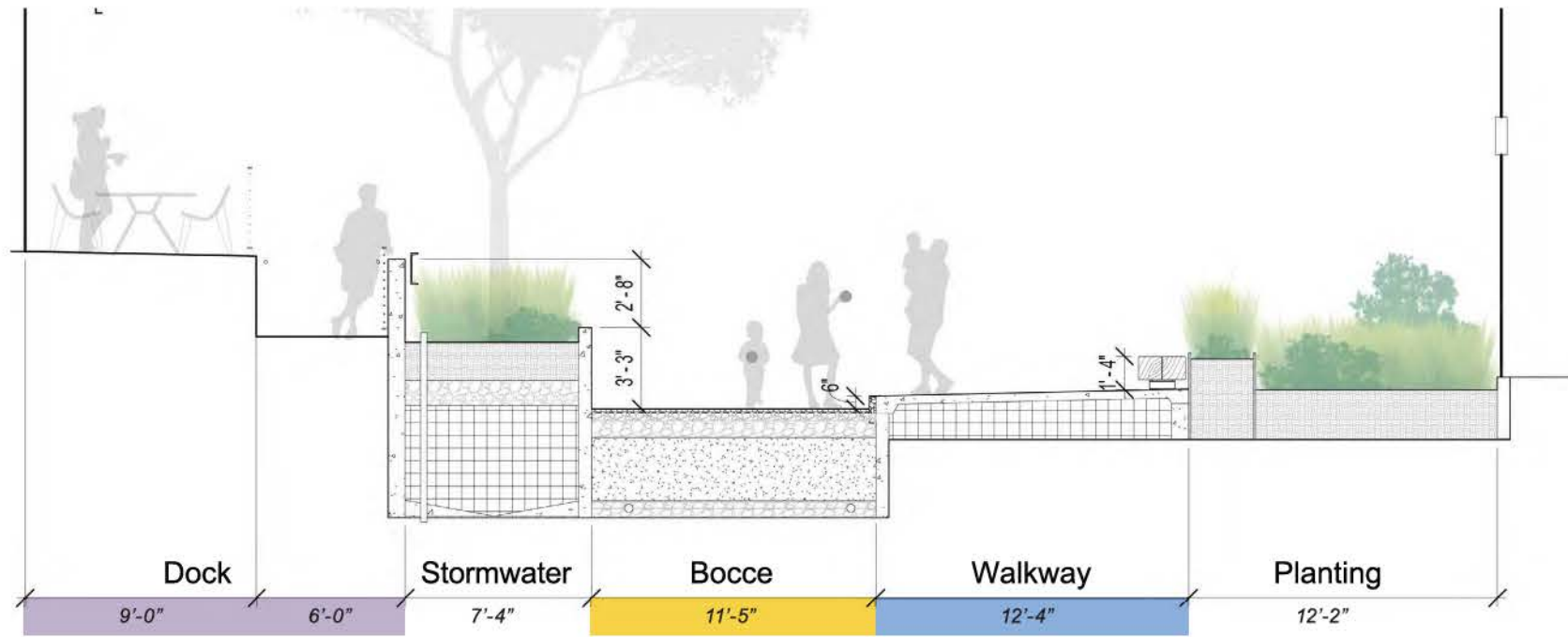


B Section through Seating Area looking North

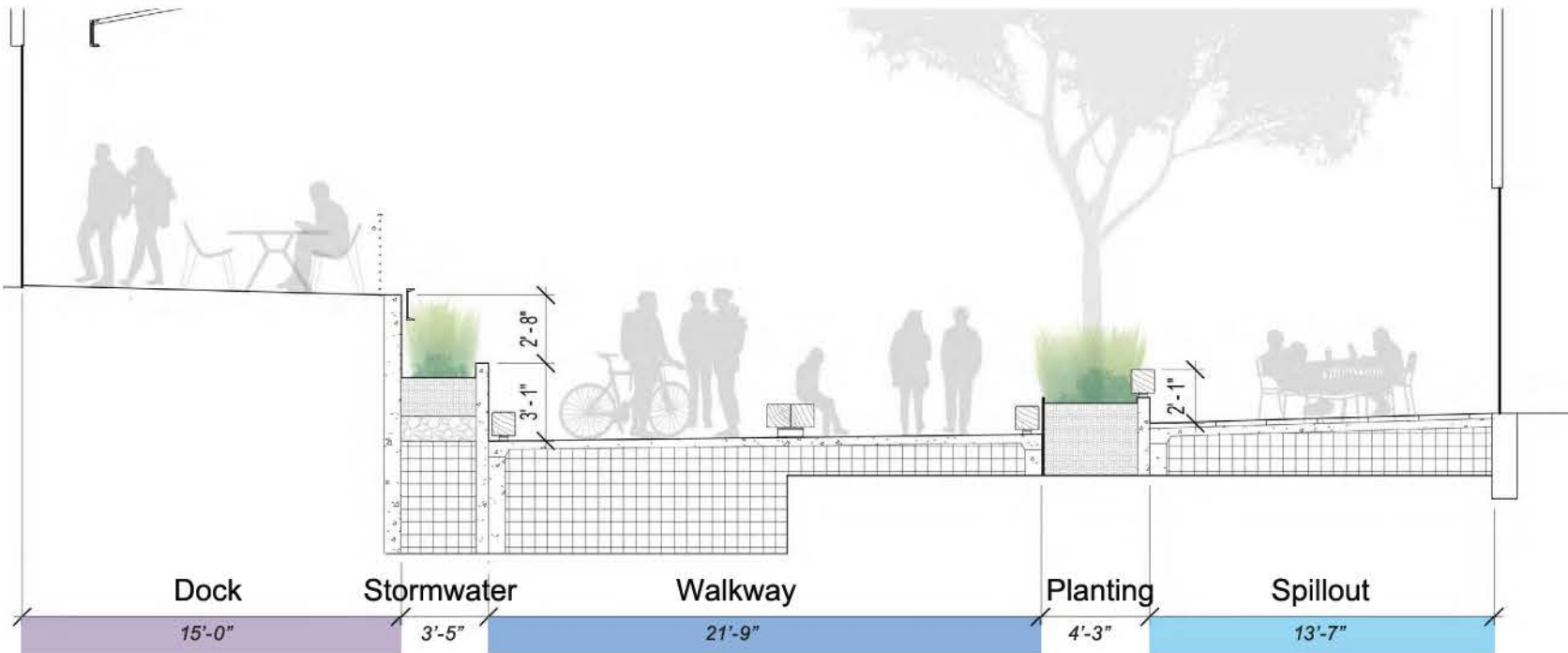


Courtyard

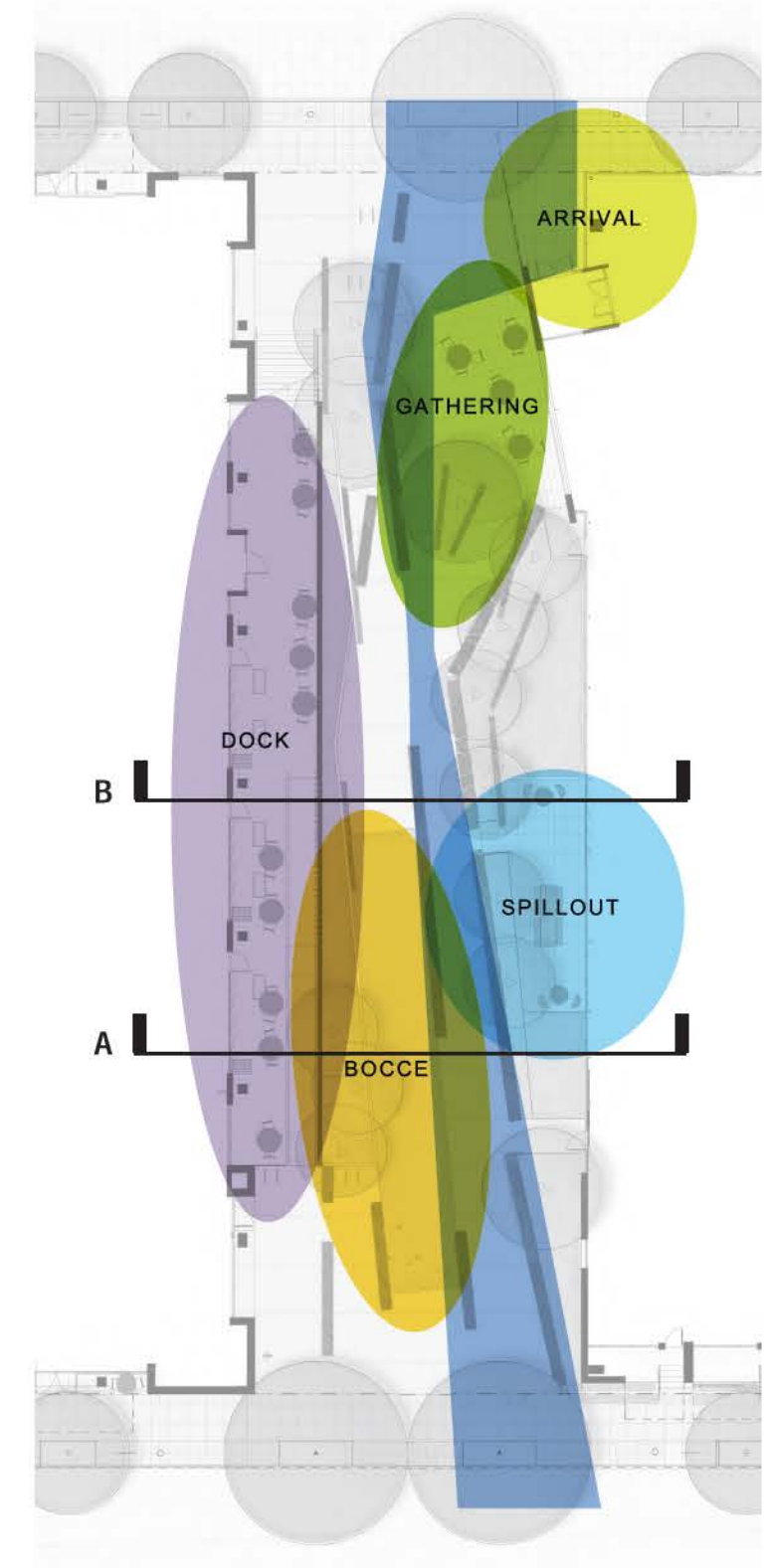
Overlapping Program



A Section through Bocce Court looking North

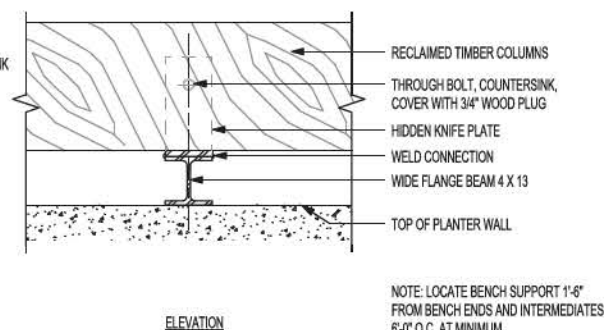
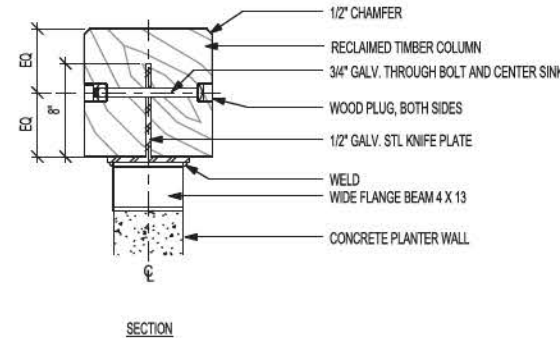
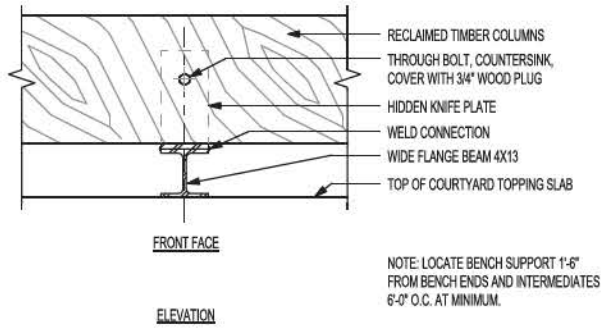
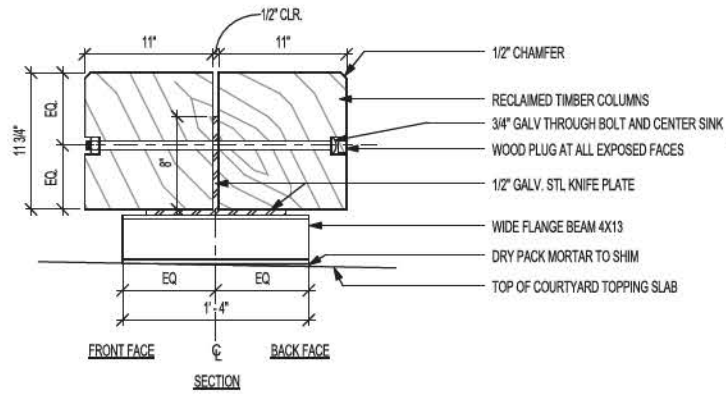


B Section through Amenity Spillover Space looking North



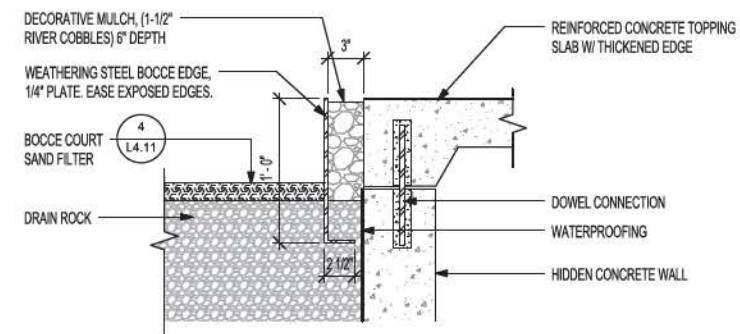
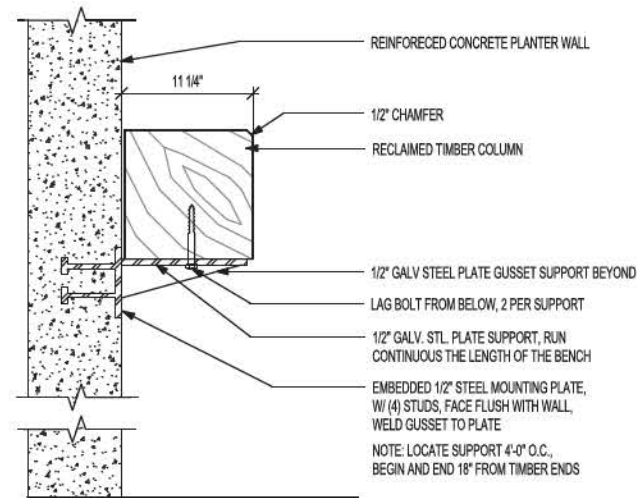
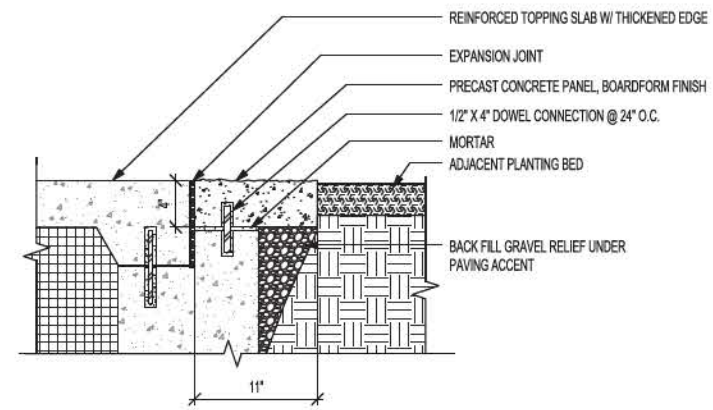
Courtyard

Details



A Reclaimed Timber Bench Frame Detail

B Reclaimed Timber Wall Cap Detail



C Flush Paving Accent Detail

D Timber Wall Hanging

E Exposed Drain at Bocce Court



Courtyard

Material Precedents



Reclaimed Timber Site Furnishings



Concrete Planter Walls



Painted Steel Planter Walls



Movable Tables and Chairs



Public Bike Workstation



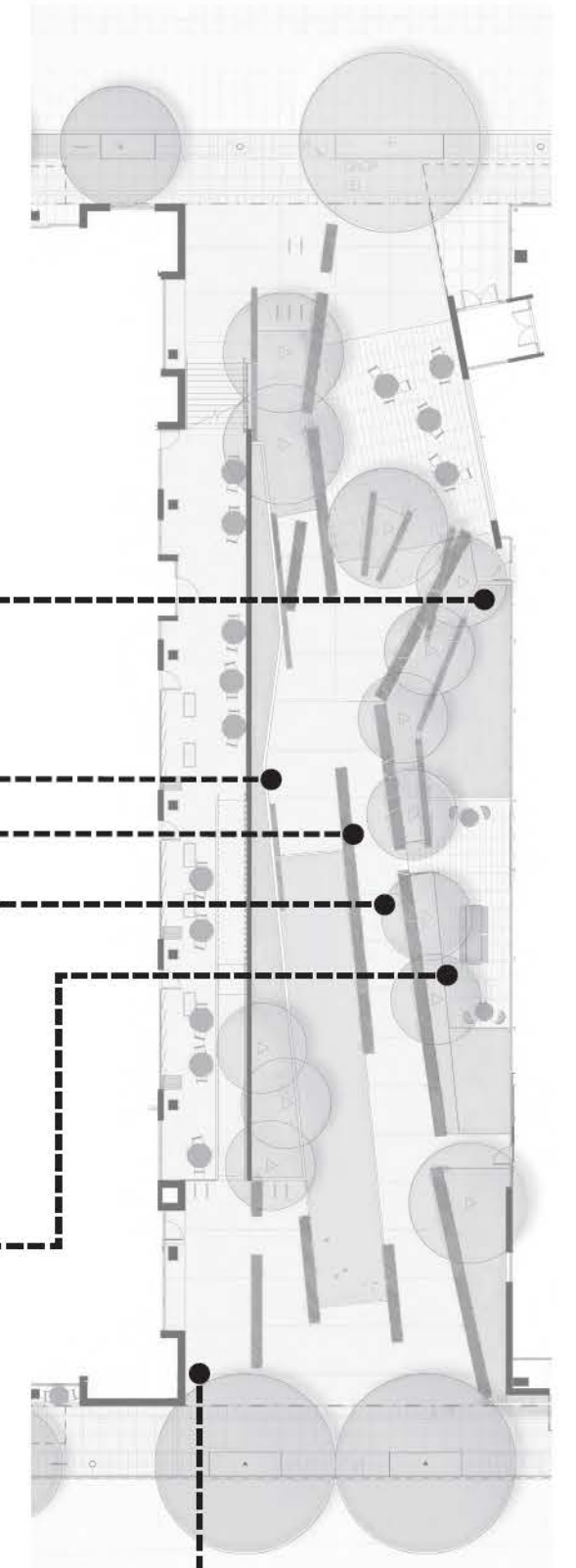
Bocce Court



Sawcut Concrete Score Pattern



Narrow Modular Concrete Pavers



Courtyard

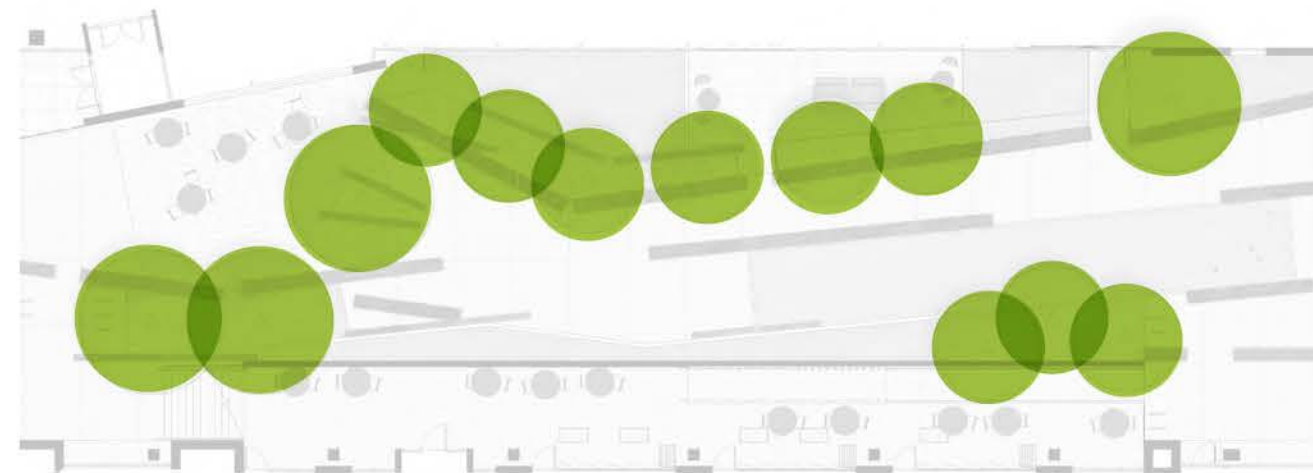
Planting Design Concept



Precedent



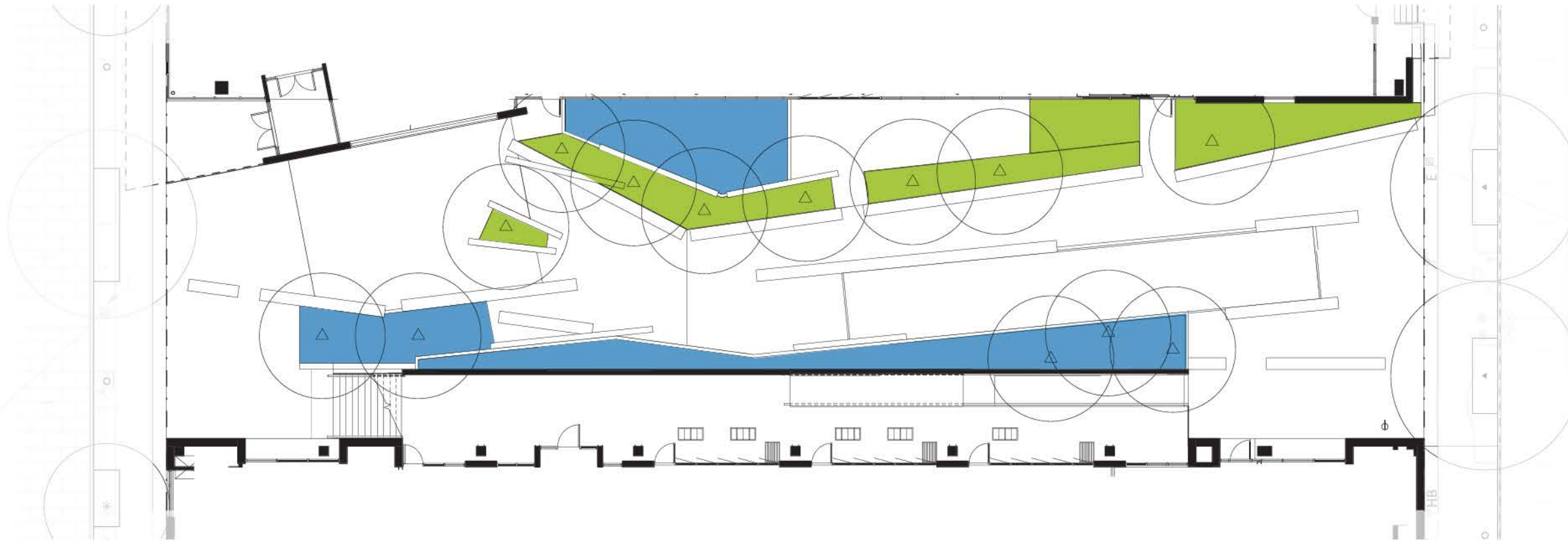
Accretion



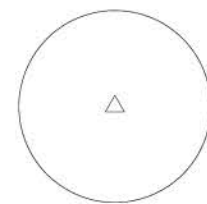
Canopy

Courtyard

Planting Plan



Courtyard Planting Plan



BOTANICAL NAME	COMMON NAME	SIZE	ROOT CONDITION	ON-CENTER SPACING
----------------	-------------	------	----------------	-------------------

.TREE

GLEDITSIA TRIACANTHOS	THORNLESS HONEY LOCUST	3" CAL	CONTAINER	AS SHOWN
-----------------------	------------------------	--------	-----------	----------

BRPA

CAREX DEWEYANA	DEWEY SEDGE	1 GAL	CONTAINER	18" O.C.
JUNCUS EFFUSUS VAR. PACIFICUS	SOFT RUSH	1 GAL	CONTAINER	12" O.C.
DESCHAMPسيا CESPITOSA	TUFTED HAIR GRASS	1 GAL	CONTAINER	12" O.C.
ELEOCHARIS ACICULARIS	NEEDLE SPIKE RUSH	1 GAL	CONTAINER	12" O.C.

PERENNIALS

ACTAEA SIMPLEX 'BRUNETTE'	BLACK-LEAFED SNAKEROOT	1 GAL	CONTAINER	18" O.C.
---------------------------	------------------------	-------	-----------	----------

SHRUB

SYMPHORICARPOS ALBUS	SNOWBERRY	3 GAL	CONTAINER	36" O.C.
ARUNCUS DIOICUS	GOAT'S BEARD	1 GAL	CONTAINER	36" O.C.
DRYOPTERIS ERYTHROSORA 'BRILLIANCE'	AUTUMN FERN	1 GAL	CONTAINER	18" O.C.
TRILLIUM OVATUM	TRILLIUM	1 GAL	CONTAINER	12" O.C.



Courtyard

Planting Palette

Canopy



Thornless Honey Locust *Gleditsia triacanthos*

Stormwater Planters



Dewey Sedge *Carex deweyana*



Soft Rush *Juncus effusus var. pacificus*

Groundplane



Goat's Beard *Aruncus dioicus*



Autumn Fern *Dryopteris erythrosora*



Snowberry *Symphoricarpos albus*



Trillium *Trillium ovatum*

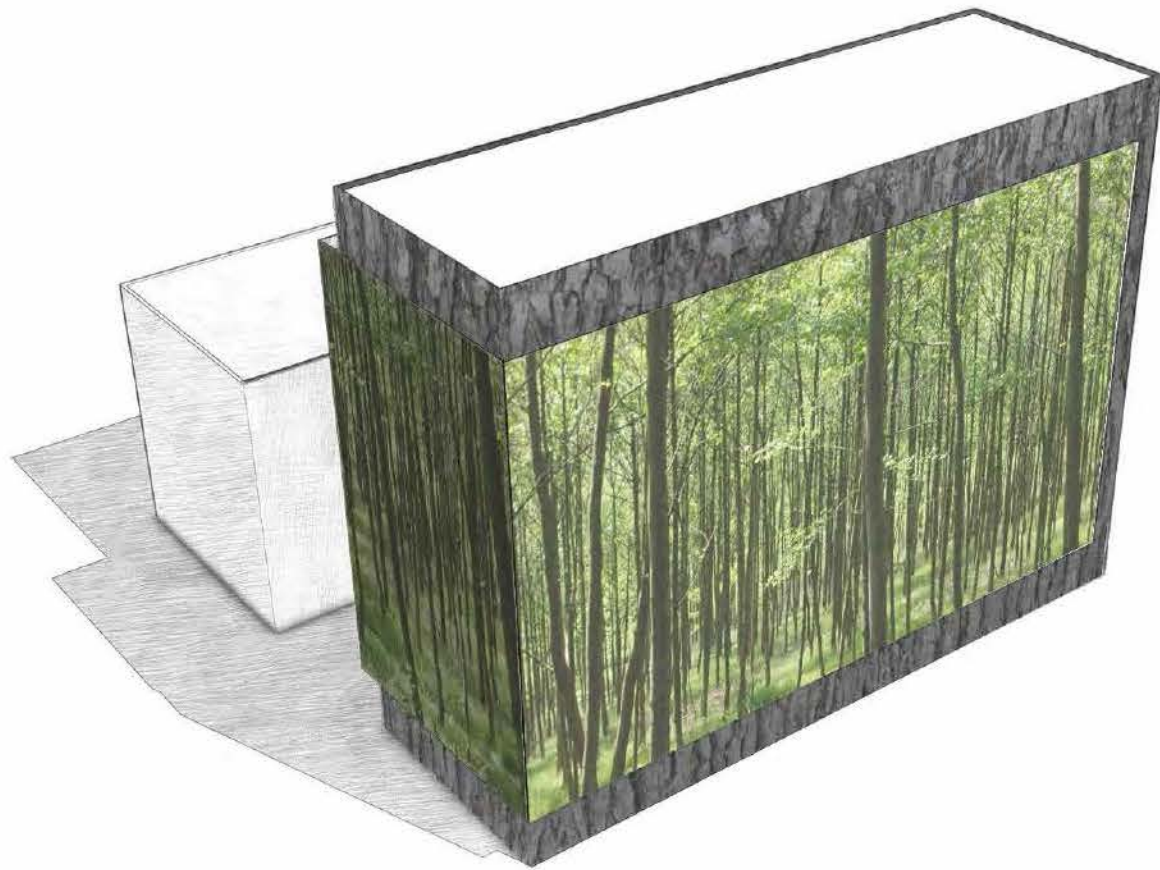
Courtyard

View to Residential Lobby



12th Avenue Building

View from the North

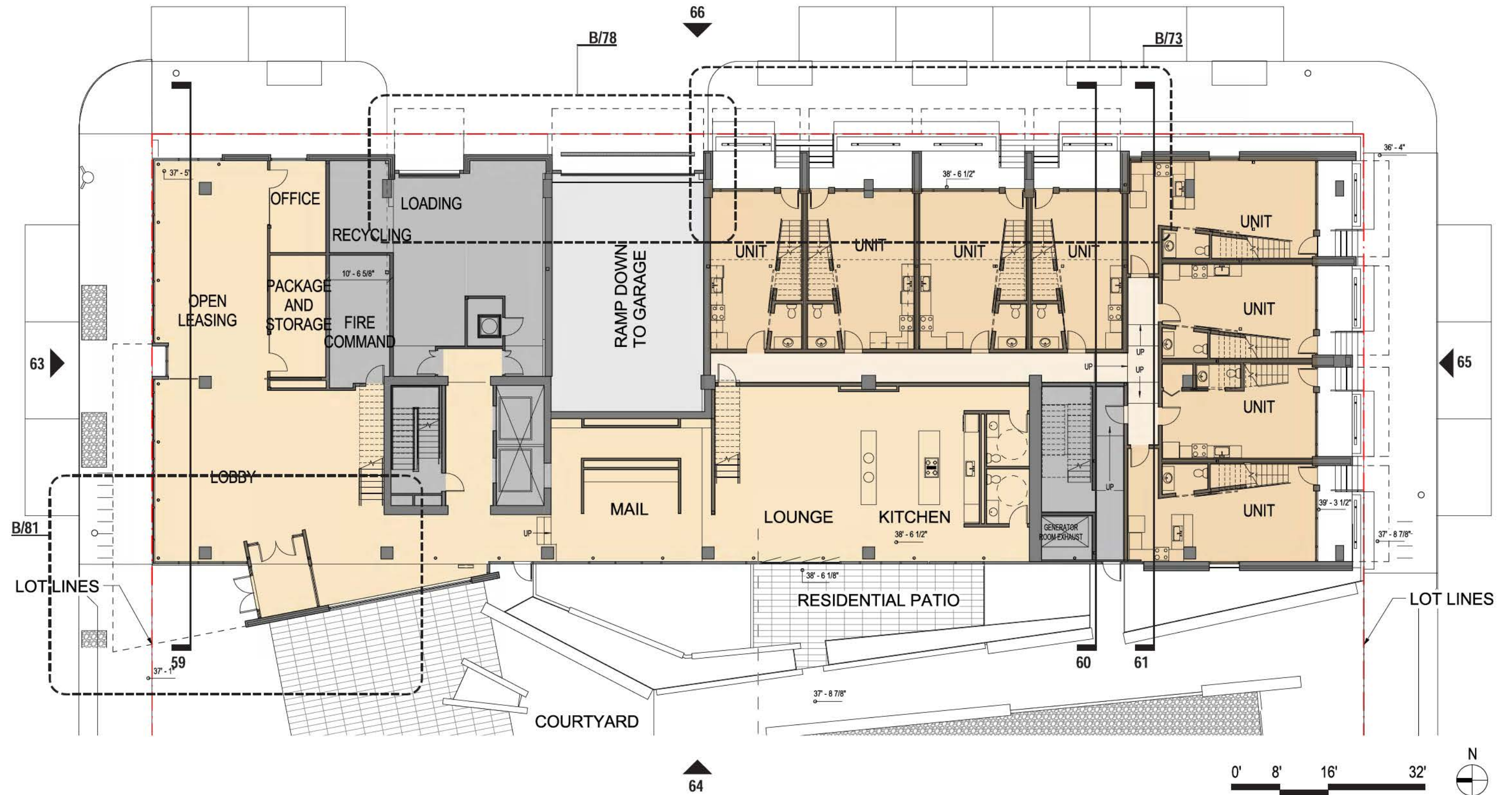


Conceptual Diagram from Southeast



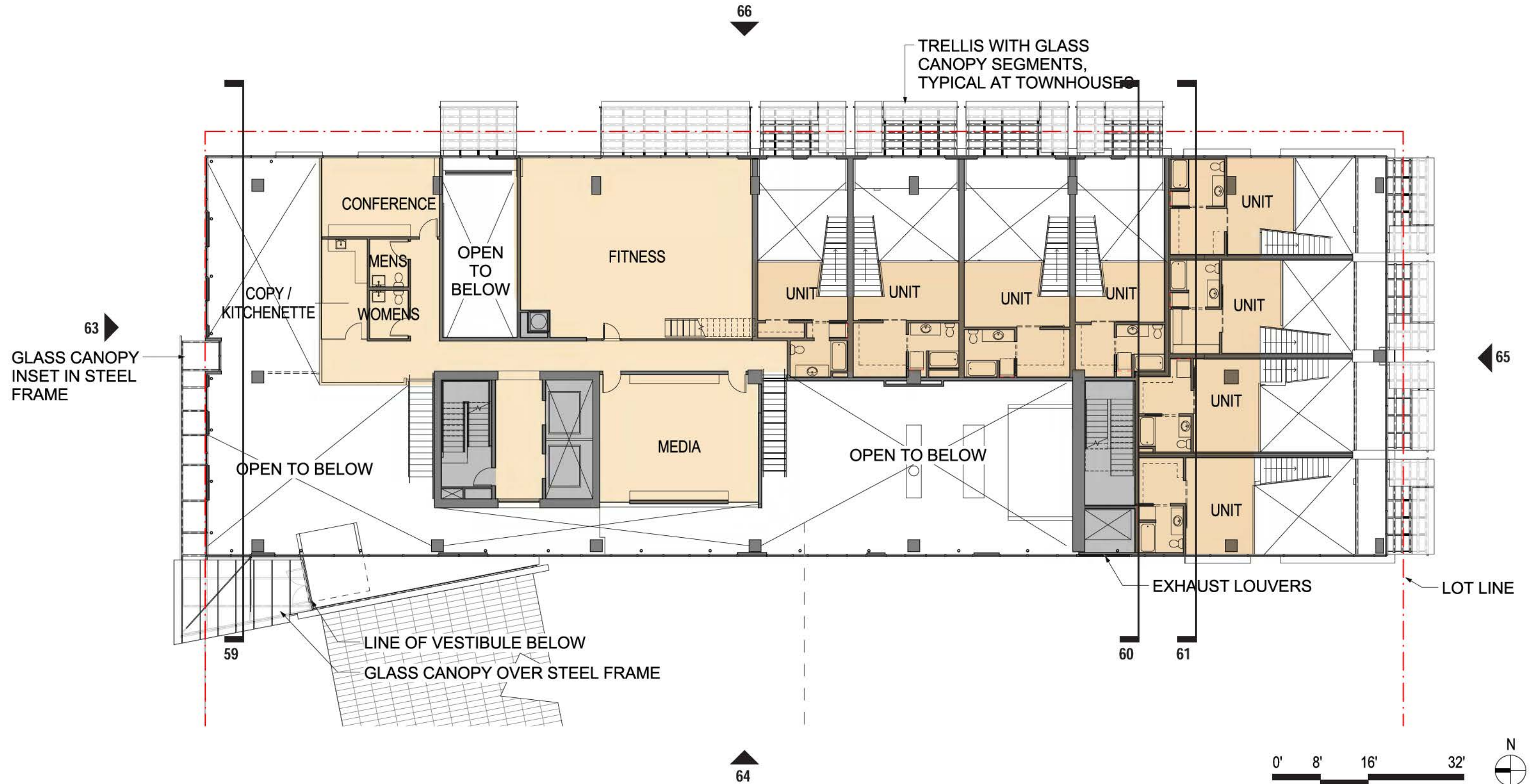
12th Avenue Building

Level 1 Plan



12th Avenue Building

Level 2 Plan



12th Avenue Building

Level 3 Plan



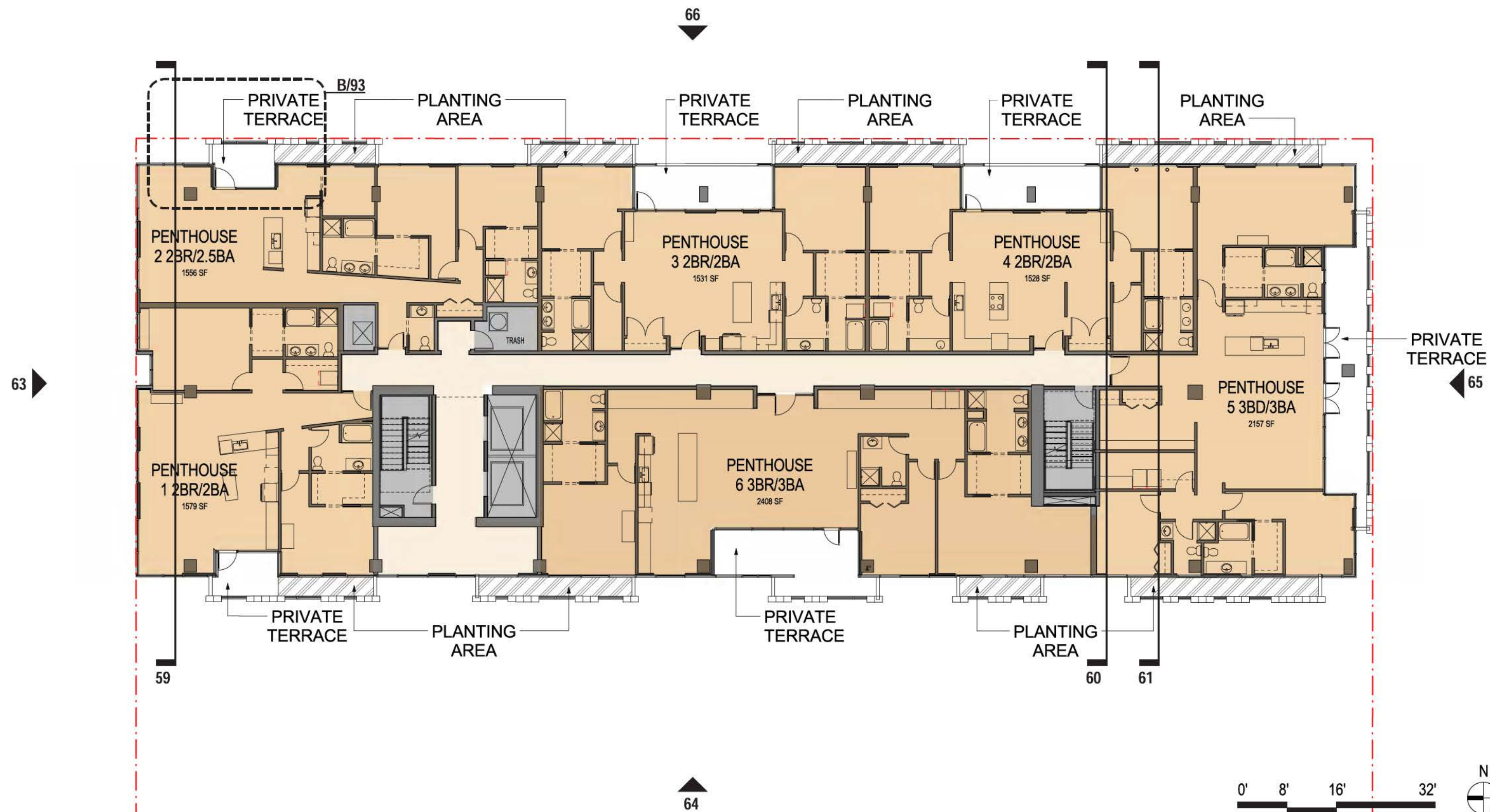
12th Avenue Building

Typical Residential Level Plan



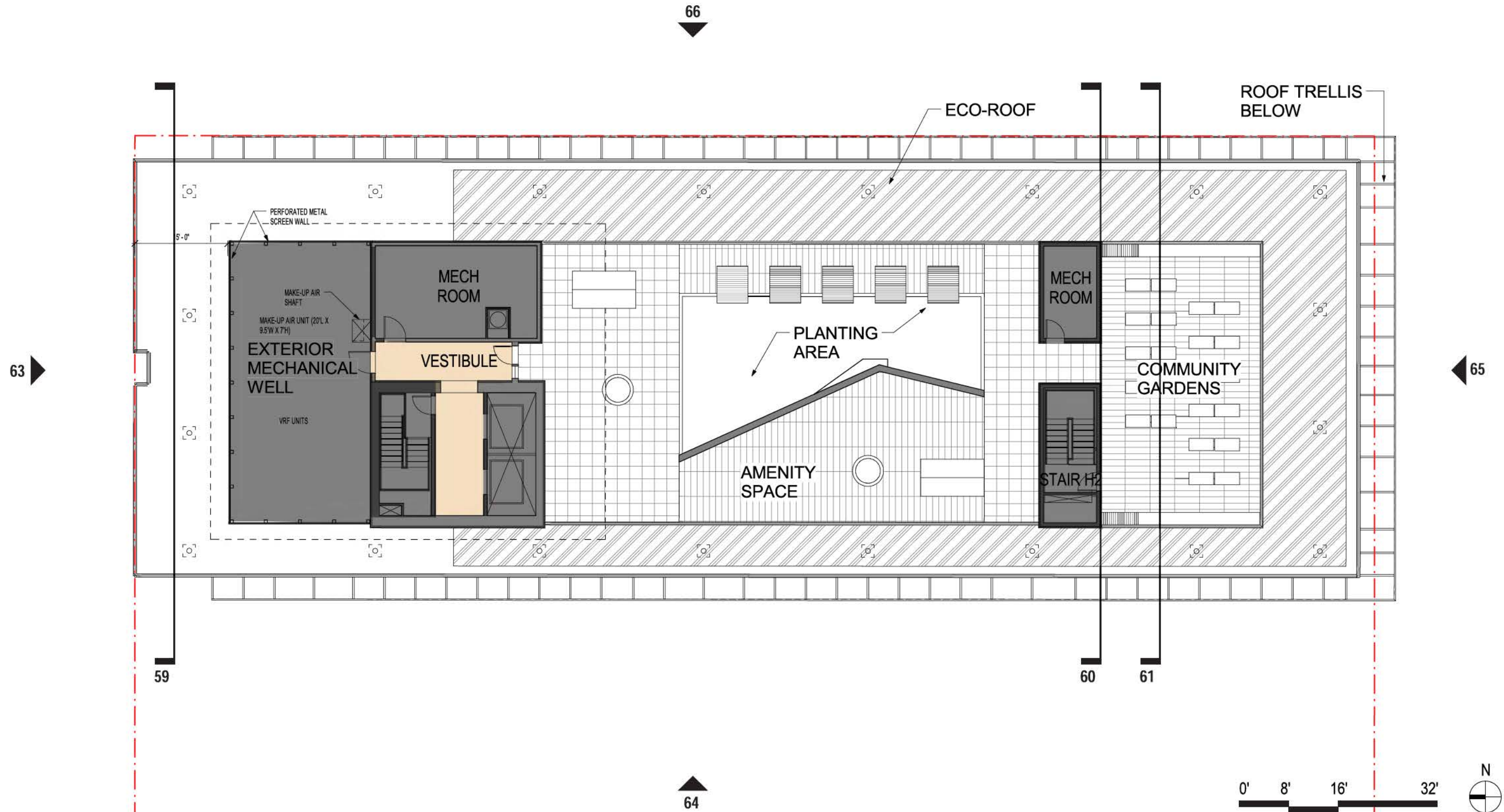
12th Avenue Building

Level 15 Penthouse Plan



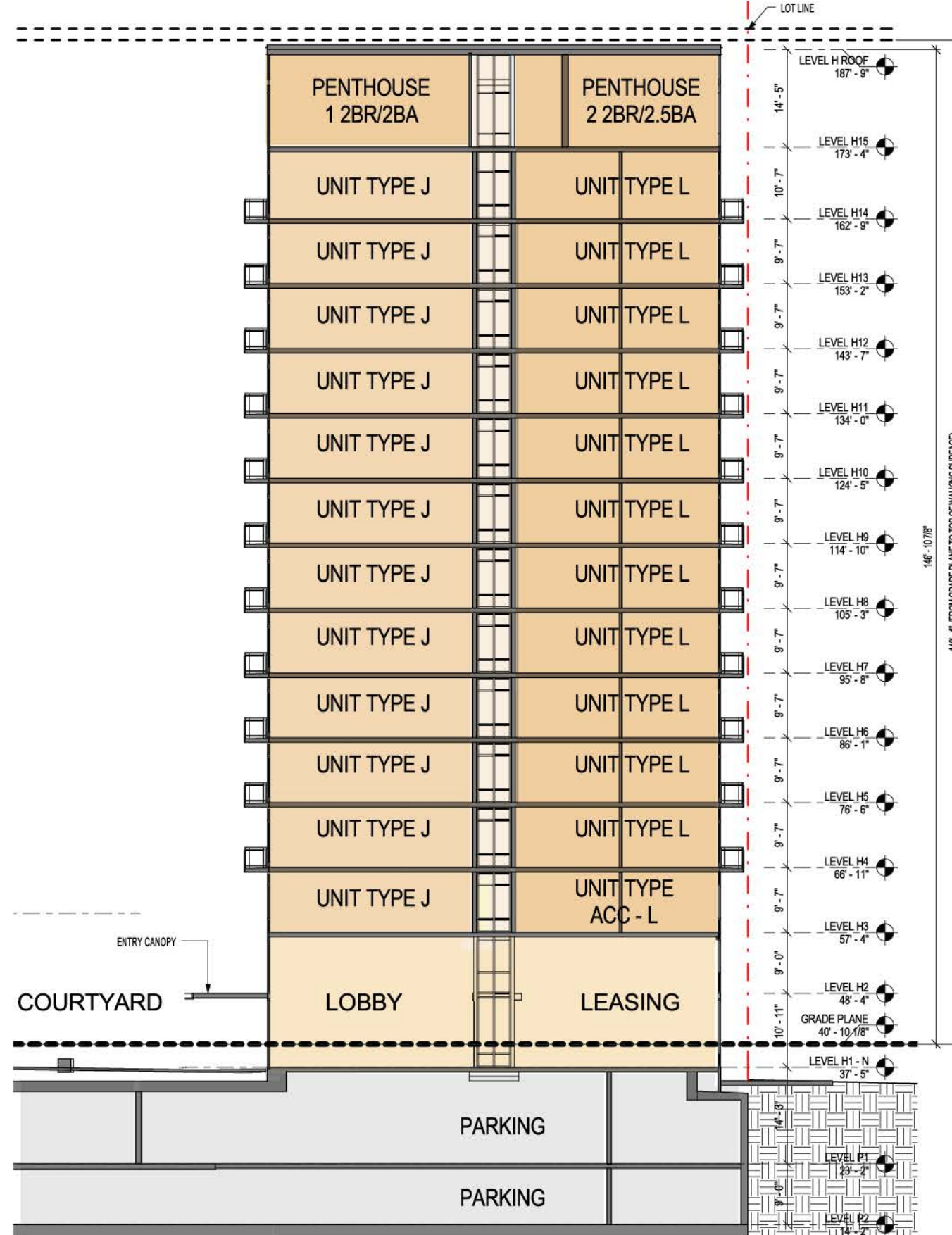
12th Avenue Building

Roof / Mechanical PH Plan



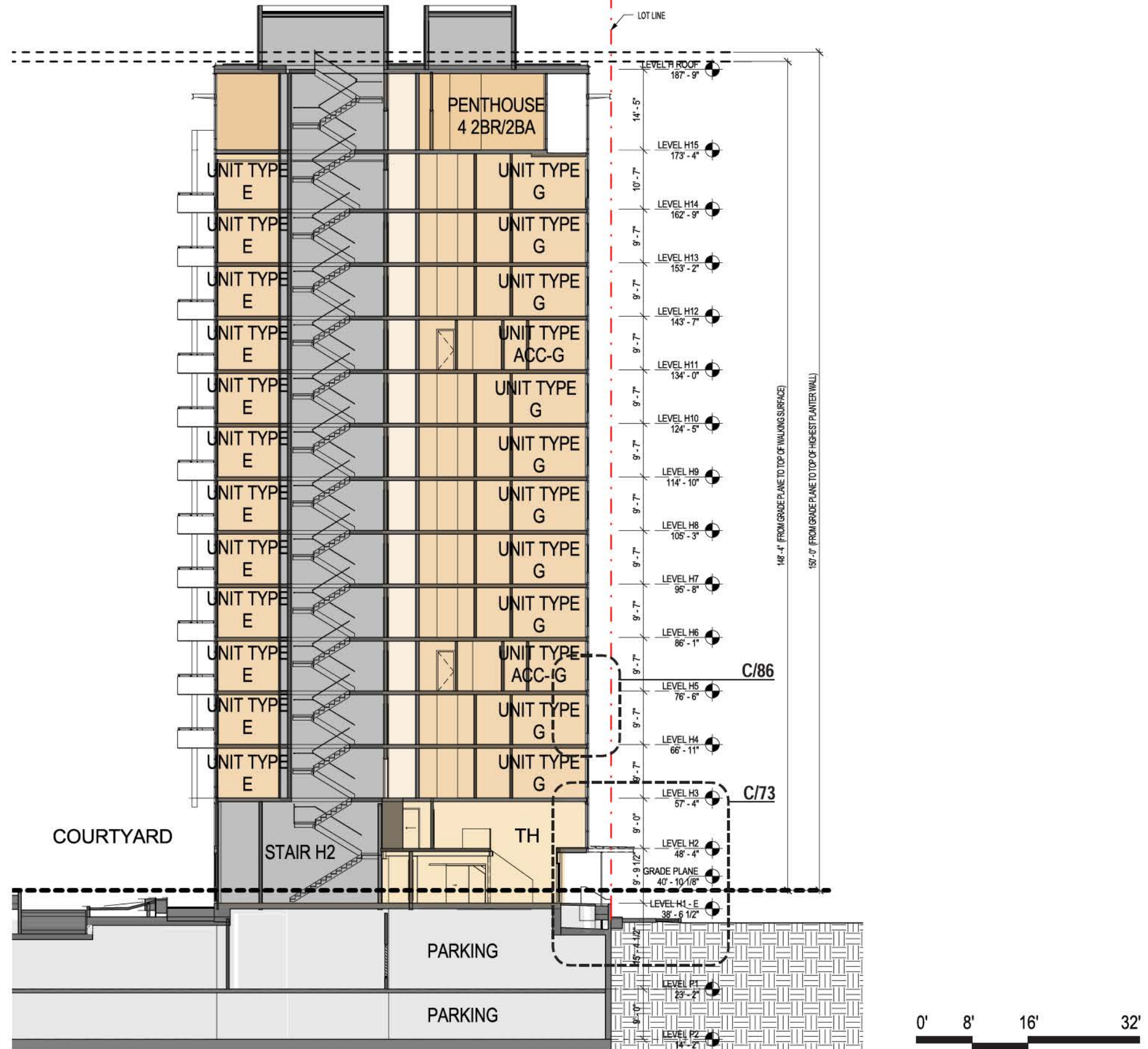
12th Avenue Building

Building Section at Window Wall Form



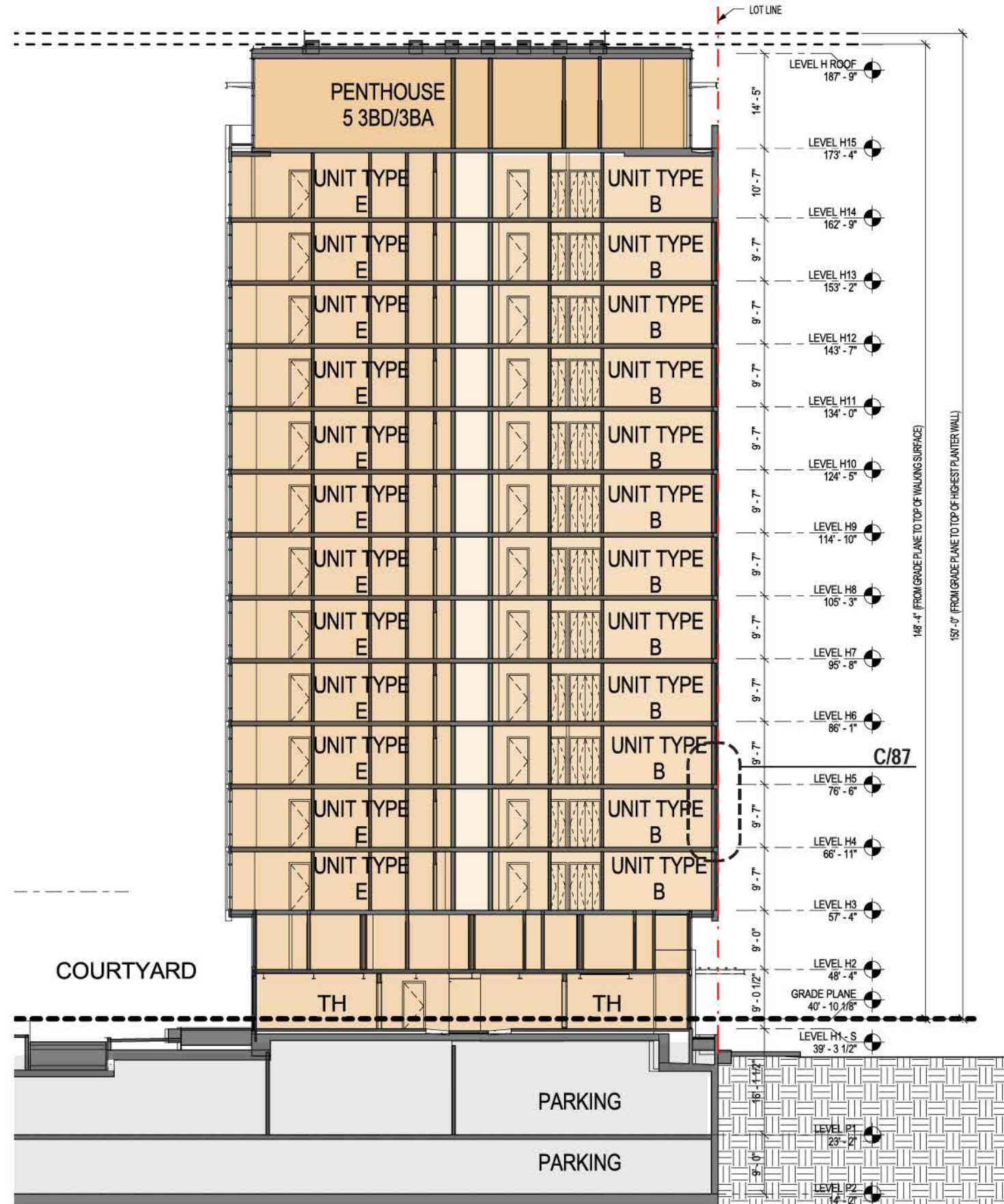
12th Avenue Building

Building Section at Townhouses



12th Avenue Building

Building Section at Bays



12th Avenue Building

Material Photo + Precedents

Top



Storefront



Corrugated Metal,
Medium Grey



Prefin. Parapet
Cap, Silver



Painted Steel
Trellis, Silver



Ipe decking



Green roof

Middle



Alum Composite
Panel, Silver



Window-wall +
Spandrel



Glass and Pre-
finished Alum
Railing



Perforated
Corrugated Metal



Concrete
Balconies

Bottom



Alum Composite
Panel, Silver



Board-Formed
Concrete



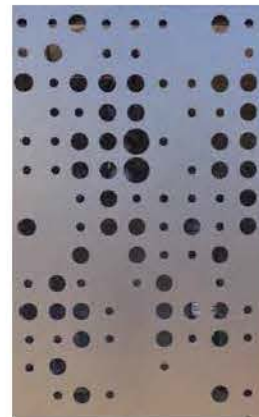
Concrete



Painted Structure



Window-wall +
Spandrel



Perforated Metal
Screens



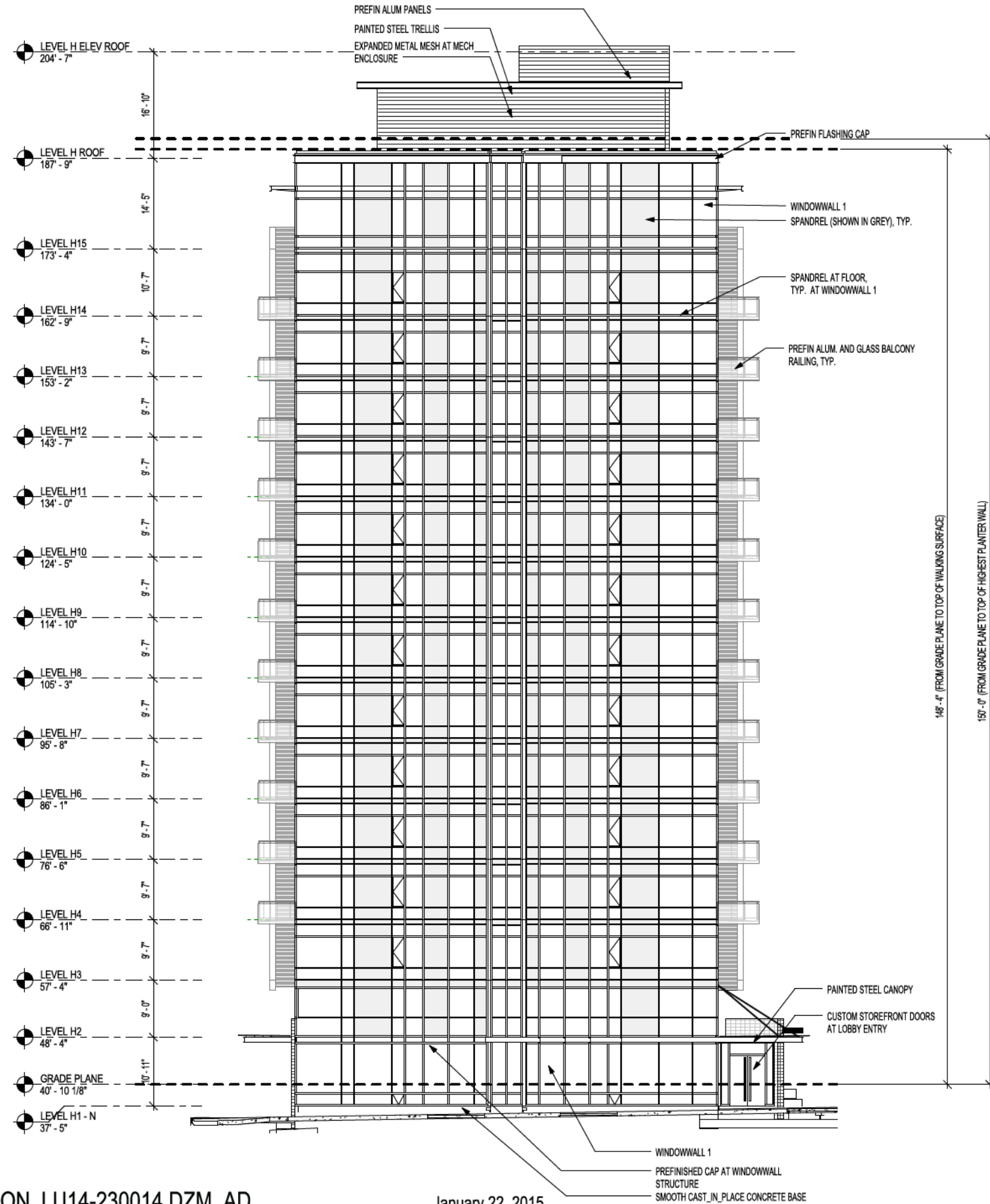
Metal Louvers



Painted Color
Accent Door

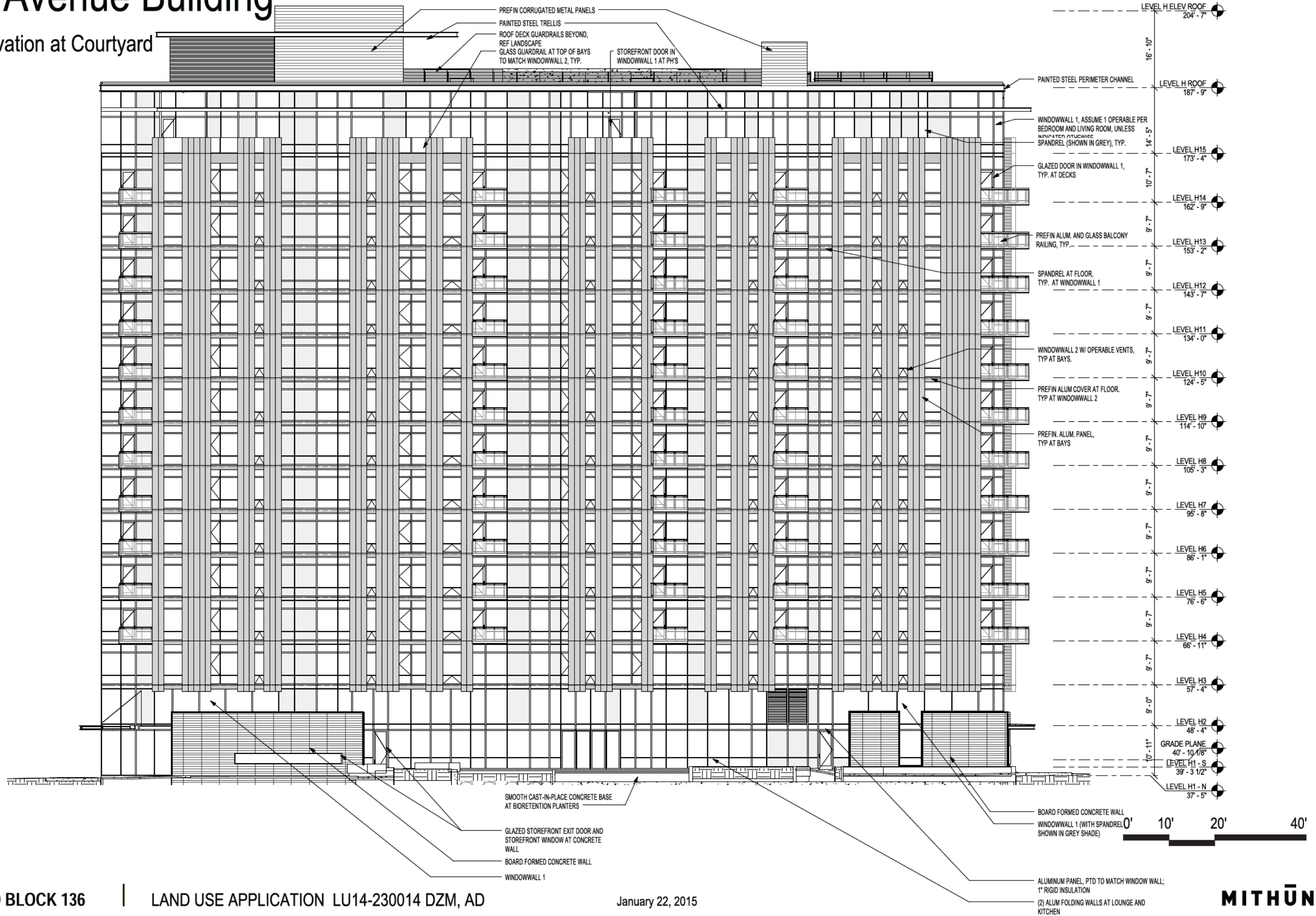
12th Avenue Building

North Elevation



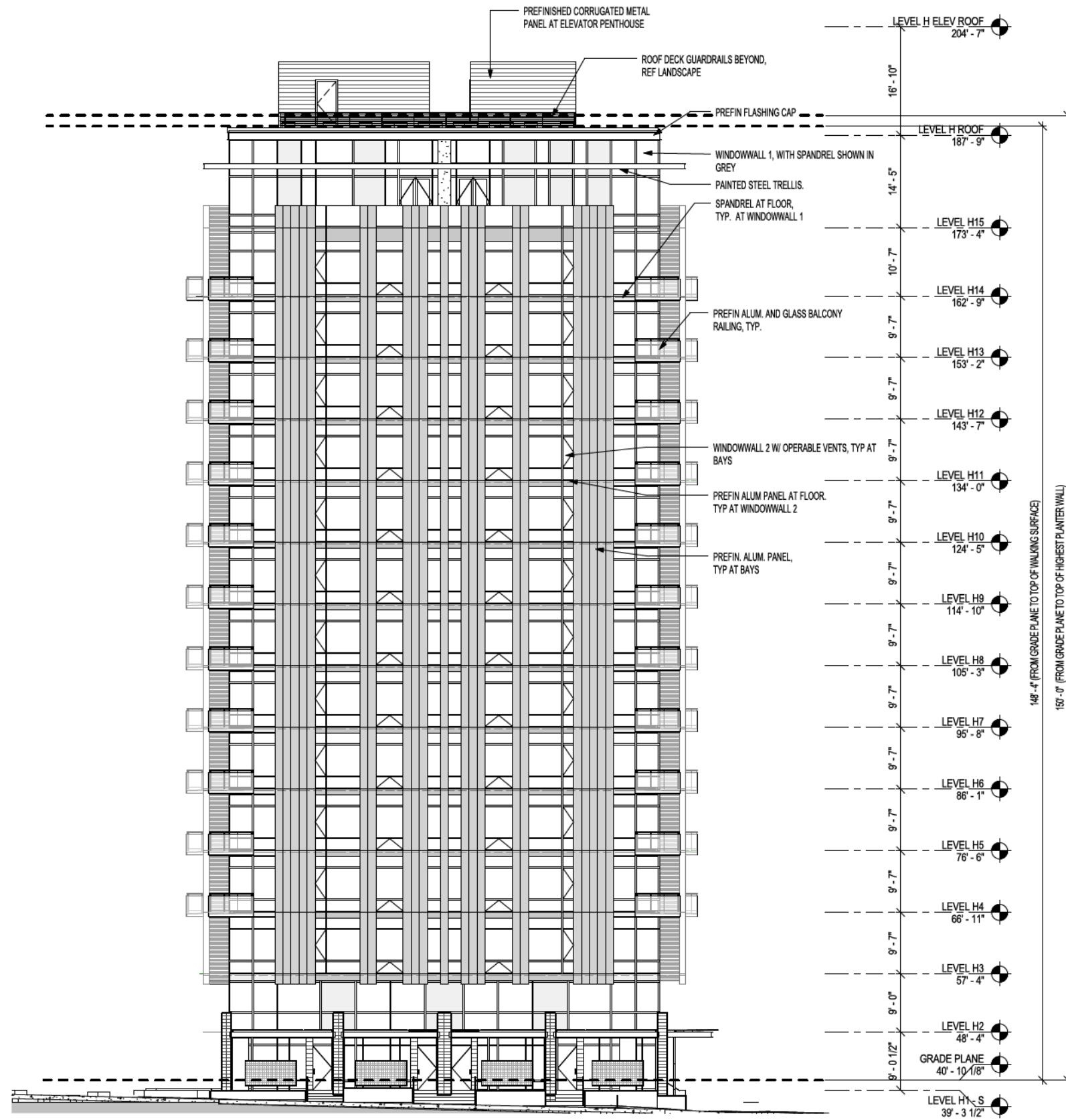
12th Avenue Building

West Elevation at Courtyard



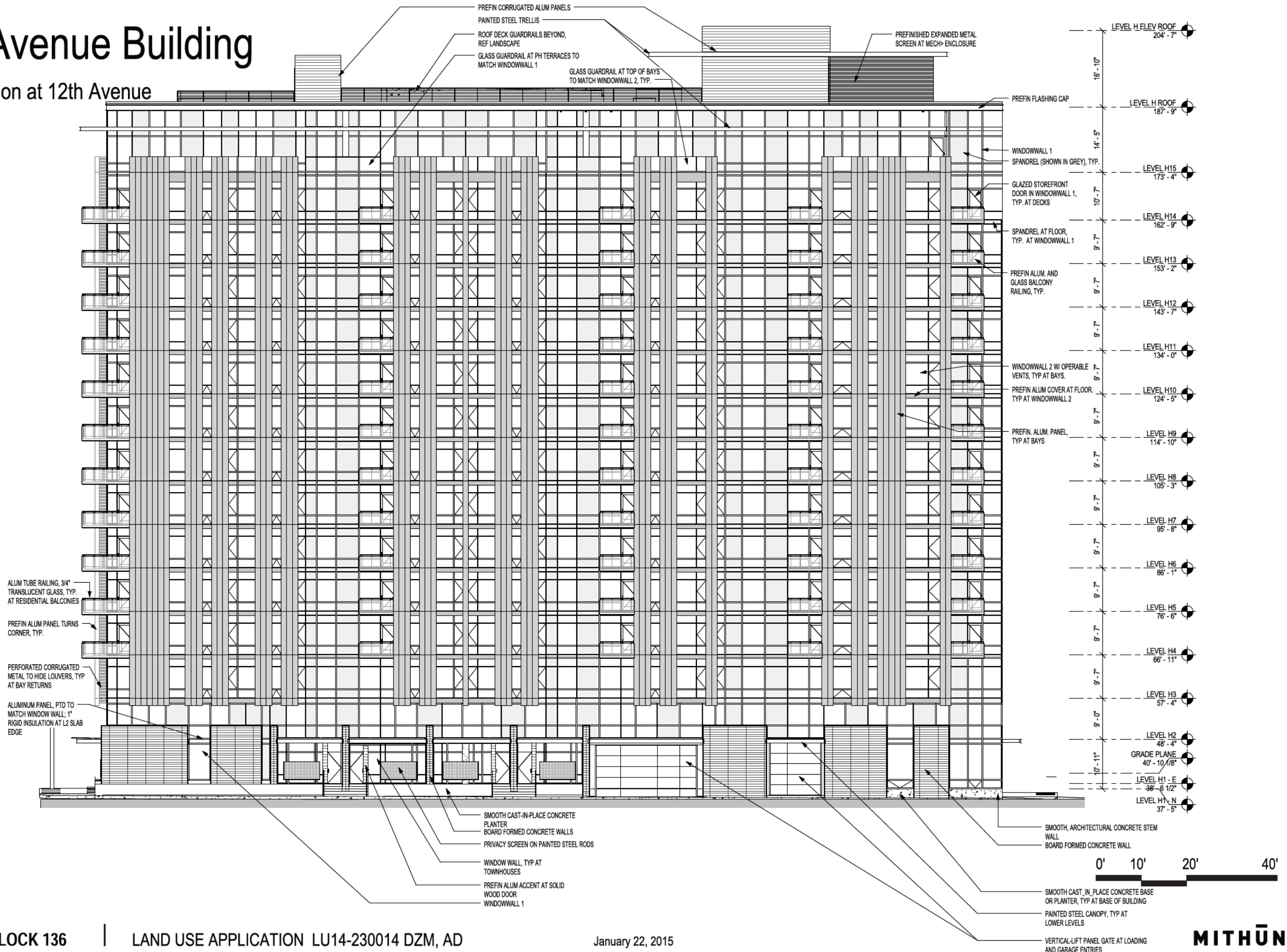
12th Avenue Building

South Elevation



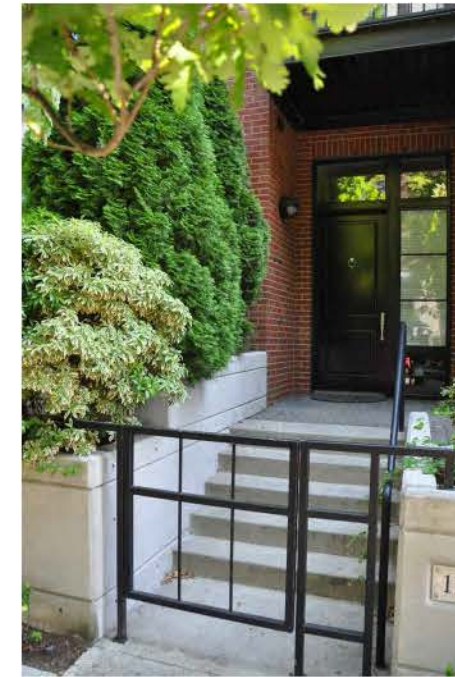
12th Avenue Building

East Elevation at 12th Avenue



12th Avenue Building Details

Pearl District Townhouse Context



Townhouse Principles

- Define the individual residence
- Elevate the townhouse above the street
- Provide individual entries and stairs from the sidewalk
- Buffer the townhouse from the sidewalk with two level planters
- Create patios with privacy element through planting or screening
- Create detail through canopies, railings, or similar methods

12th Avenue Building Details

Board-Formed Concrete

Board-Formed Strategy:

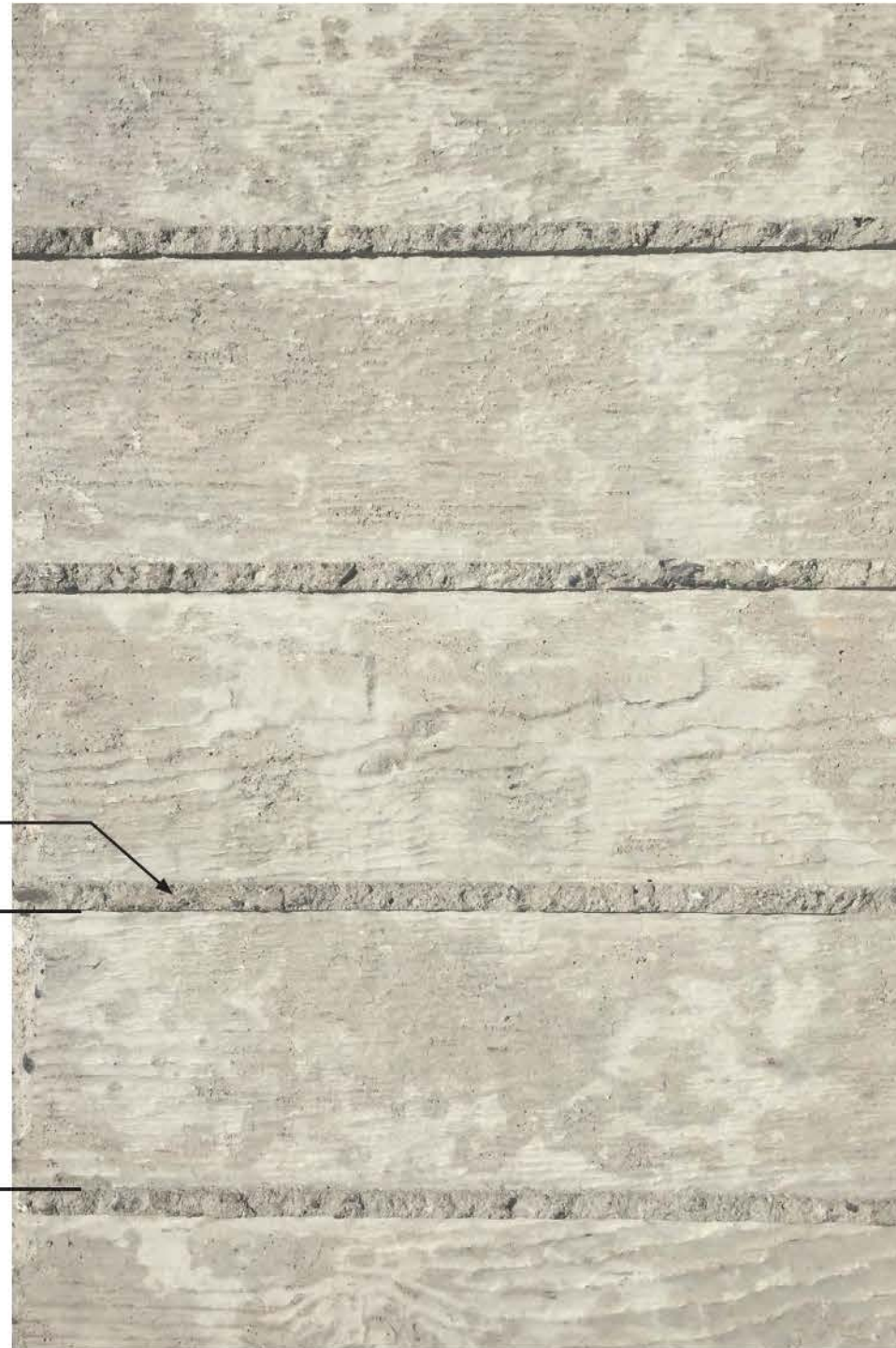
- Formed with highly-textured salvaged lumber (no formliner)
- 2x6 boards, horizontally laid
- Gaps between boards to achieve raw horizontal lines
- Mock-up using garage walls until desired look is achieved



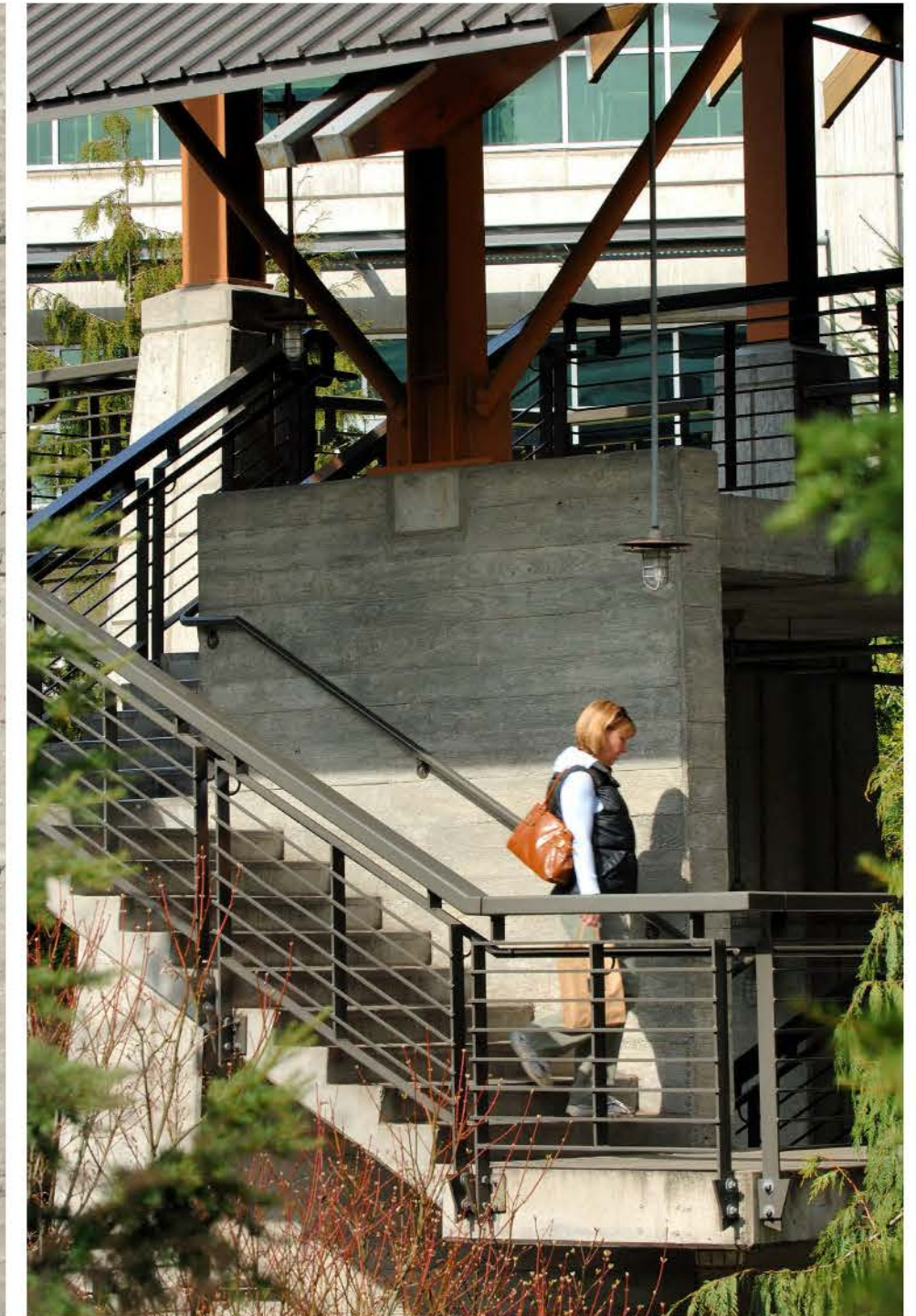
Existing PNCA painted concrete

1/4" gaps between form boards to create rough, protruding ribs

Salvaged form boards:
2x4 shown
2x6 proposed



Sample of proposed board-formed concrete (REI Flagship store by Mithun)



Precedent of proposed board-formed concrete (REI Flagship store by Mithun)

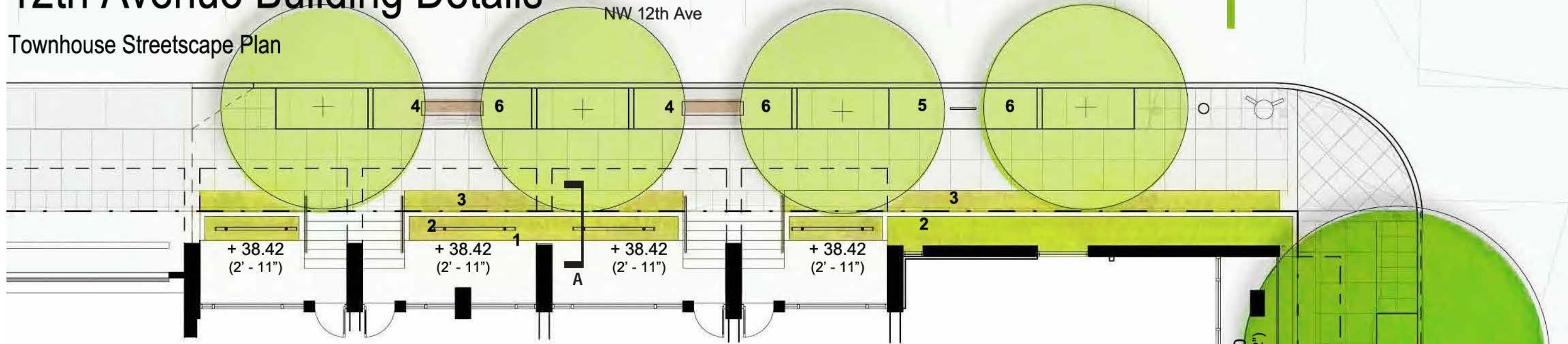
12th Avenue Building Details

Townhouses on Johnson Street

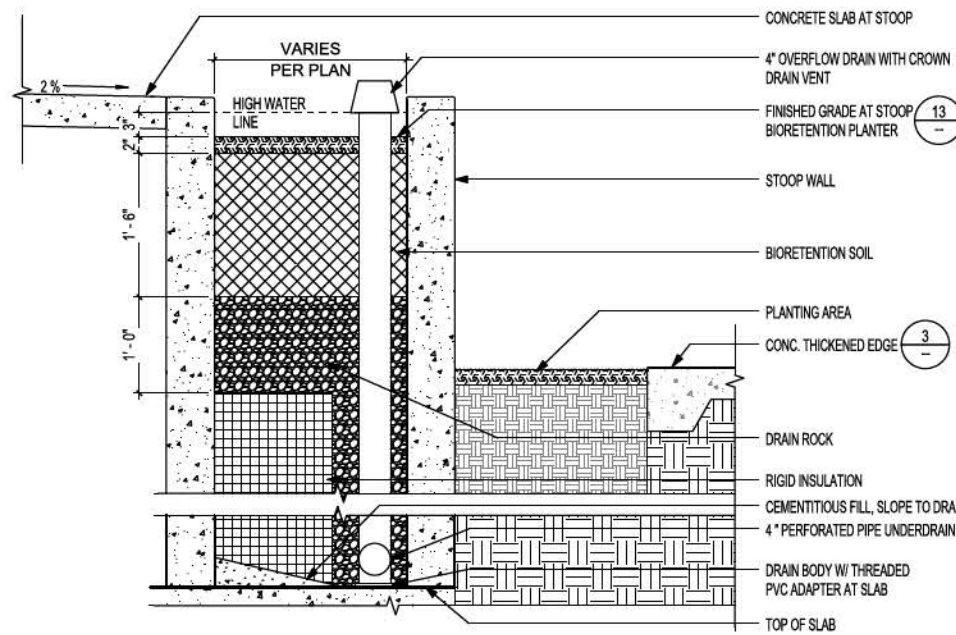


12th Avenue Building Details

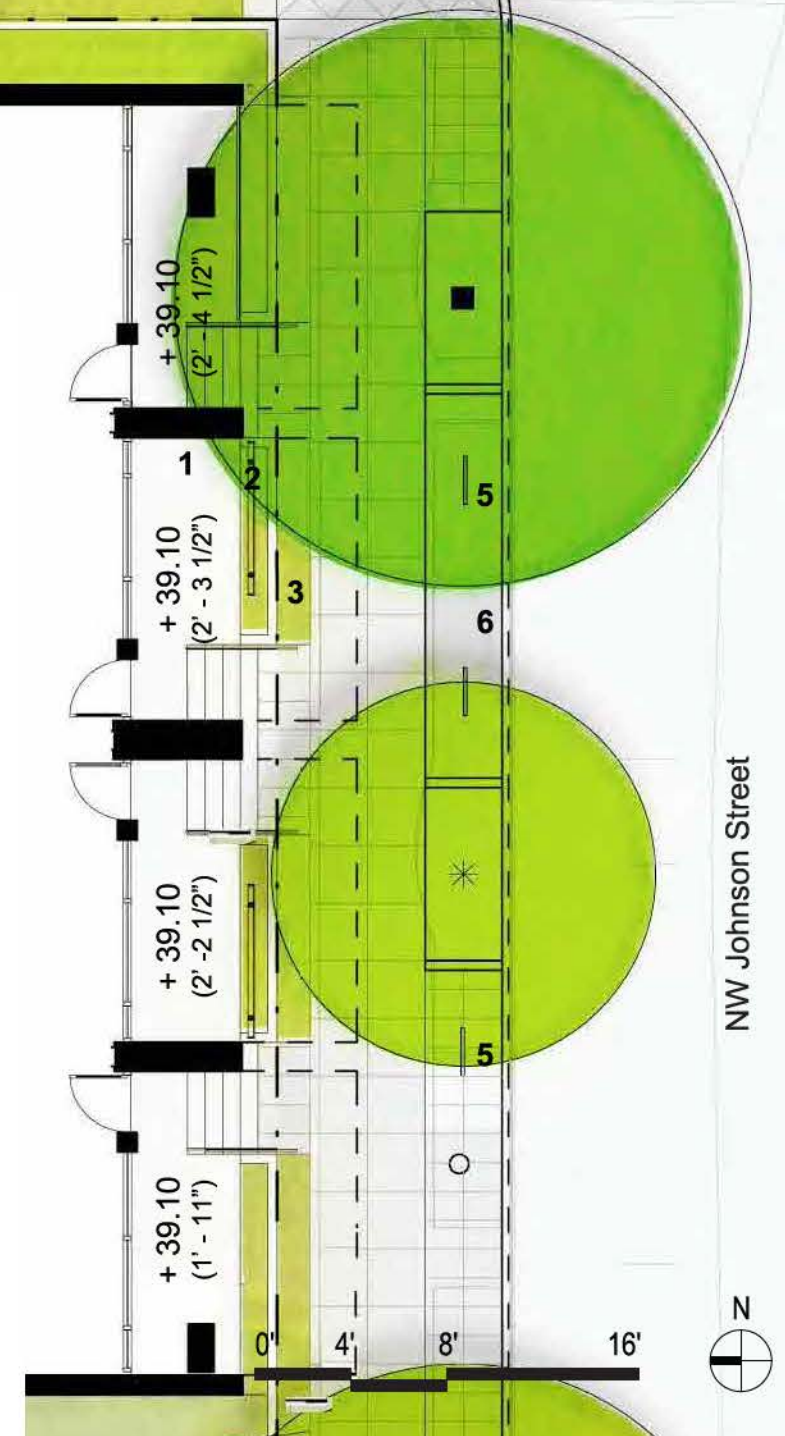
Townhouse Streetscape Plan



- 1 Stoop, Height above Street Varies
- 2 Stormwater Planter at Stoop Level
- 3 Planting at Street Level
- 4 Bench at Furnishing Zone
- 5 Bike Parking at Furnishing Zone
- 6 Permeable Concrete Unit Pavers



A Section through Stoop Planter



12th Avenue Building Details

Townhouses on 12th Ave and Johnson Street

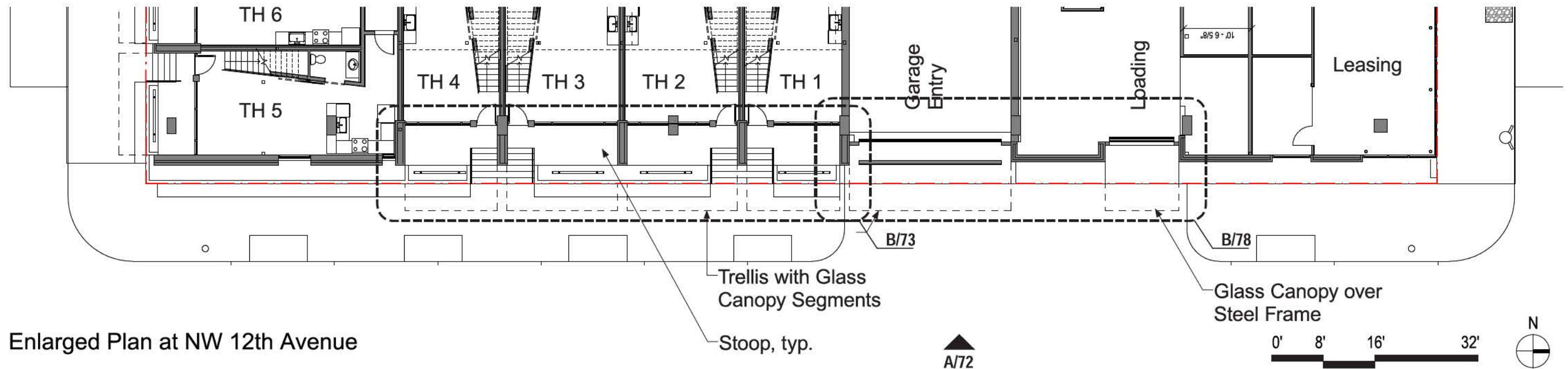


12th Avenue Building Details

Ground Level at 12th Avenue



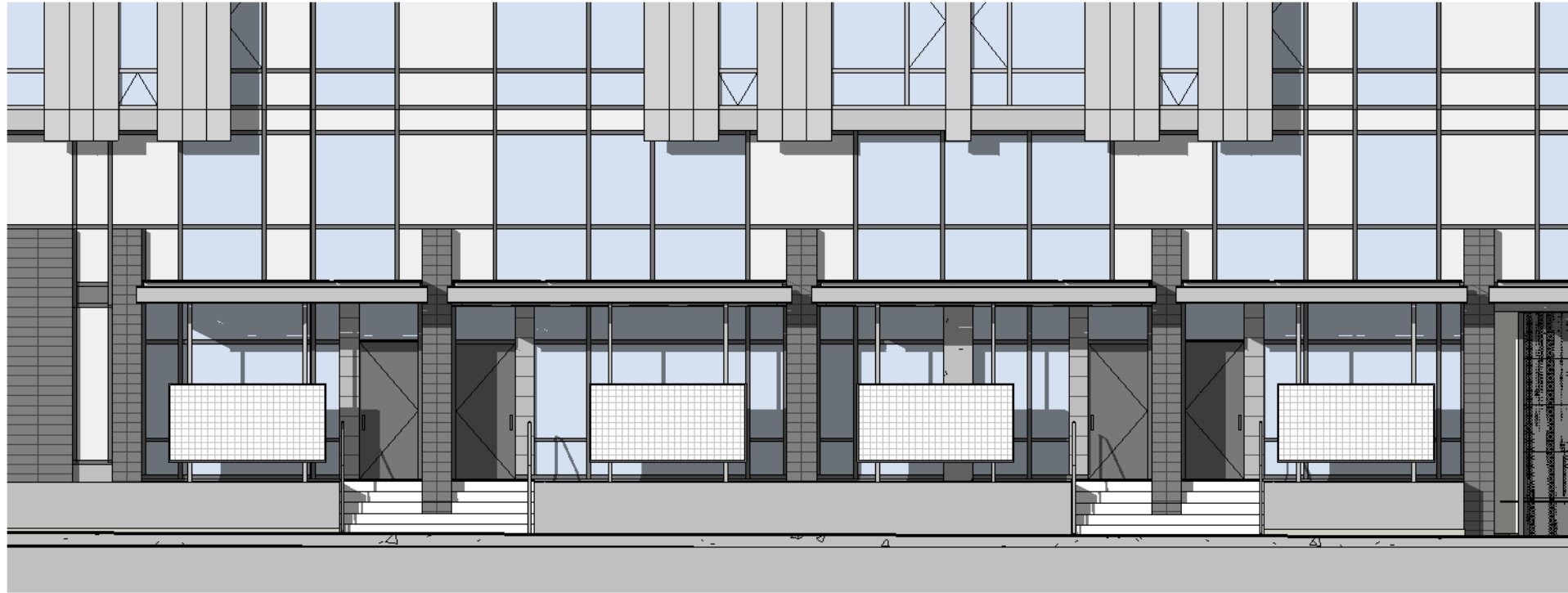
A East Elevation at NW 12th Avenue



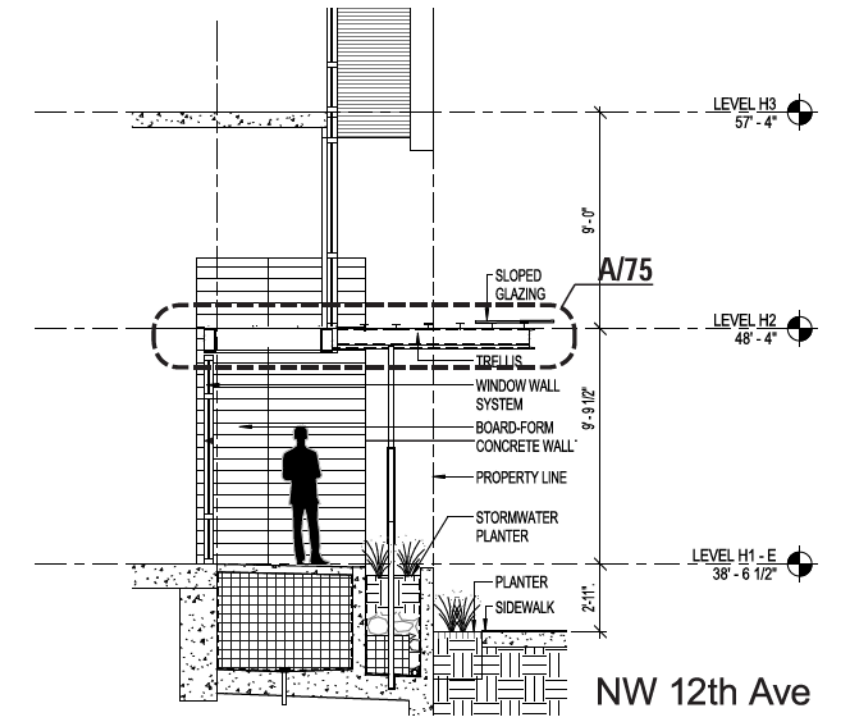
B Enlarged Plan at NW 12th Avenue

12th Avenue Building Details

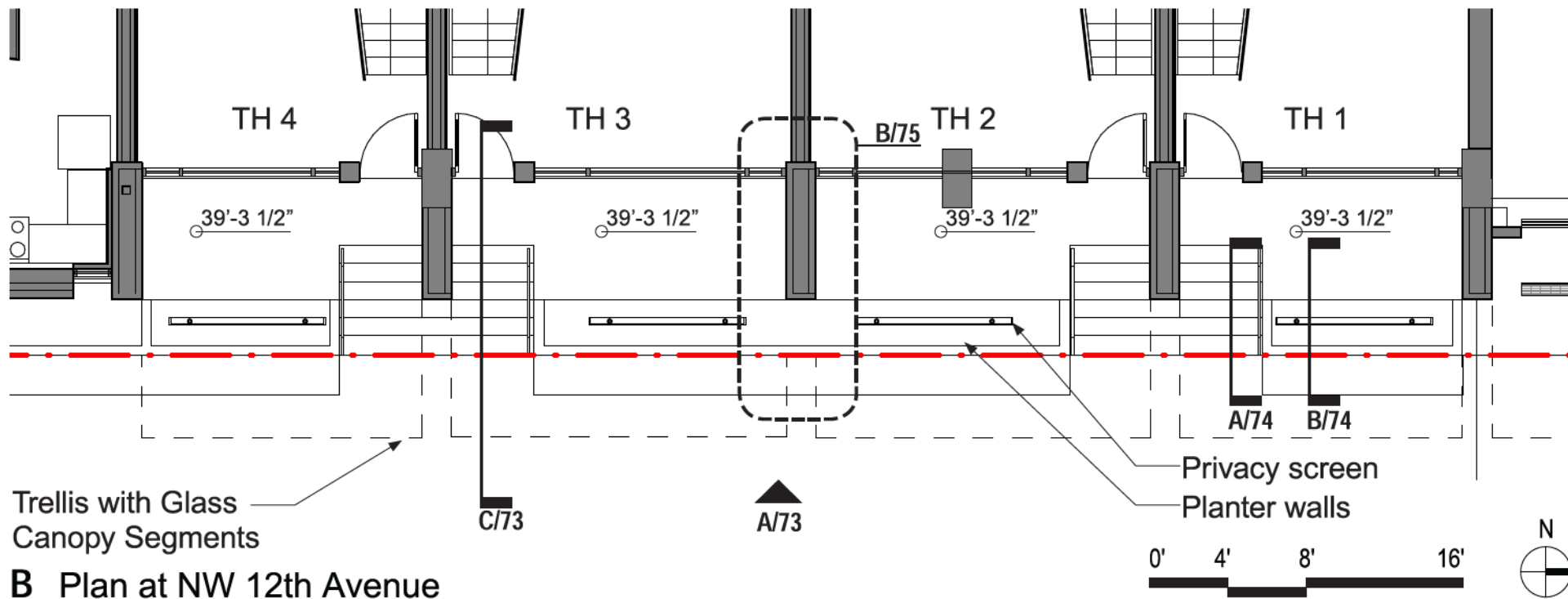
Townhouses (Shown at 12th Avenue)



A Elevation at 12th Avenue Townhouses



C Section at NW 12th Ave



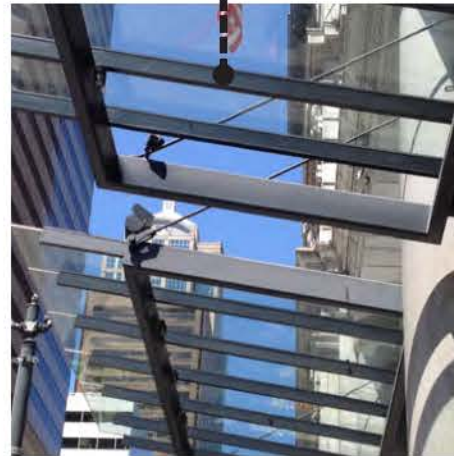
B Plan at NW 12th Avenue

12th Avenue Building Details

Townhouses (Shown at 12th Avenue)



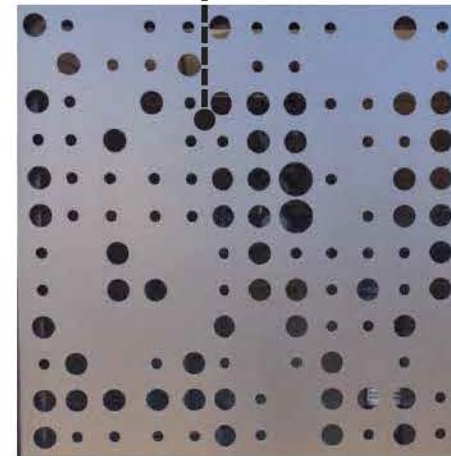
Board - Formed Concrete



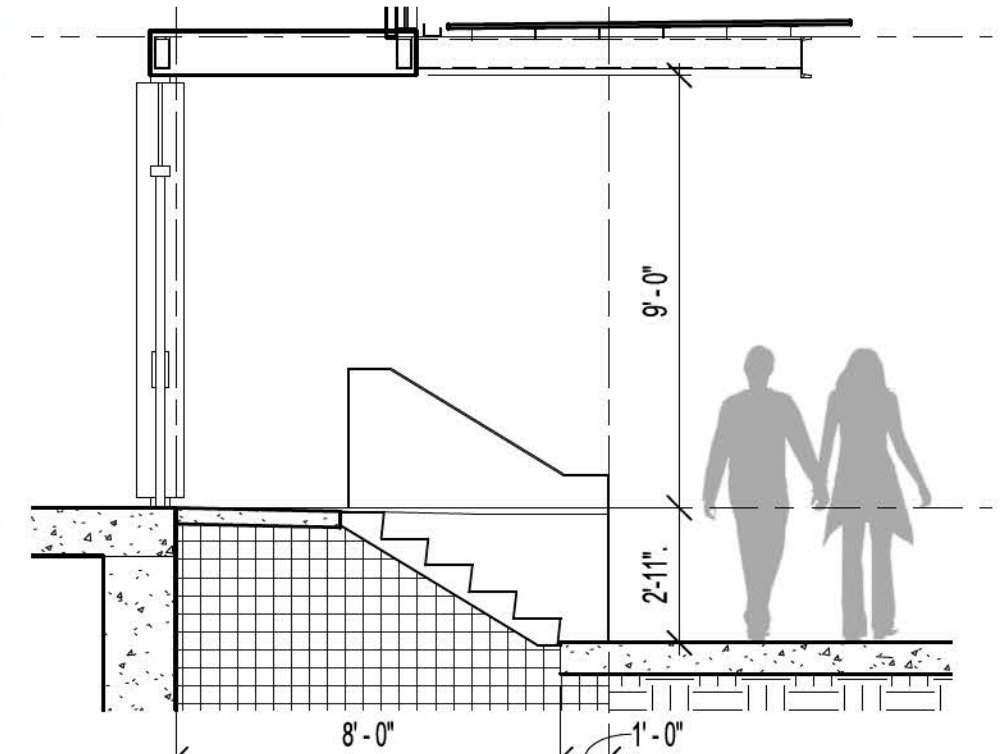
Painted Steel



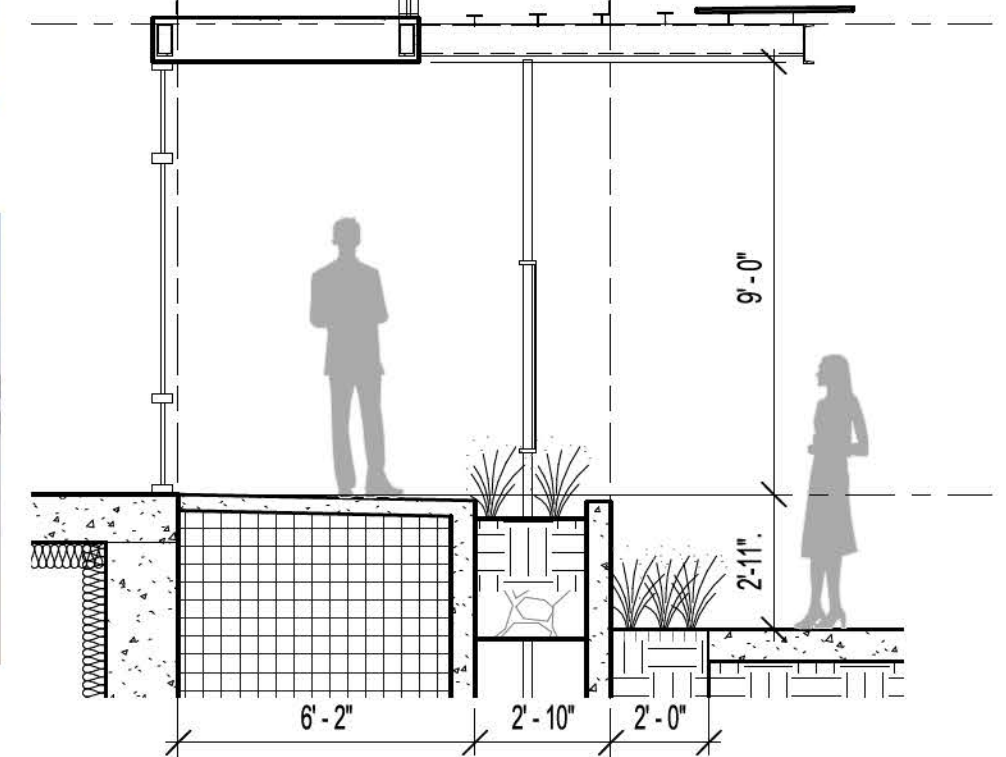
Window Wall



Mesh



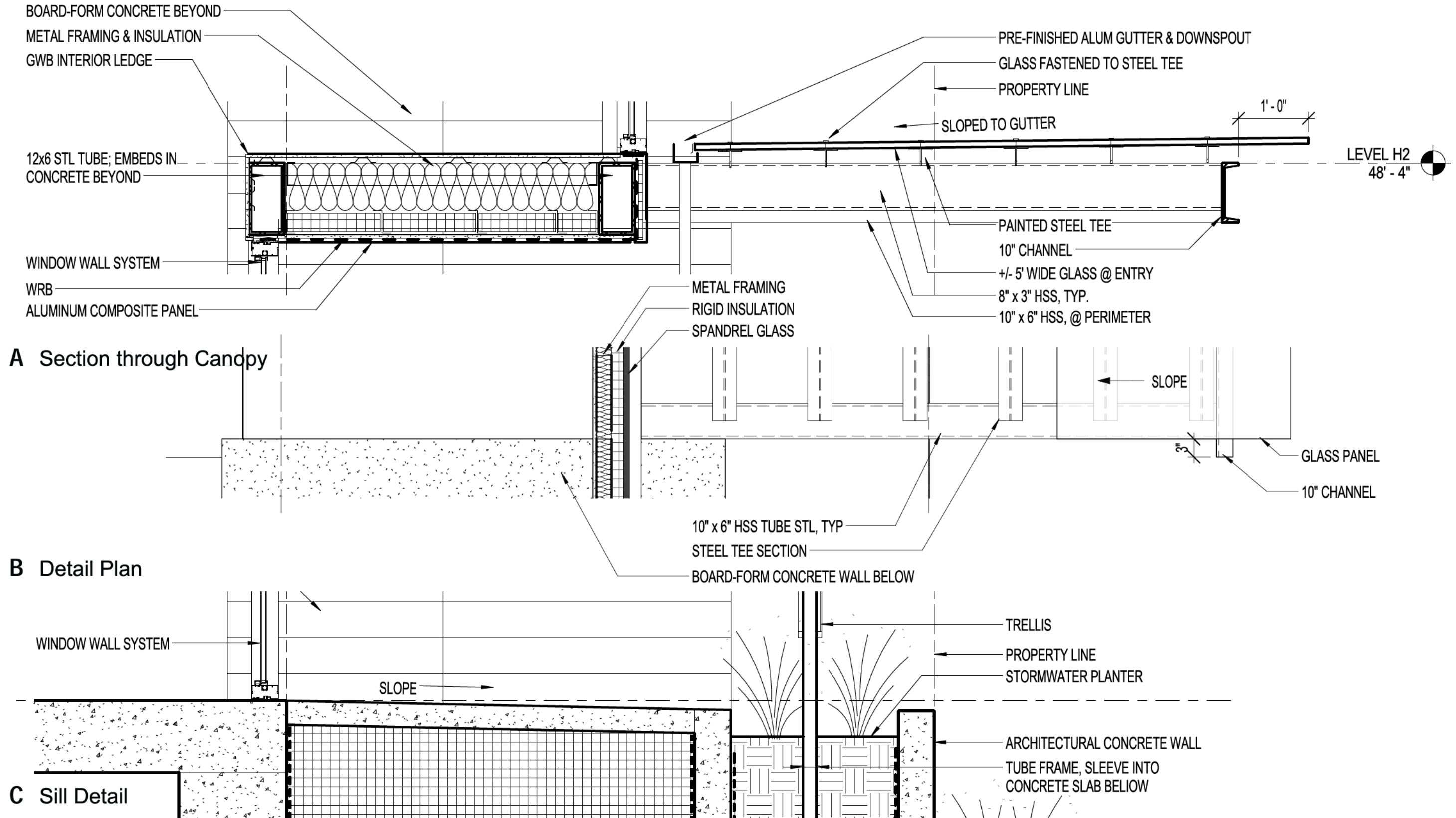
A Section through Stair



B Section through Stoop

12th Avenue Building Details

Townhouse Canopy Detail



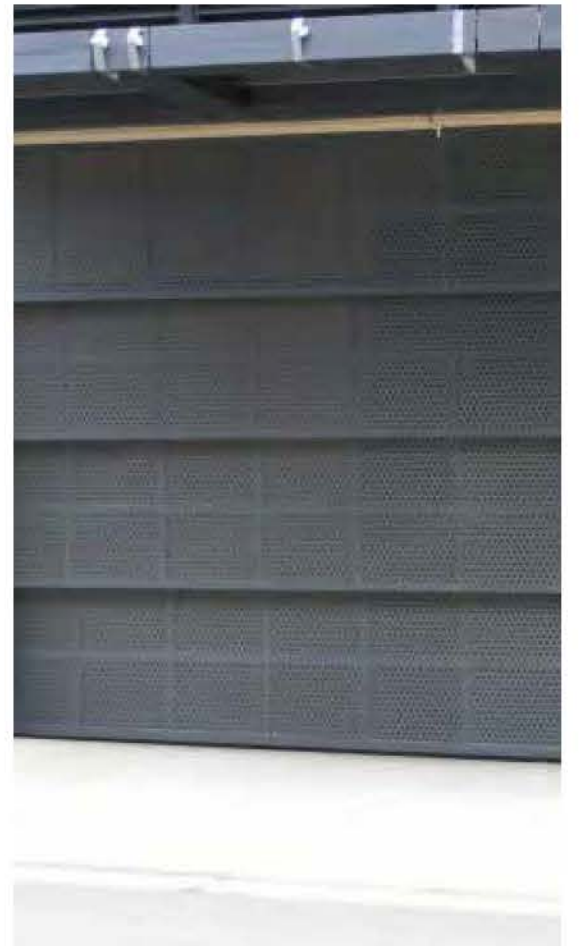
12th Avenue Building Details

Townhouses



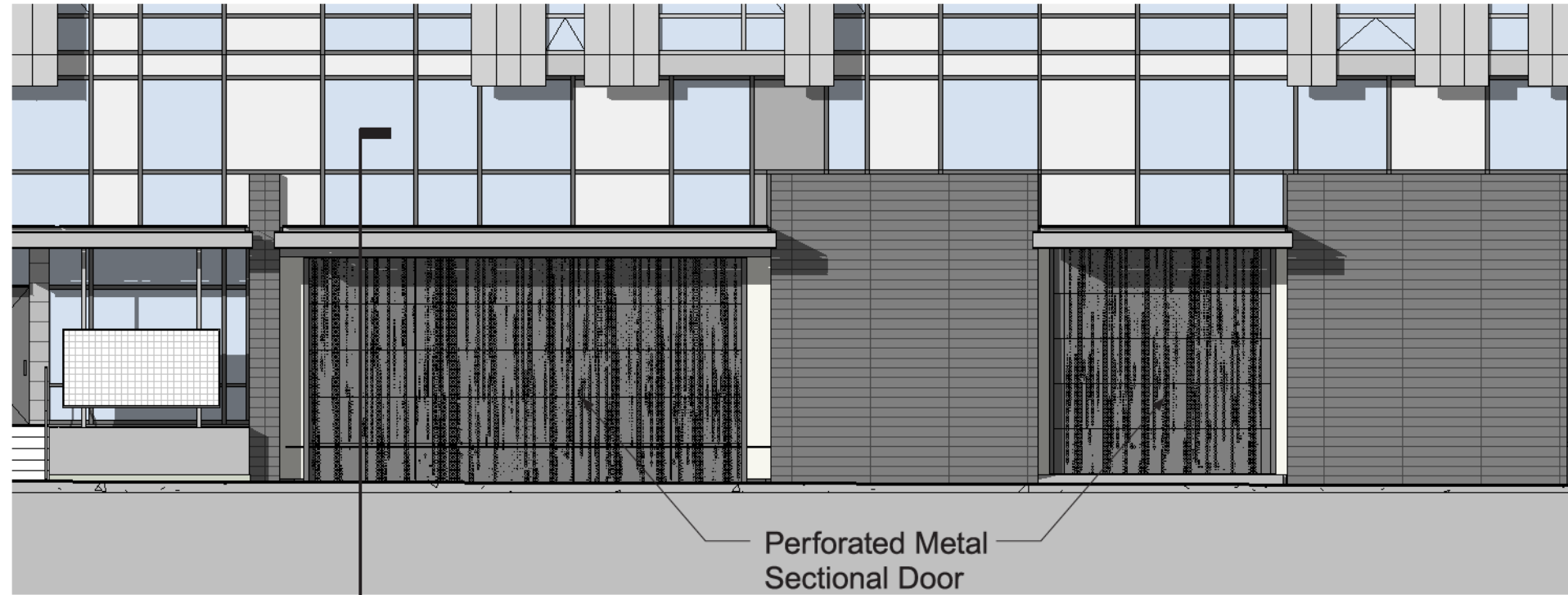
12th Avenue Building Details

Pearl District Garage Entry Context

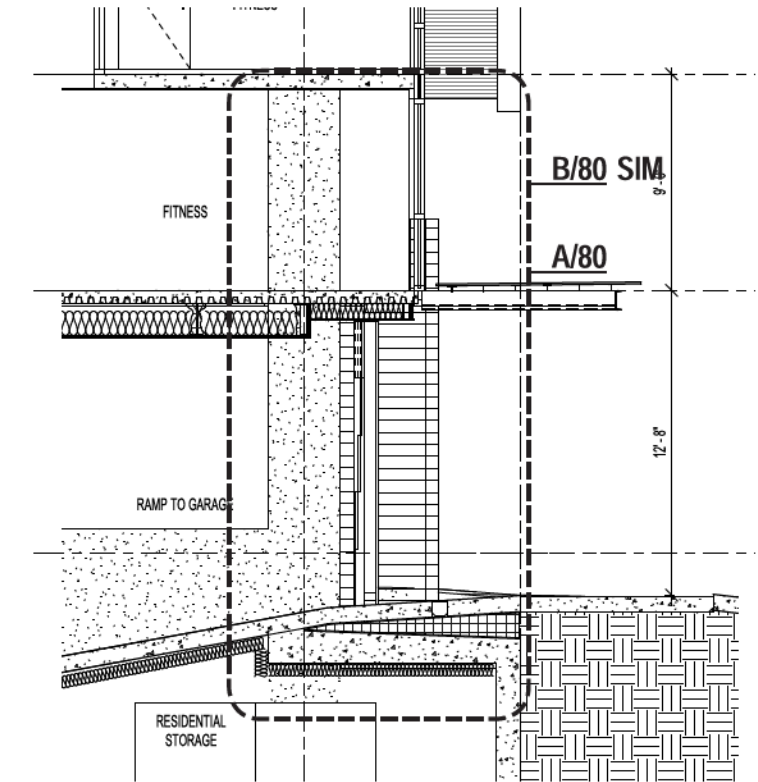


12th Avenue Building Details

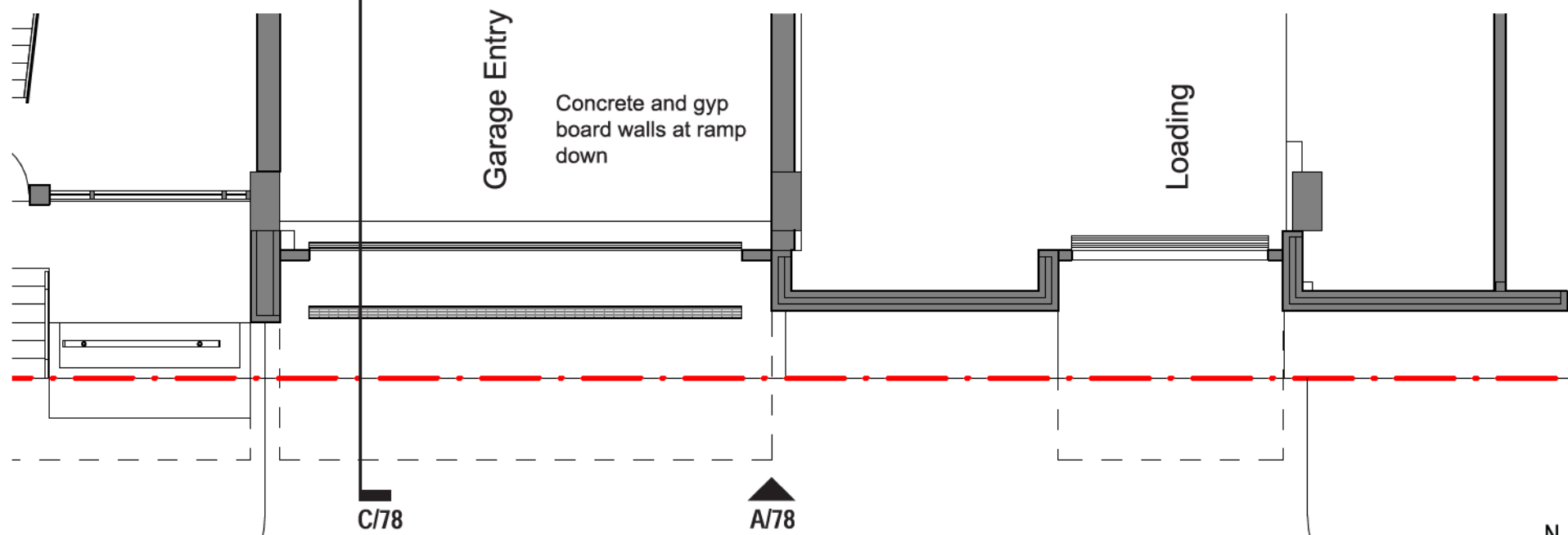
Garage and Loading Entries on 12th Avenue



A Elevation at Garage and Loading Entries



C Section at Garage and Loading Entries



B Plan at Garage Entry

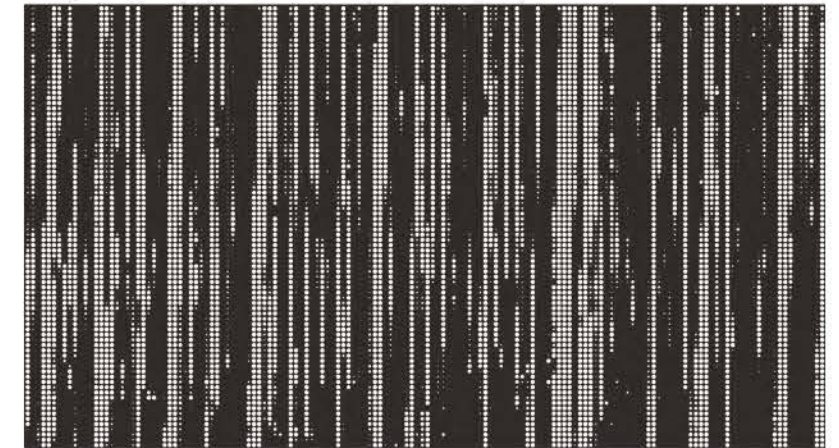


12th Avenue Building Details

Garage Entry on 12th Avenue



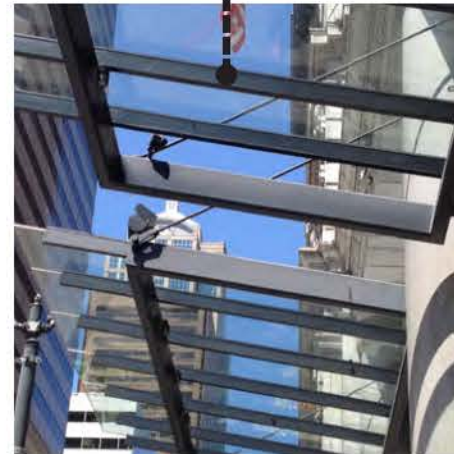
Sapling Forest



Perforated Metal Pattern at Garage Entry Door



Board - Formed Concrete



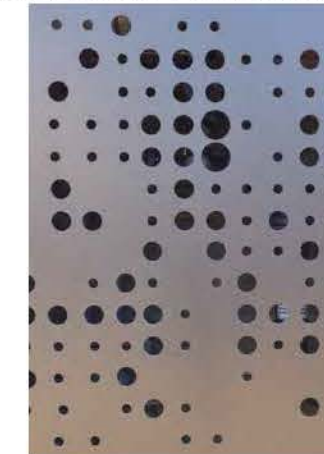
Painted Steel



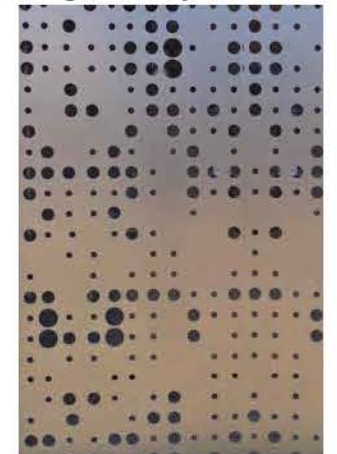
Planting



Garage Entry Door



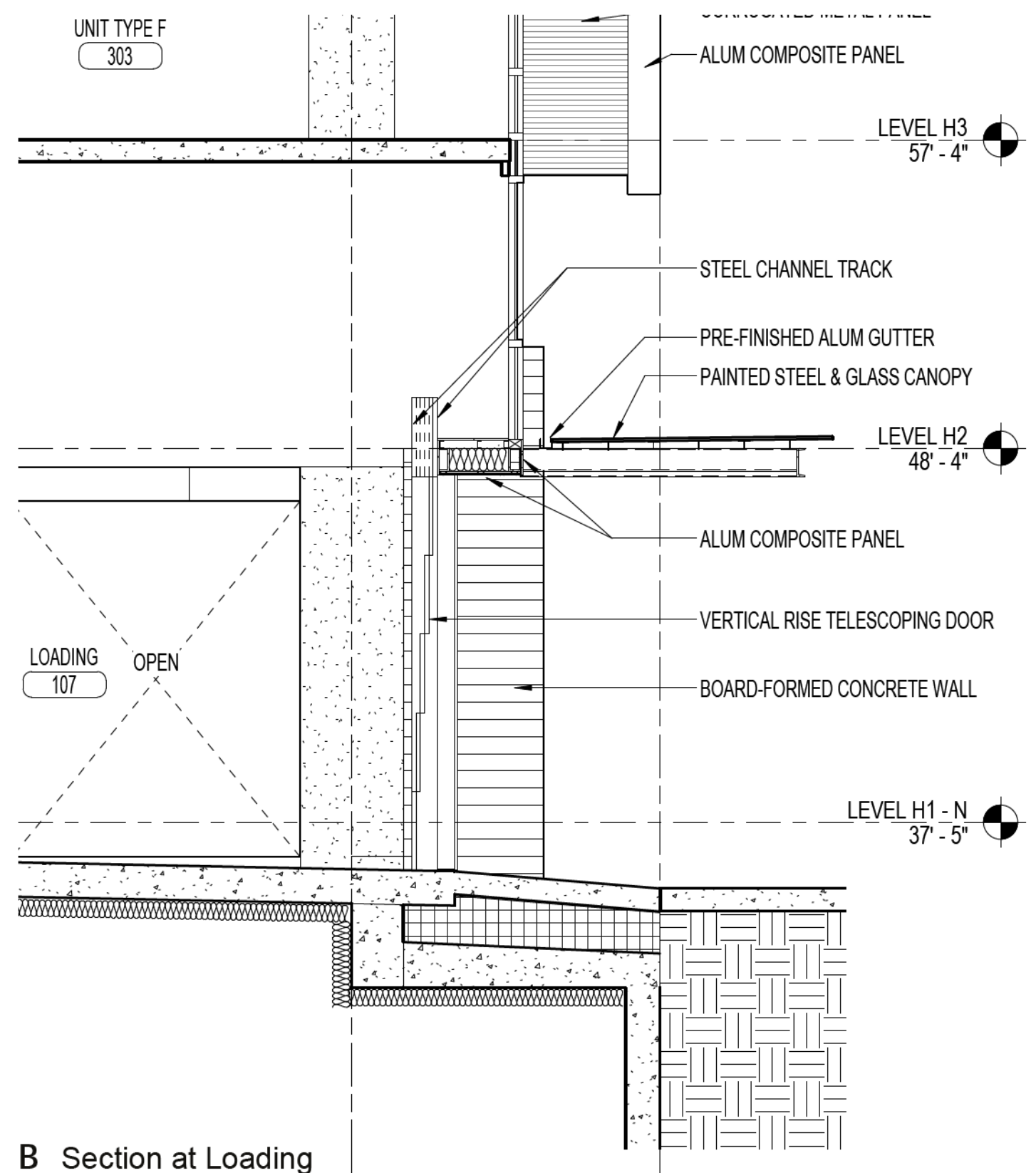
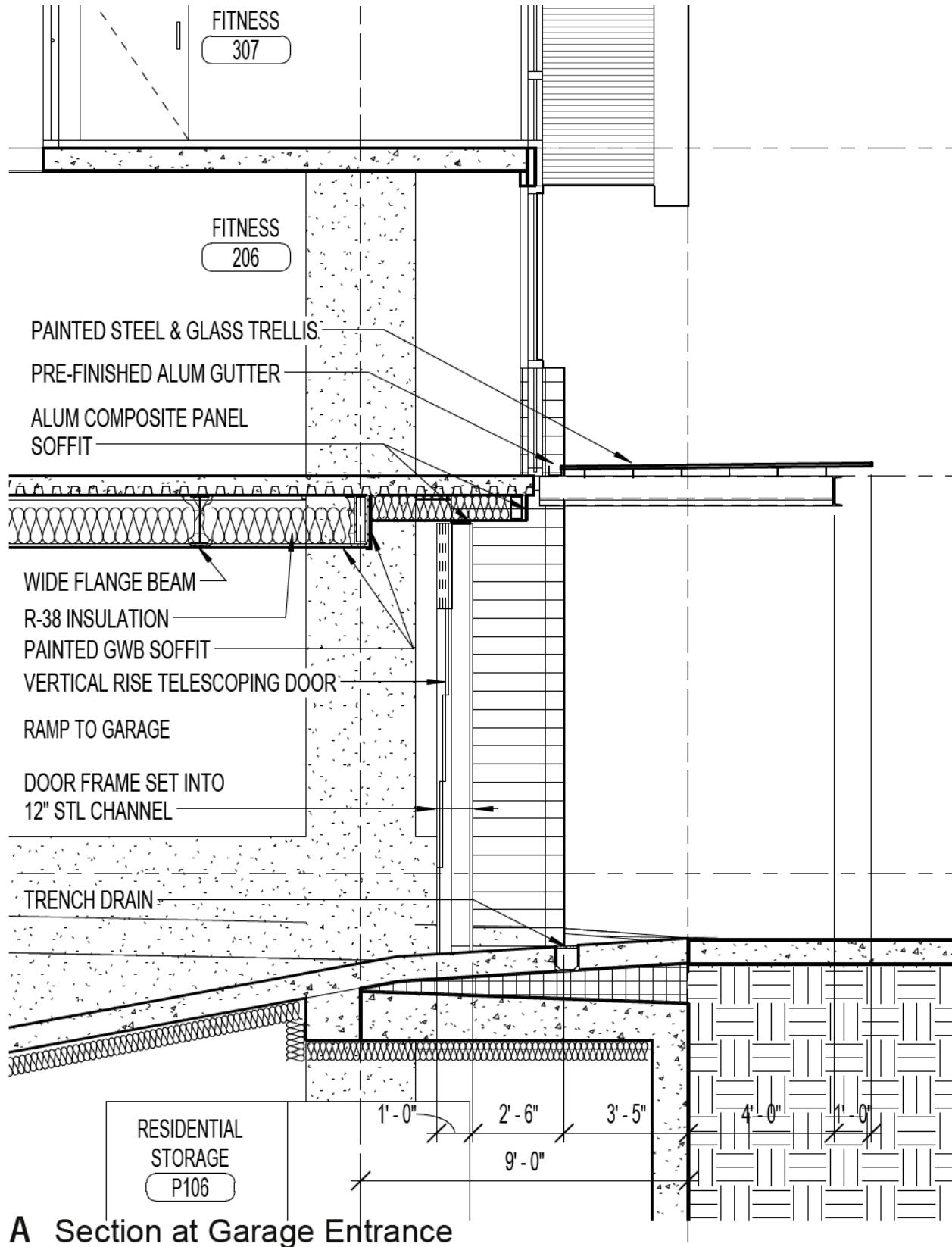
Garage Entry



Loading Entry with tighter perforation pattern

12th Avenue Building Details

Garage Entry Canopy Details

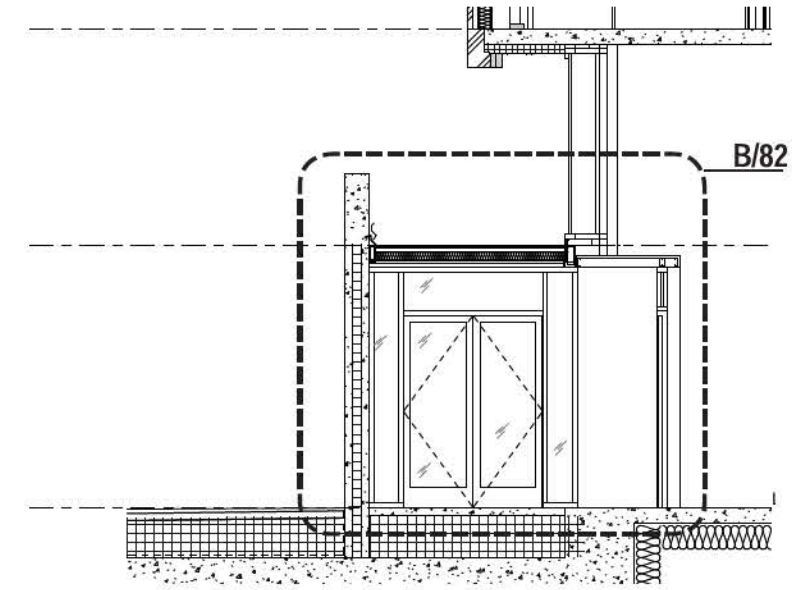


12th Avenue Building Details

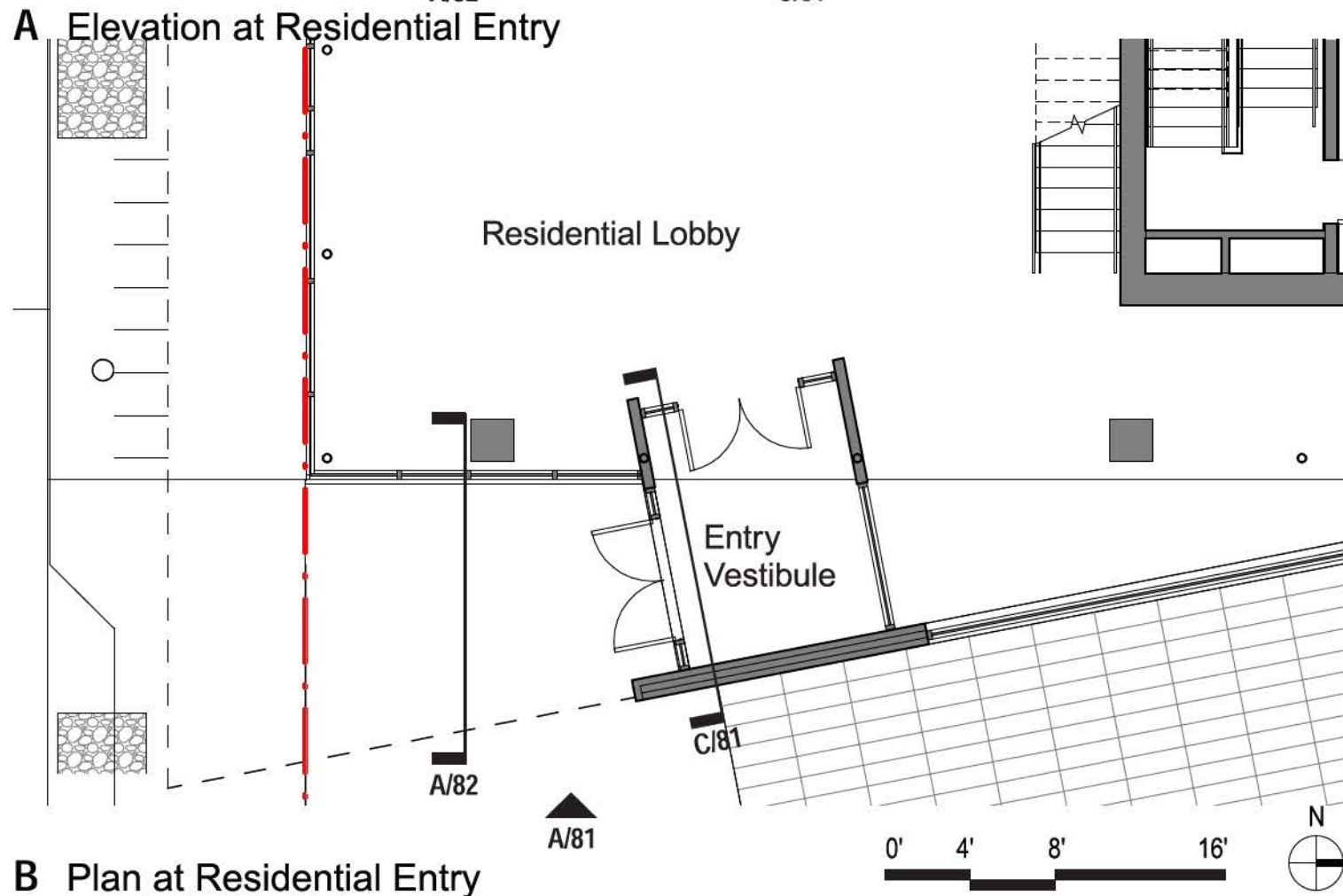
Residential Entry



A Elevation at Residential Entry



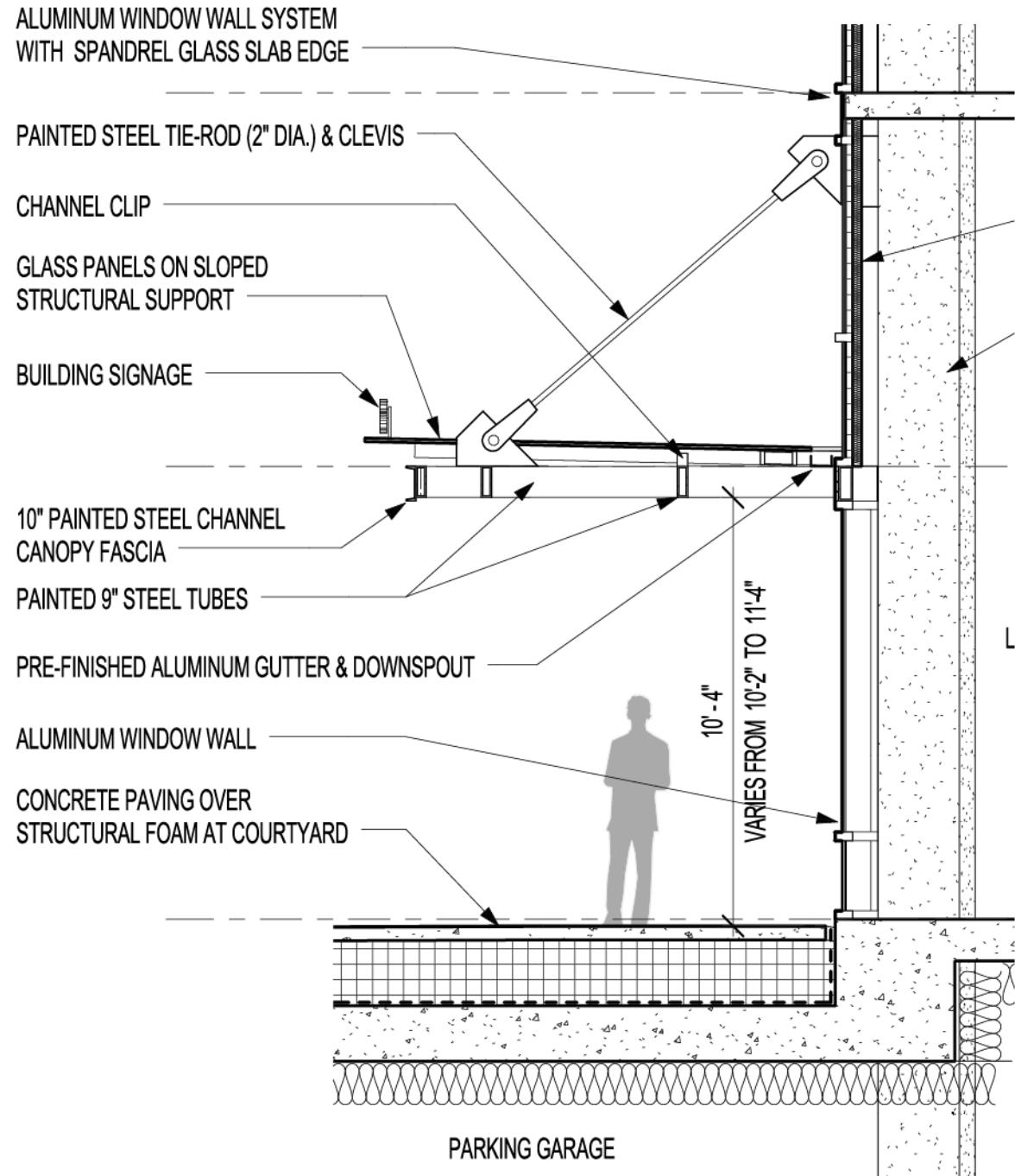
C Section



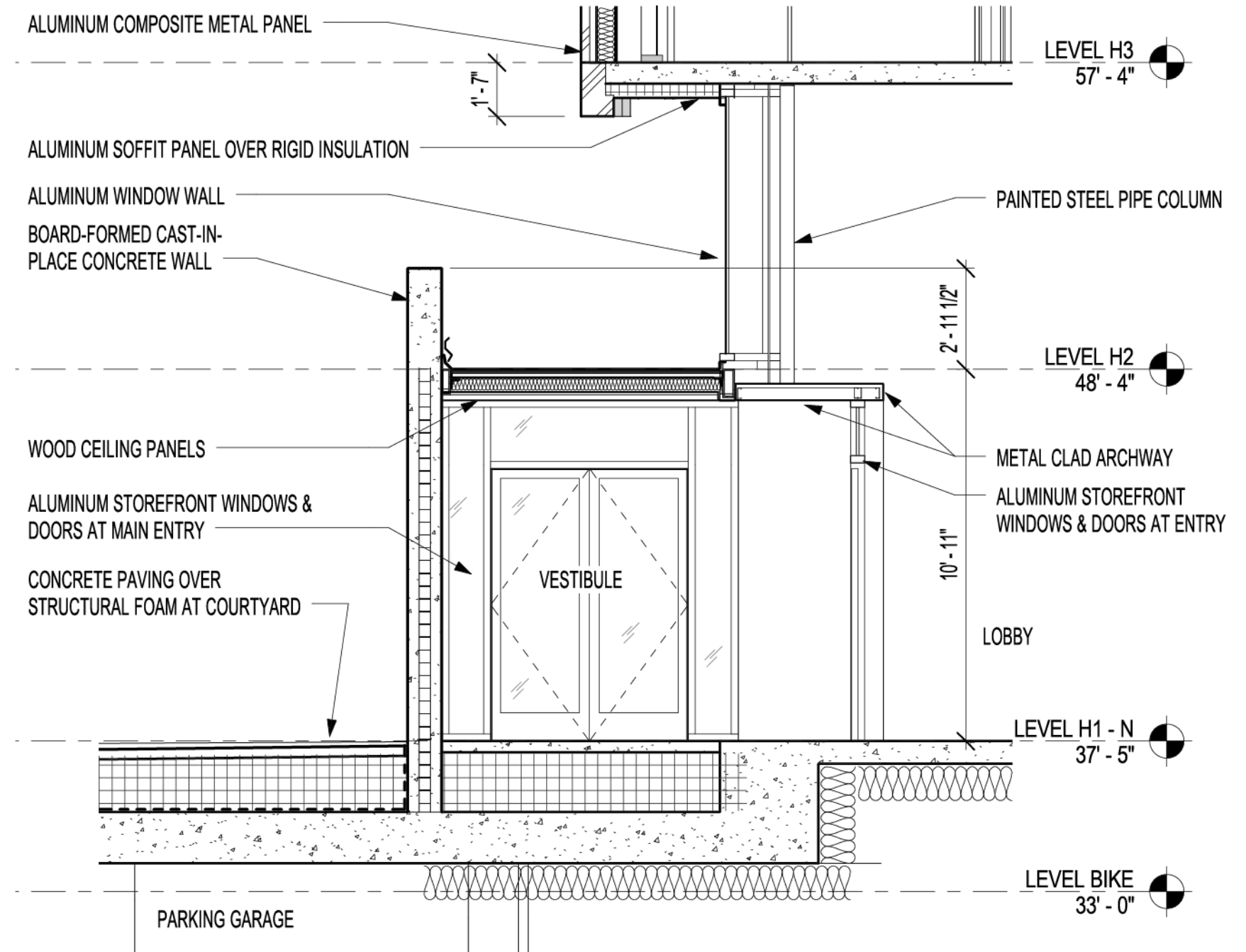
B Plan at Residential Entry

12th Avenue Building Details

Residential Entry Details



A Section at Lobby Canopy



B Section at Residential Vestibule

12th Avenue Building Details

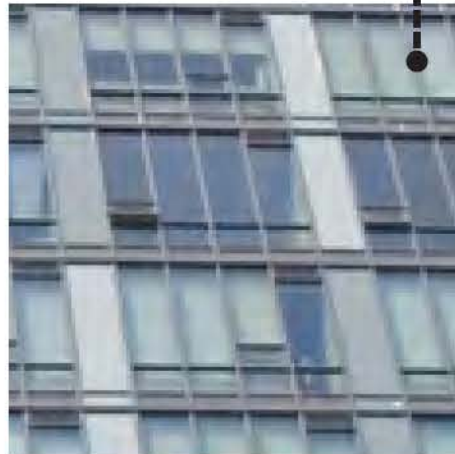
Residential Entry



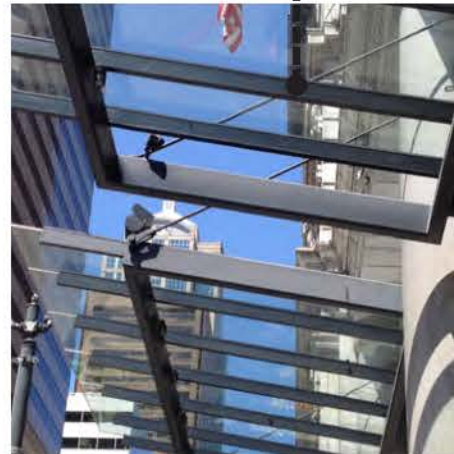
Rendering At Residential Entry



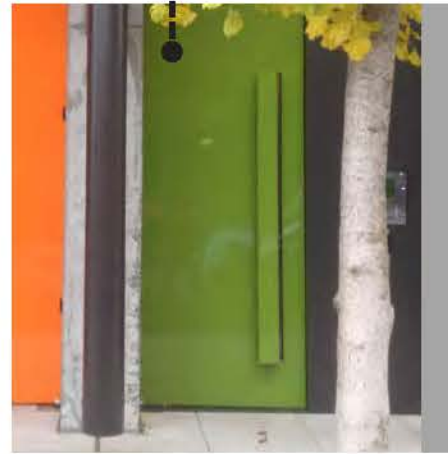
Rendering At NE Corner



Window Wall



Painted Steel, Charcoal



Custom Colored Door



Board-Formed Concrete

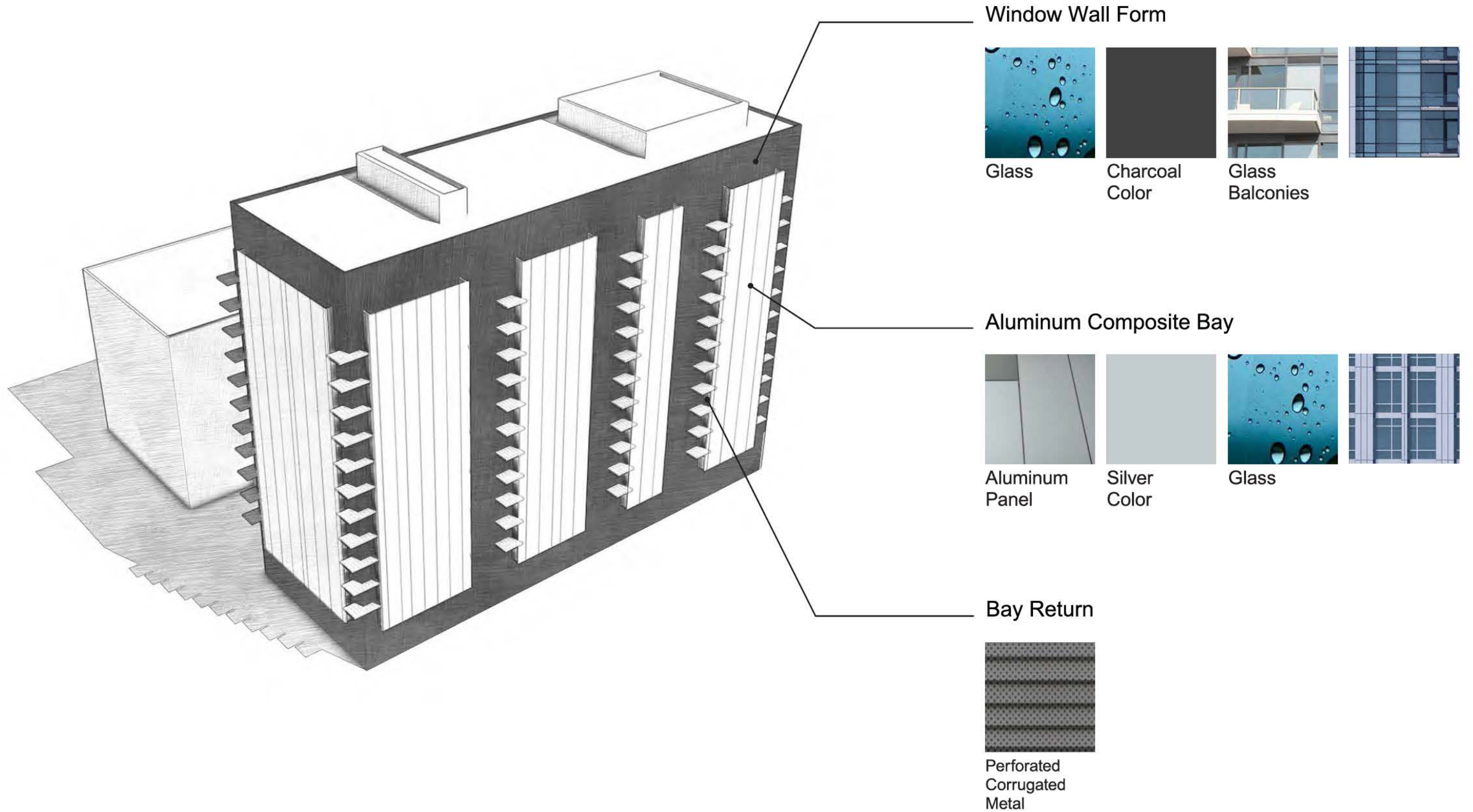
12th Avenue Building Details

Building Facade Elements



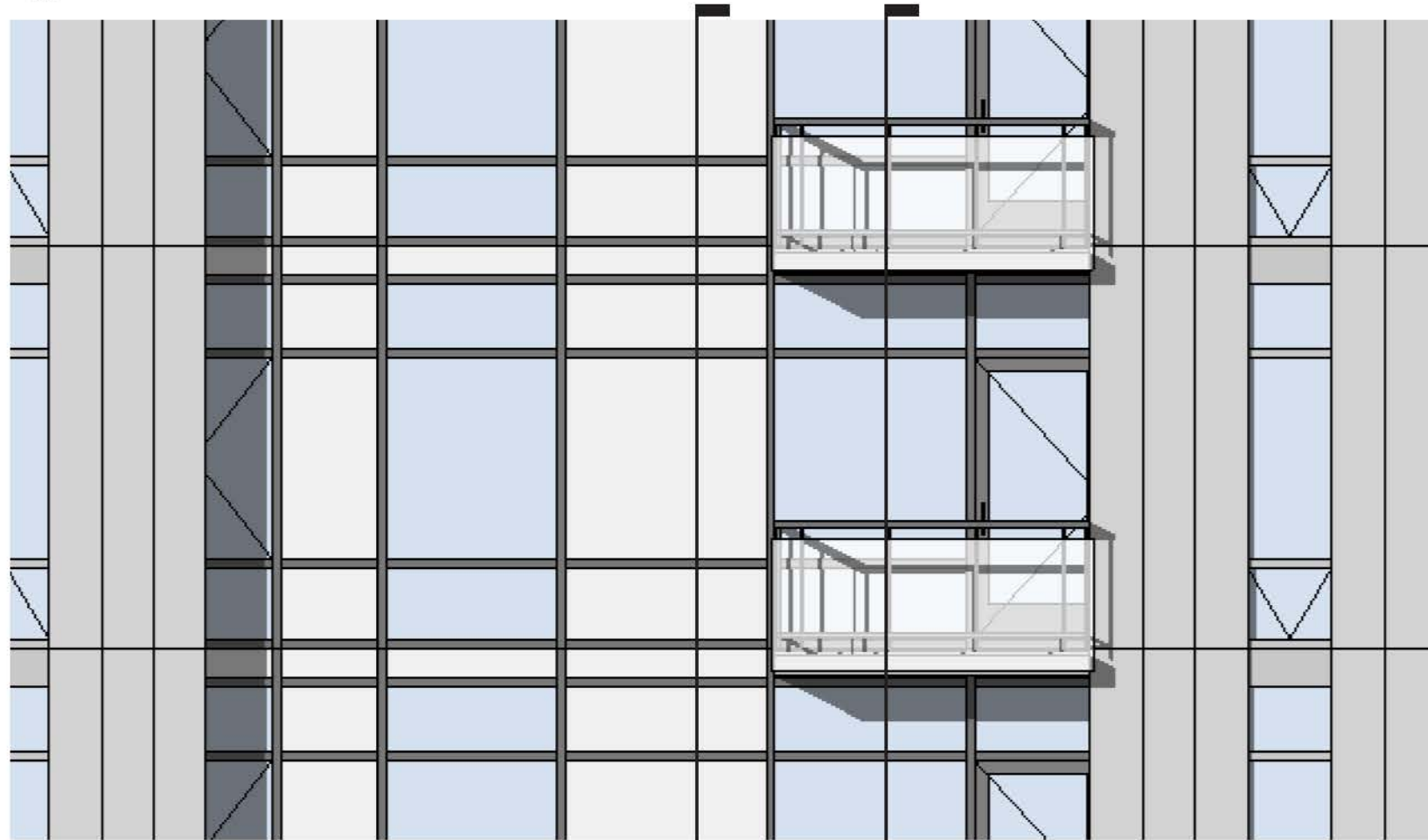
12th Avenue Building Details

Building Facade Elements Diagram

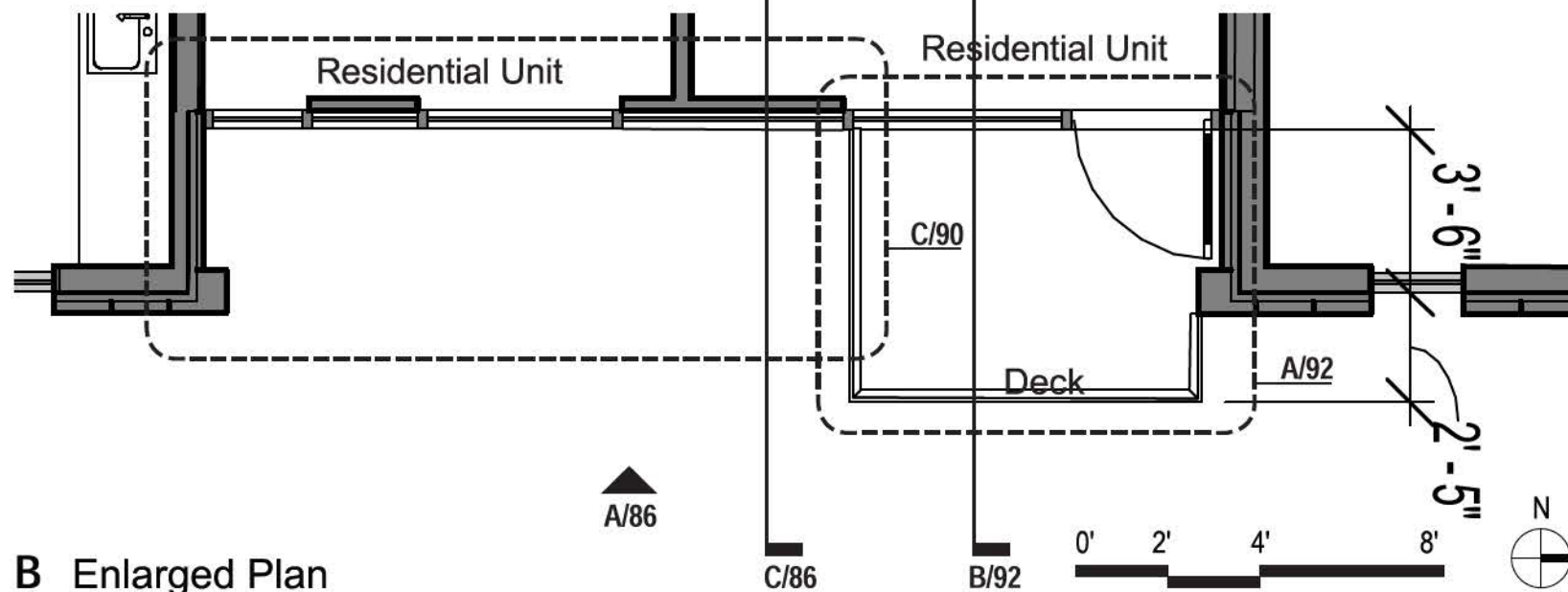


12th Avenue Building Details

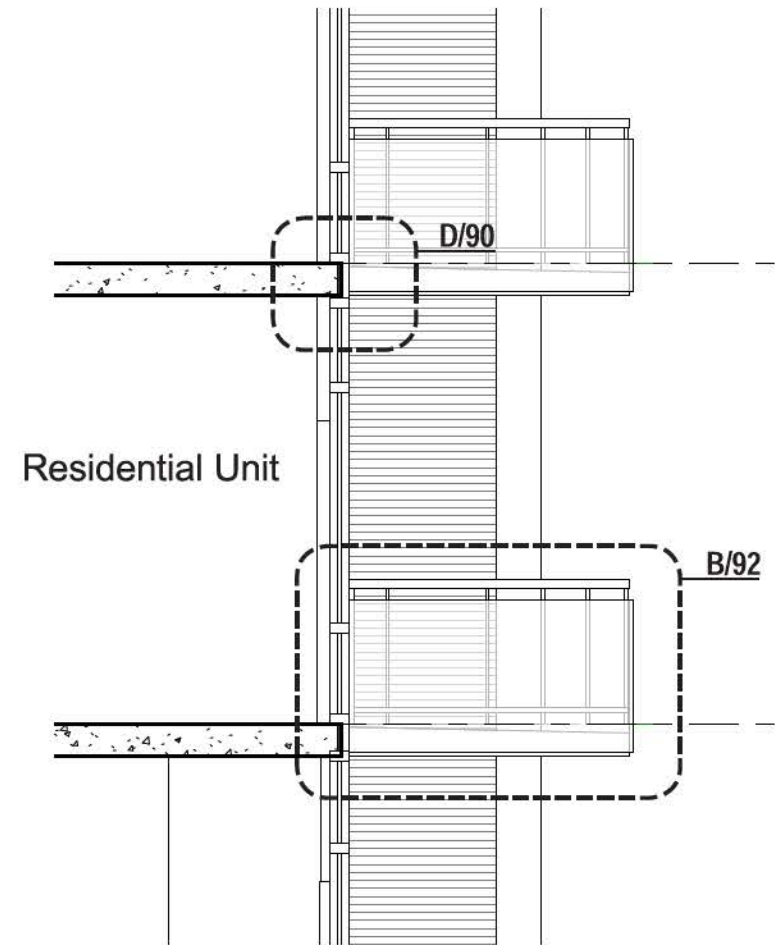
Typical Facade Elements - Window Wall Form



A Enlarged Elevation



B Enlarged Plan

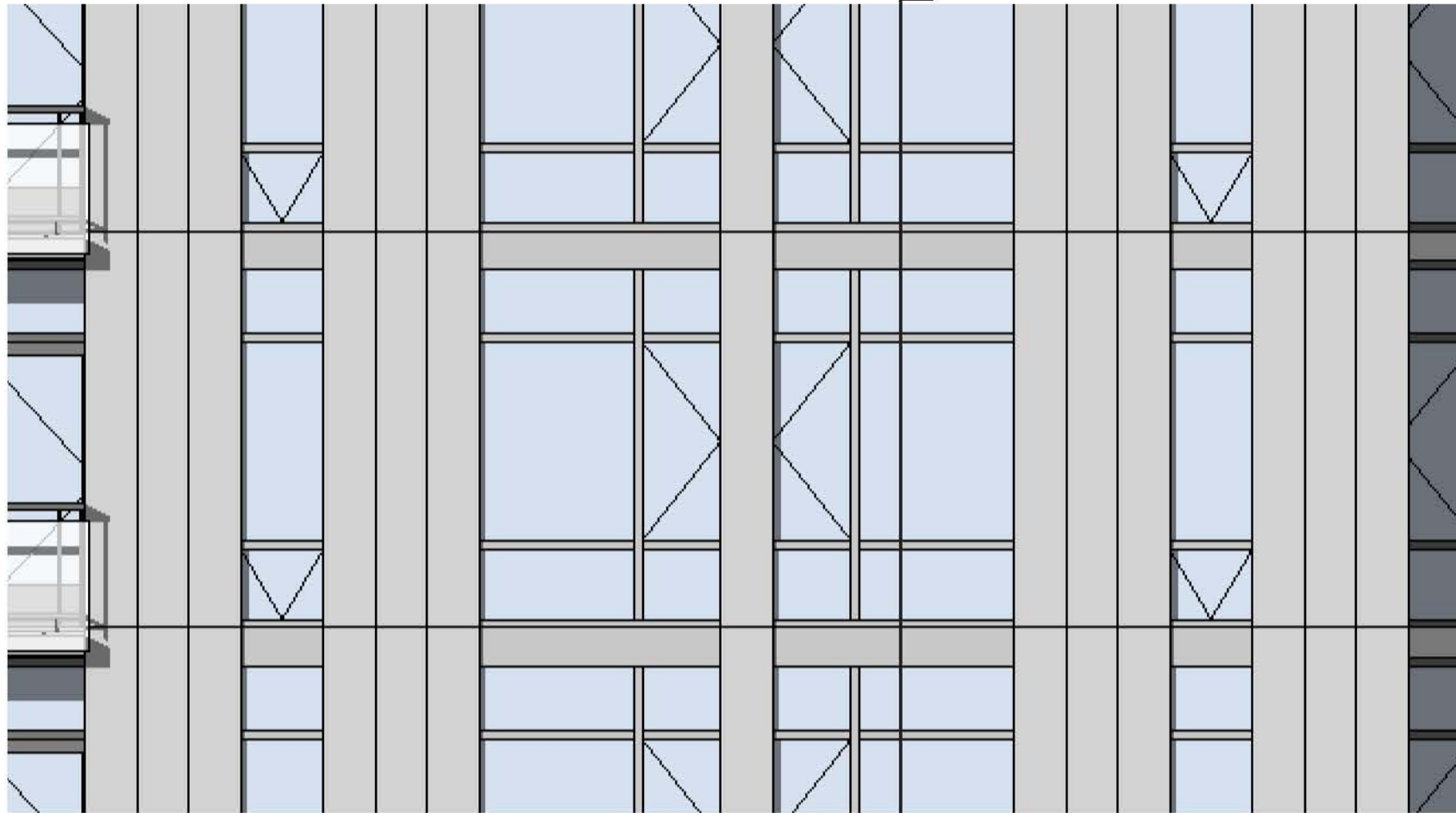


C Section

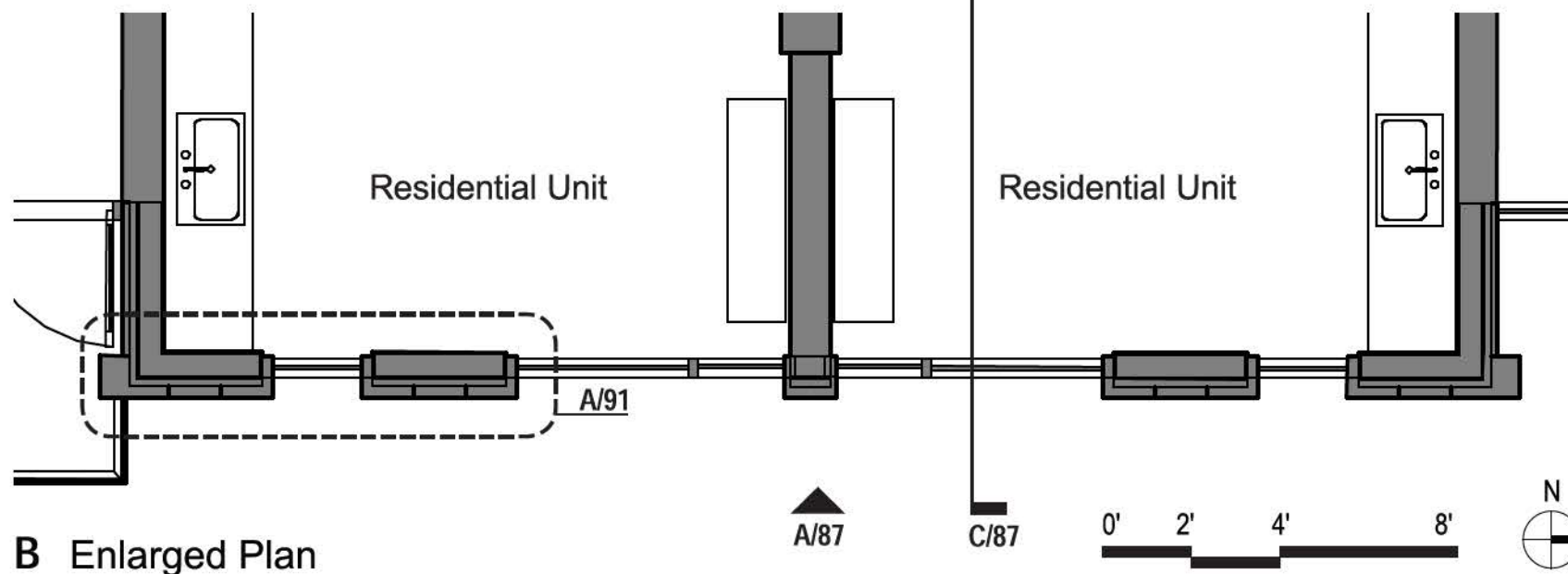


12th Avenue Building Details

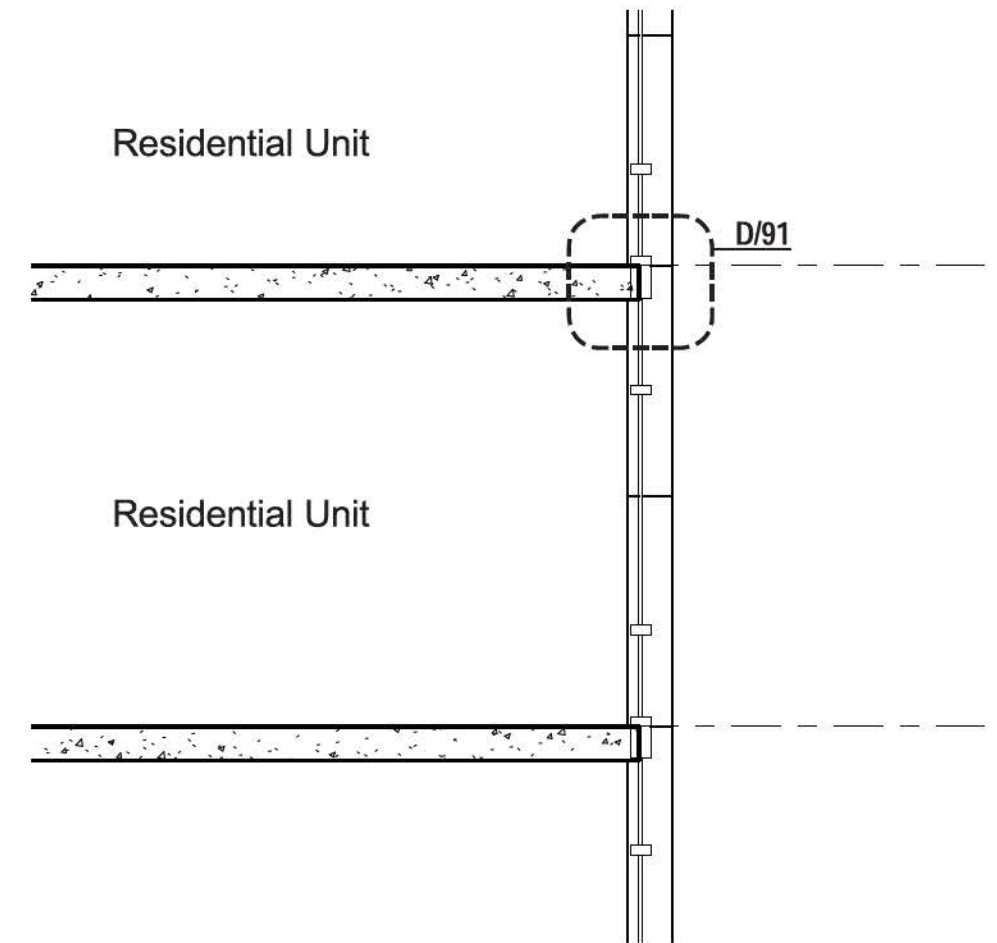
Typical Facade Elements - Bays



A Enlarged Elevation



B Enlarged Plan



C Section



12th Avenue Building Details

Typical Facade Elements - Window Wall Form



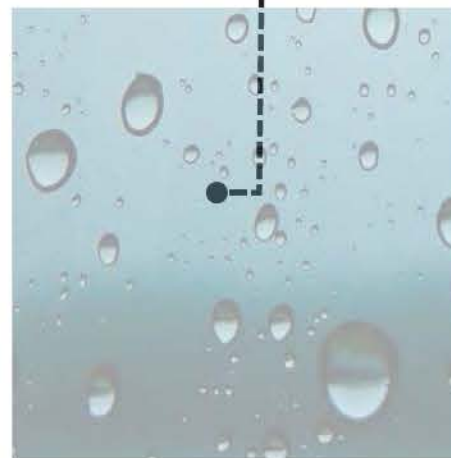
Rendered Perspective



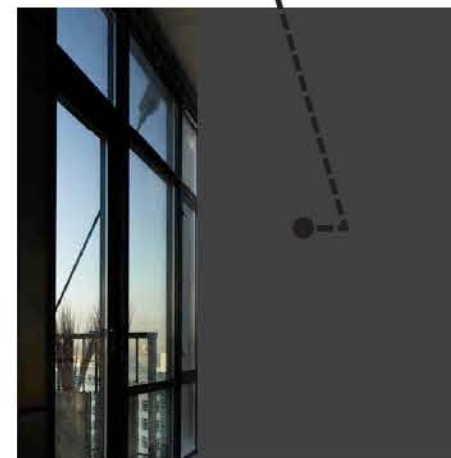
Window Wall



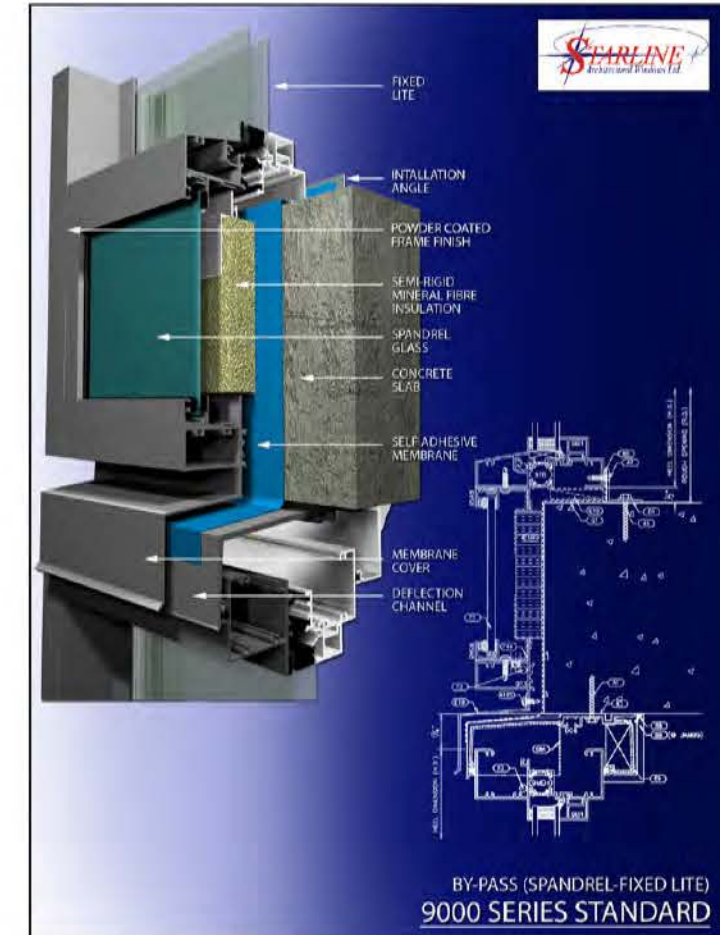
Vision Glass



Spandrel Glass



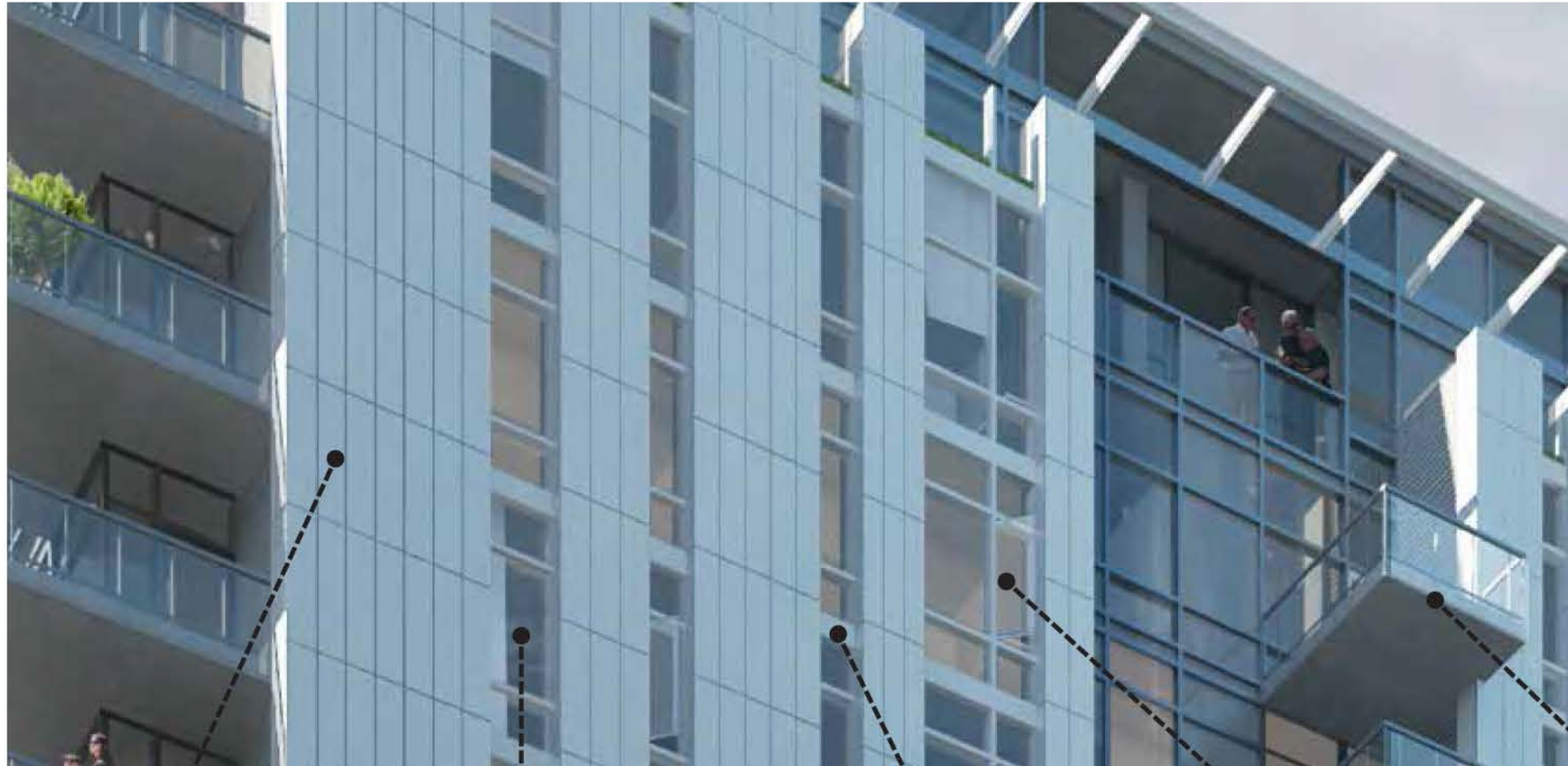
Mullion Color



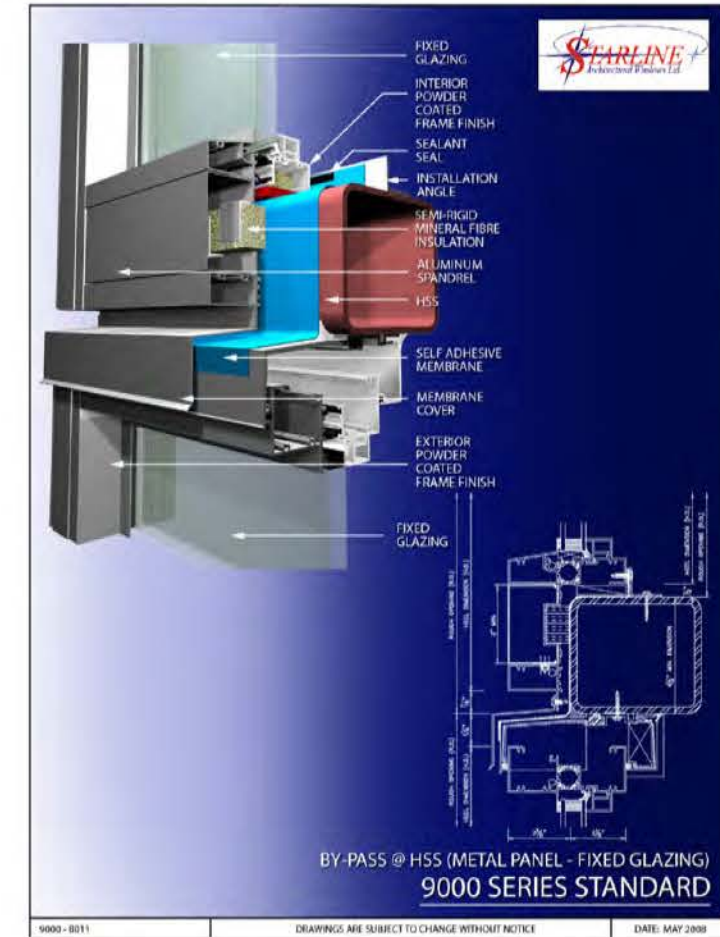
Window Wall Slab Bypass Detail

12th Avenue Building Details

Typical Facade Elements - Bays



Rendered Perspective



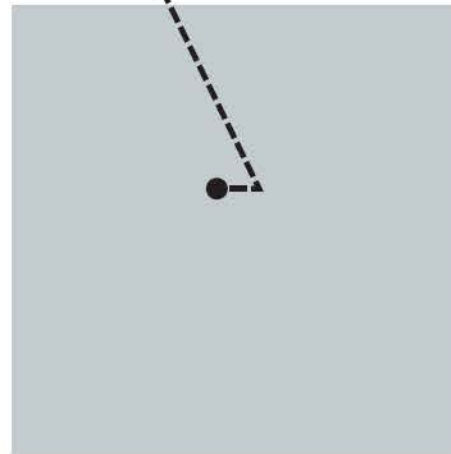
Window Wall Slab Bypass Detail



Aluminum Composite Panel



Window Wall



Mullion Color



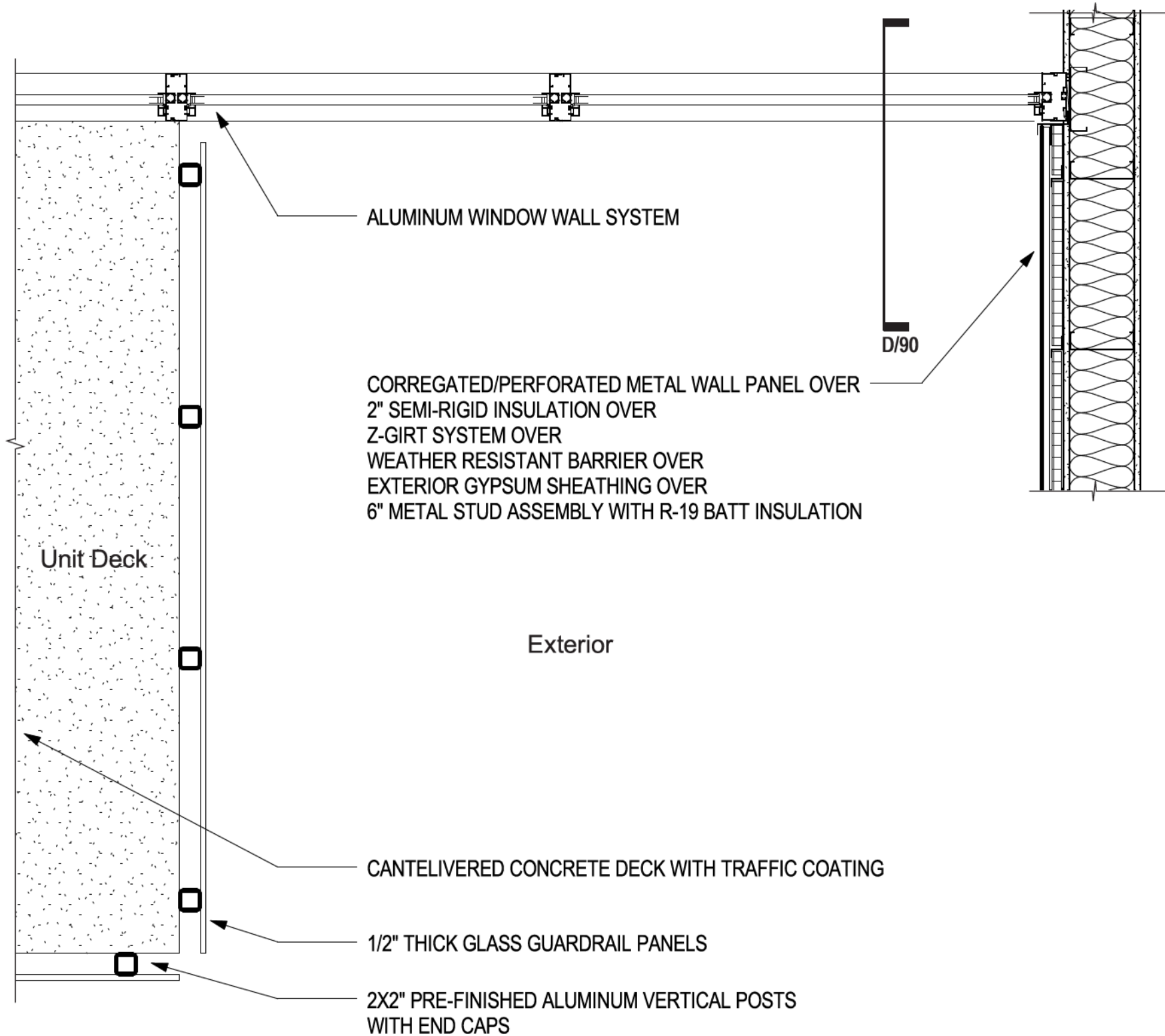
Vision Glass



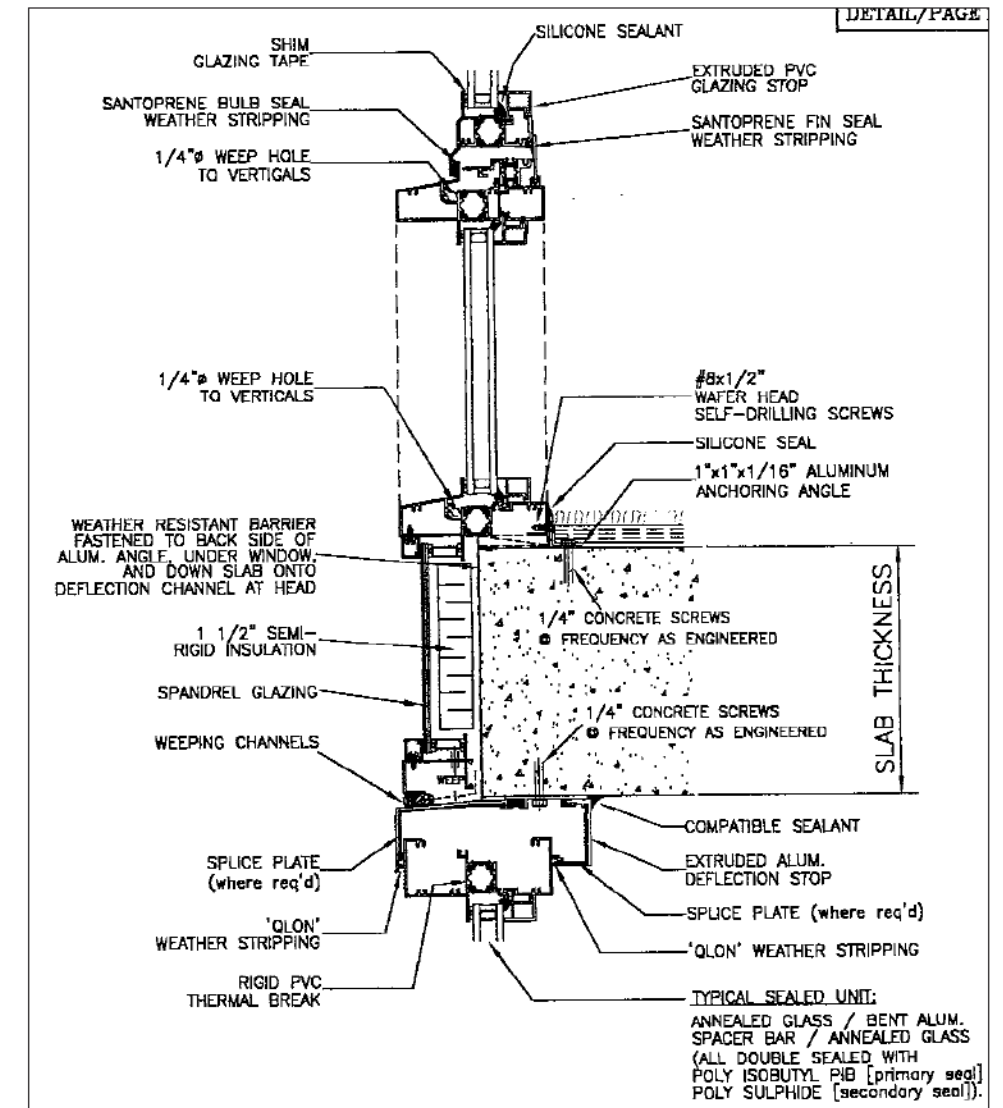
Prefinished Alum Balcony Railings with Vision Glass

12th Avenue Building Details

Typical Facade Elements - Window Wall Form / Balconies



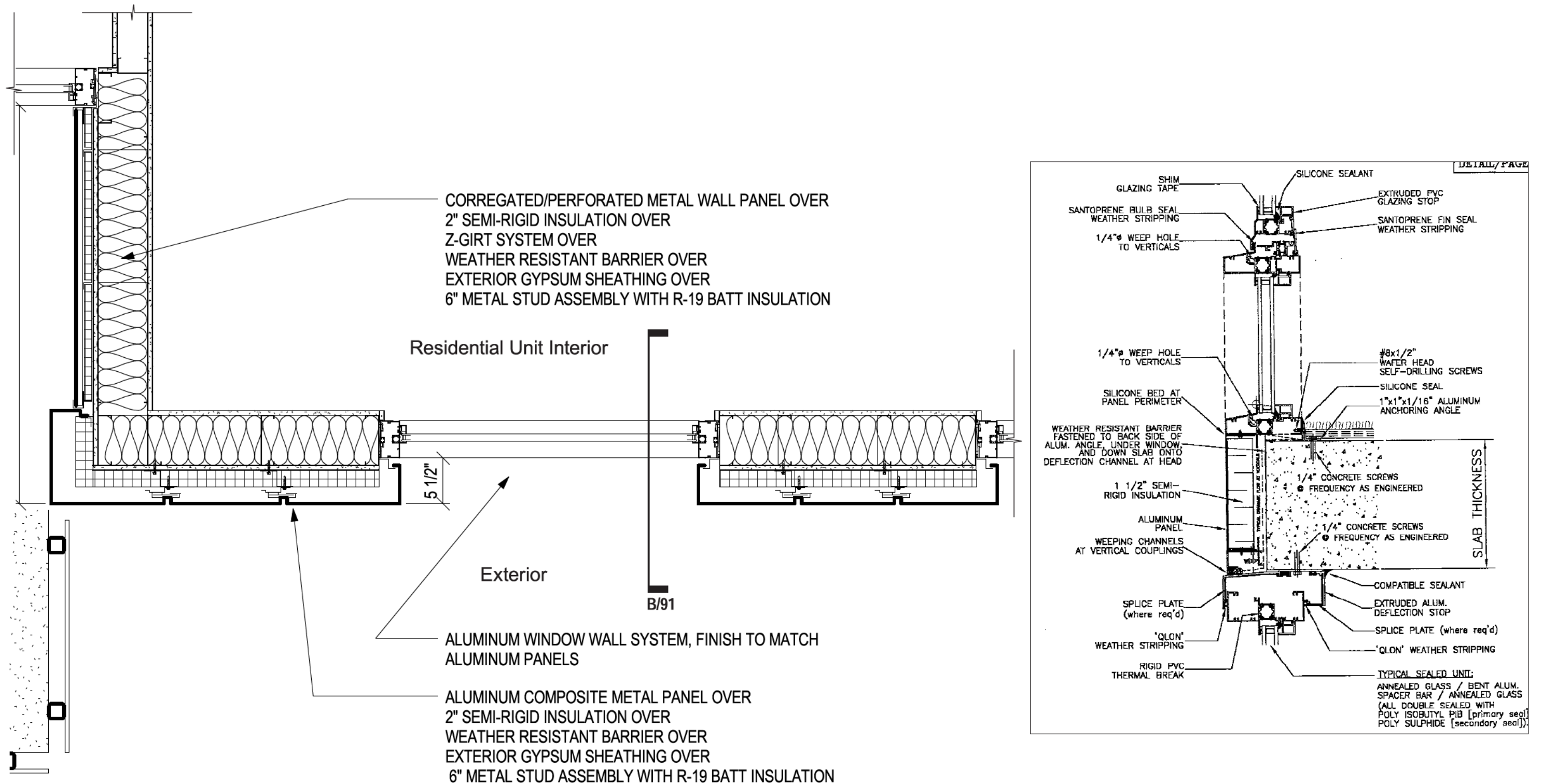
C Detail at Window Wall Form



D Spandrel Slab Edge Detail (Starline)

12th Avenue Building Details

Typical Facade Elements - Bays with Aluminum Composite Panels



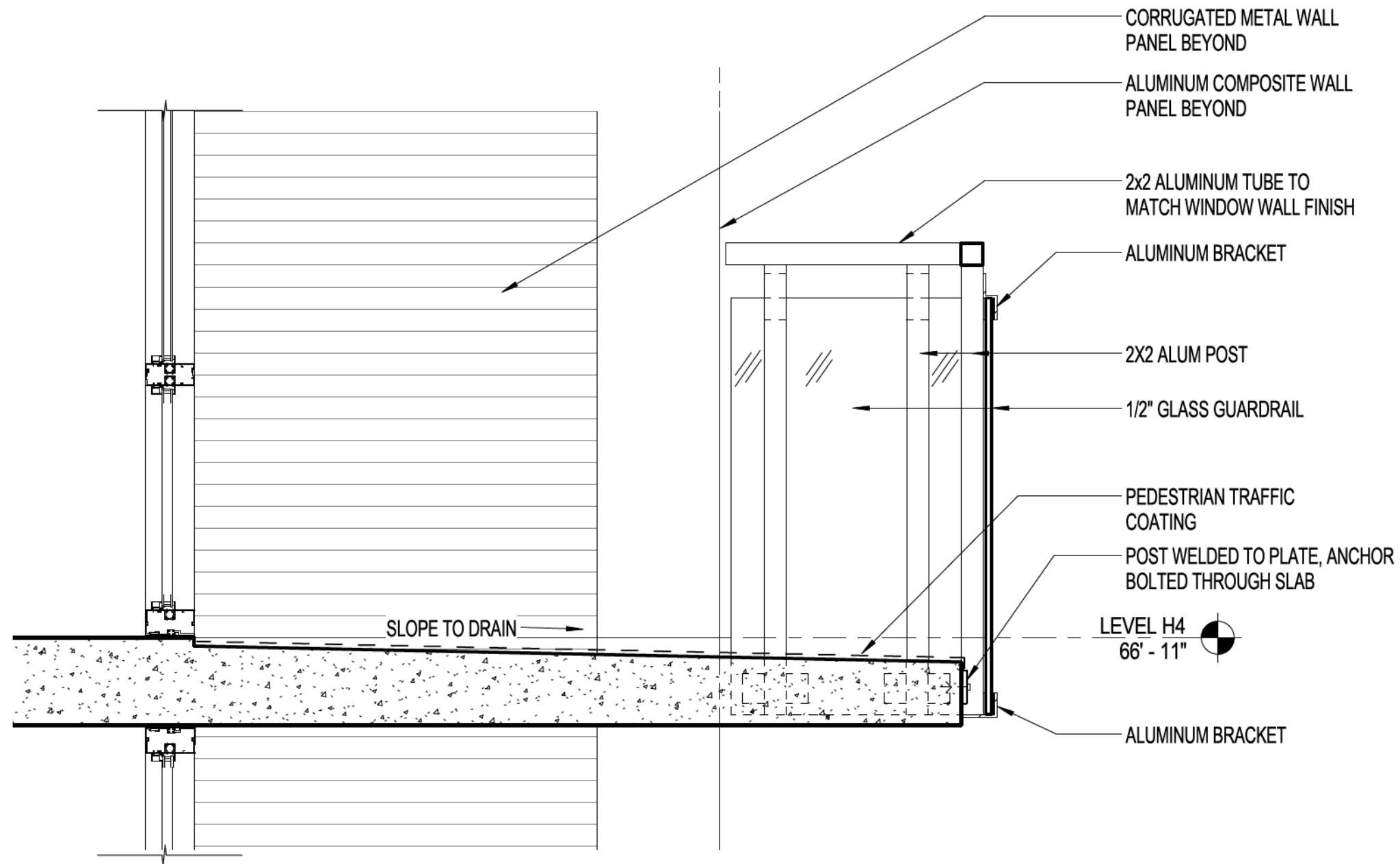
A Detail at Aluminum Composite Panels



B Aluminum Panel Slab Edge Detail (Starline)

12th Avenue Building Details

Typical Facade Elements - Balconies at Window Wall Form



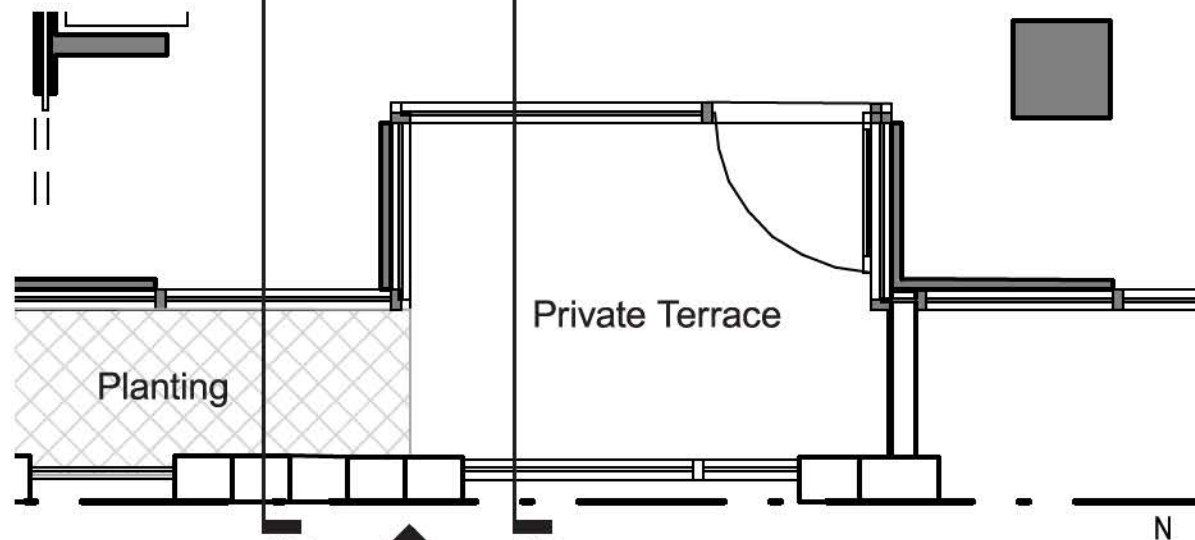
B Section

12th Avenue Building Details

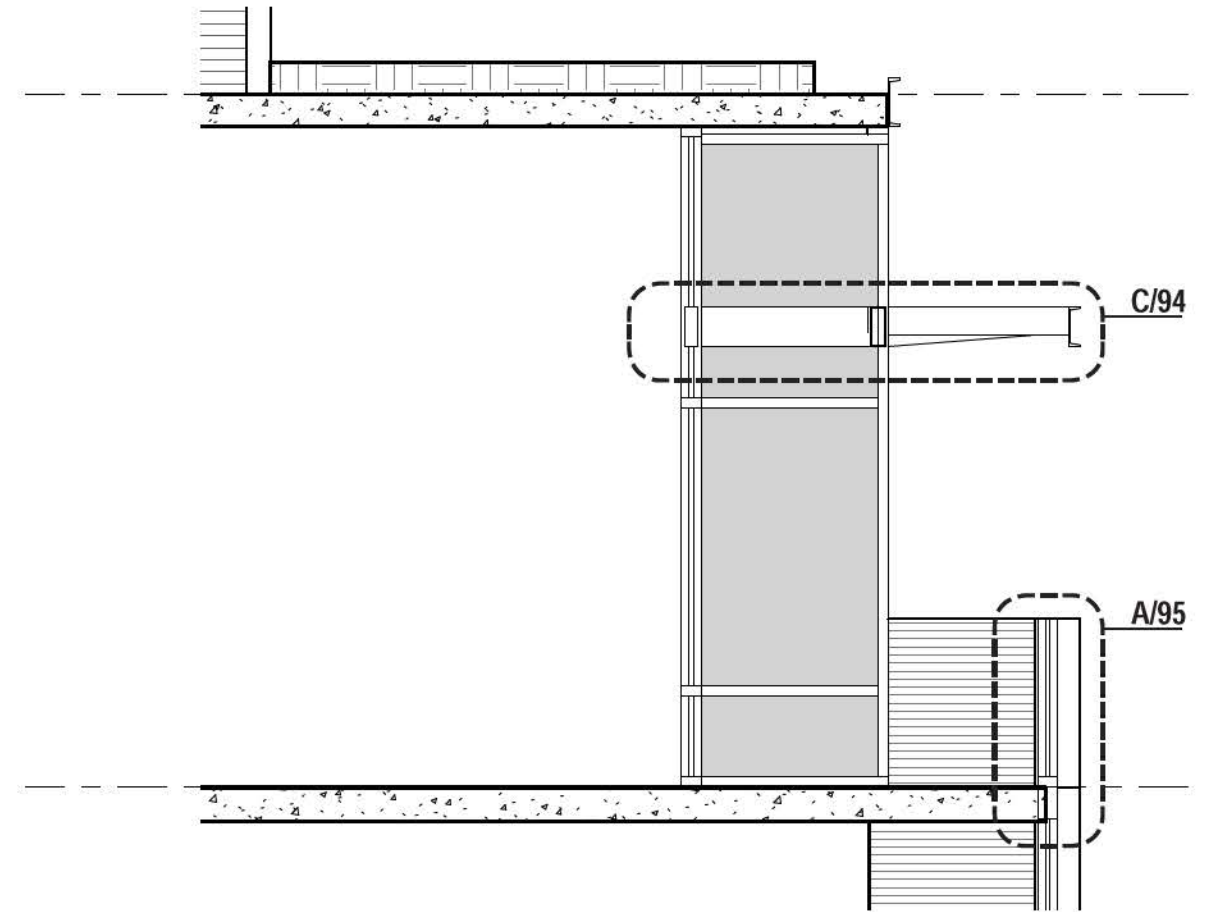
Bay Termination at Penthouse Level



A Enlarged Elevation



B Enlarged Plan

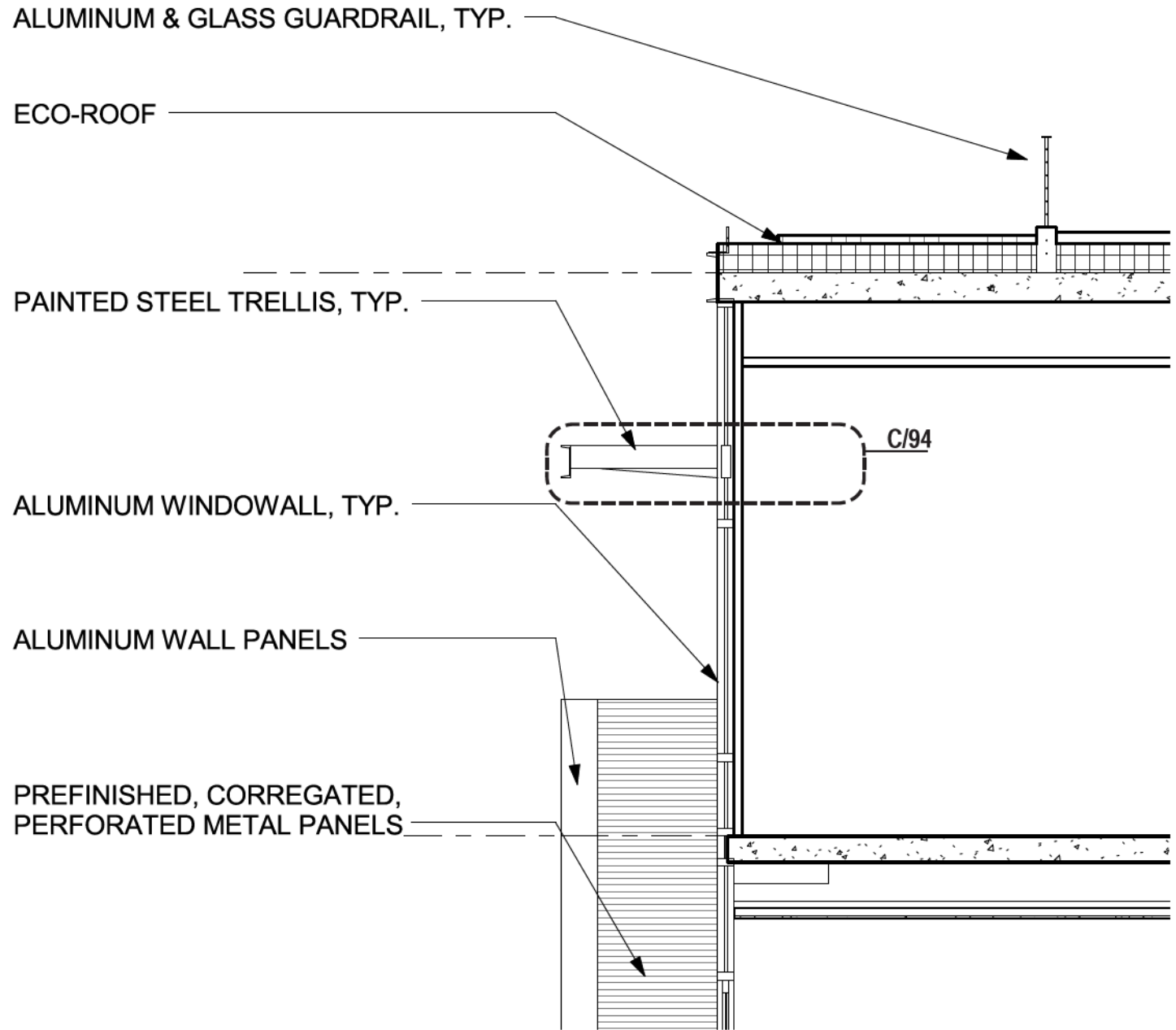


C Section



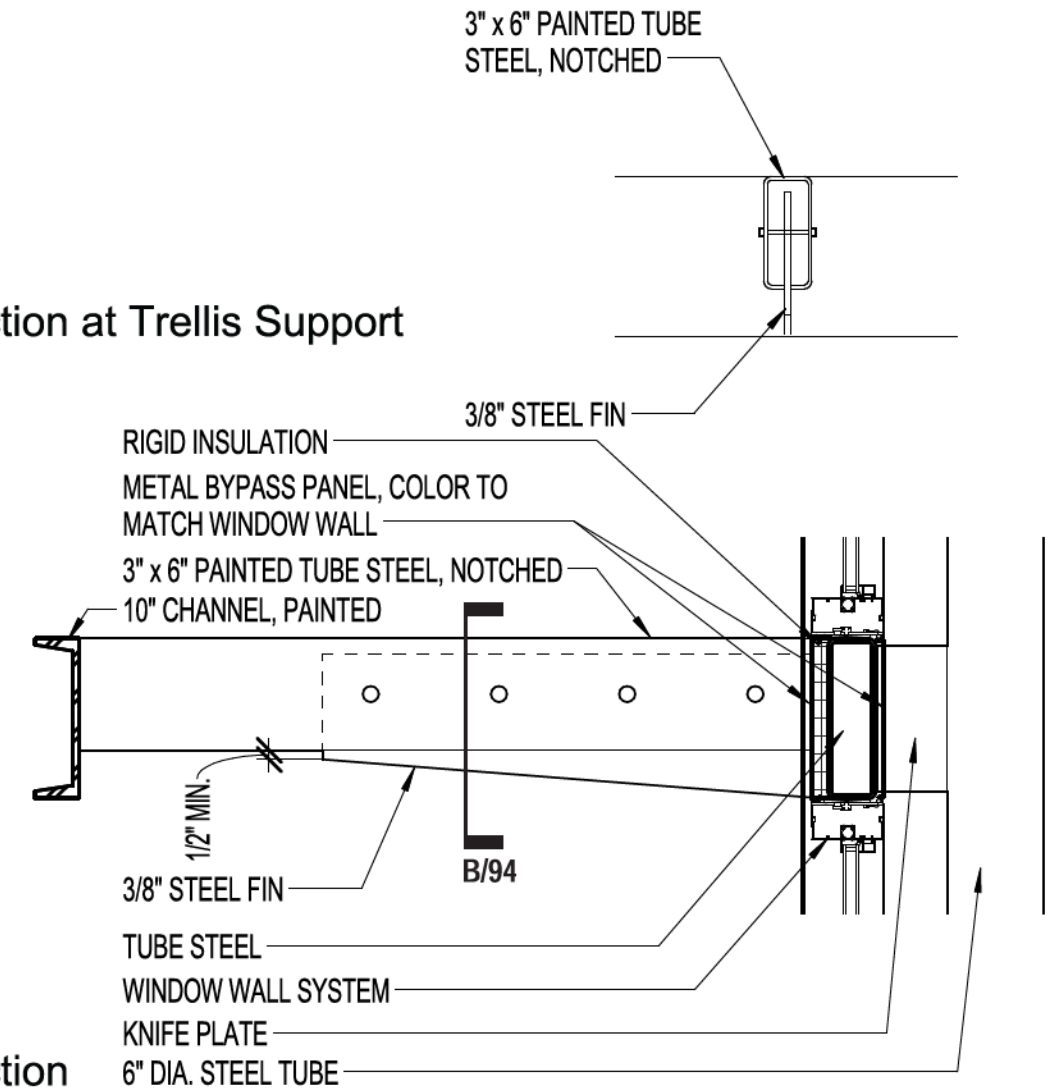
12th Avenue Building Details

Bay Termination at Penthouse Level

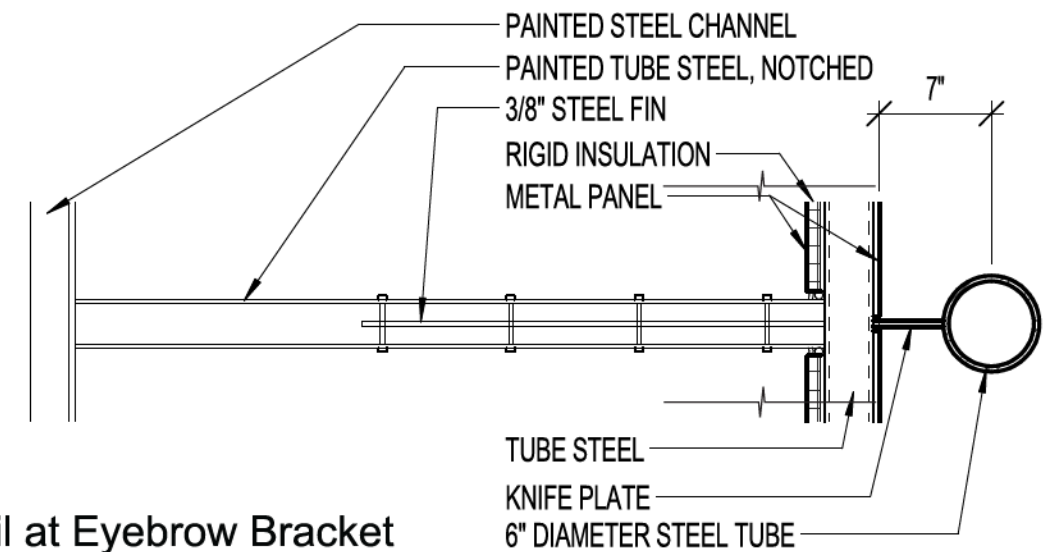


A Detail Section at Penthouse

B Detail Section at Trellis Support



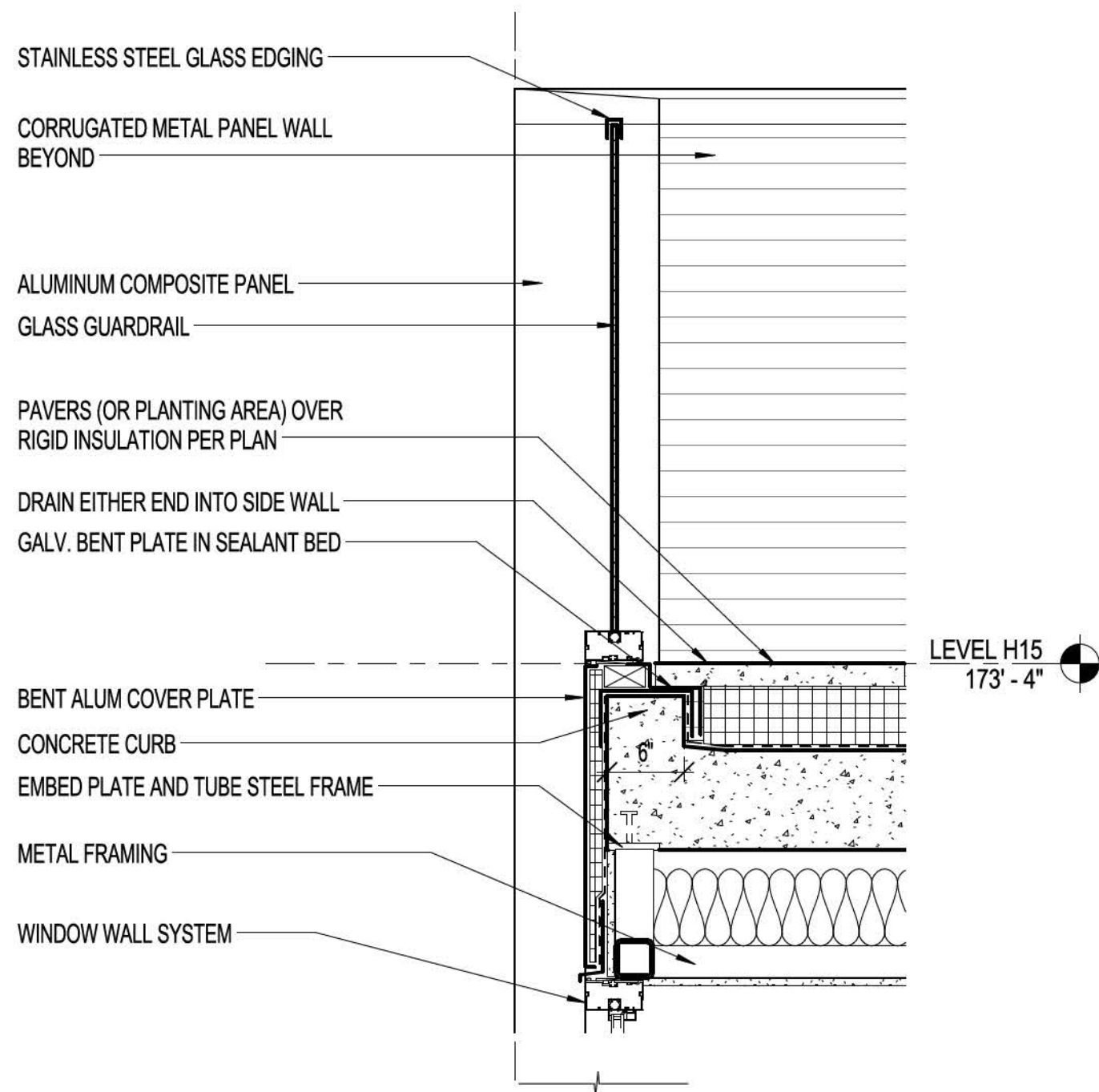
C Detail Section



D Plan Detail at Eyebrow Bracket

12th Avenue Building Details

Trellis and Inset Private Terrace Details



A Detail Section



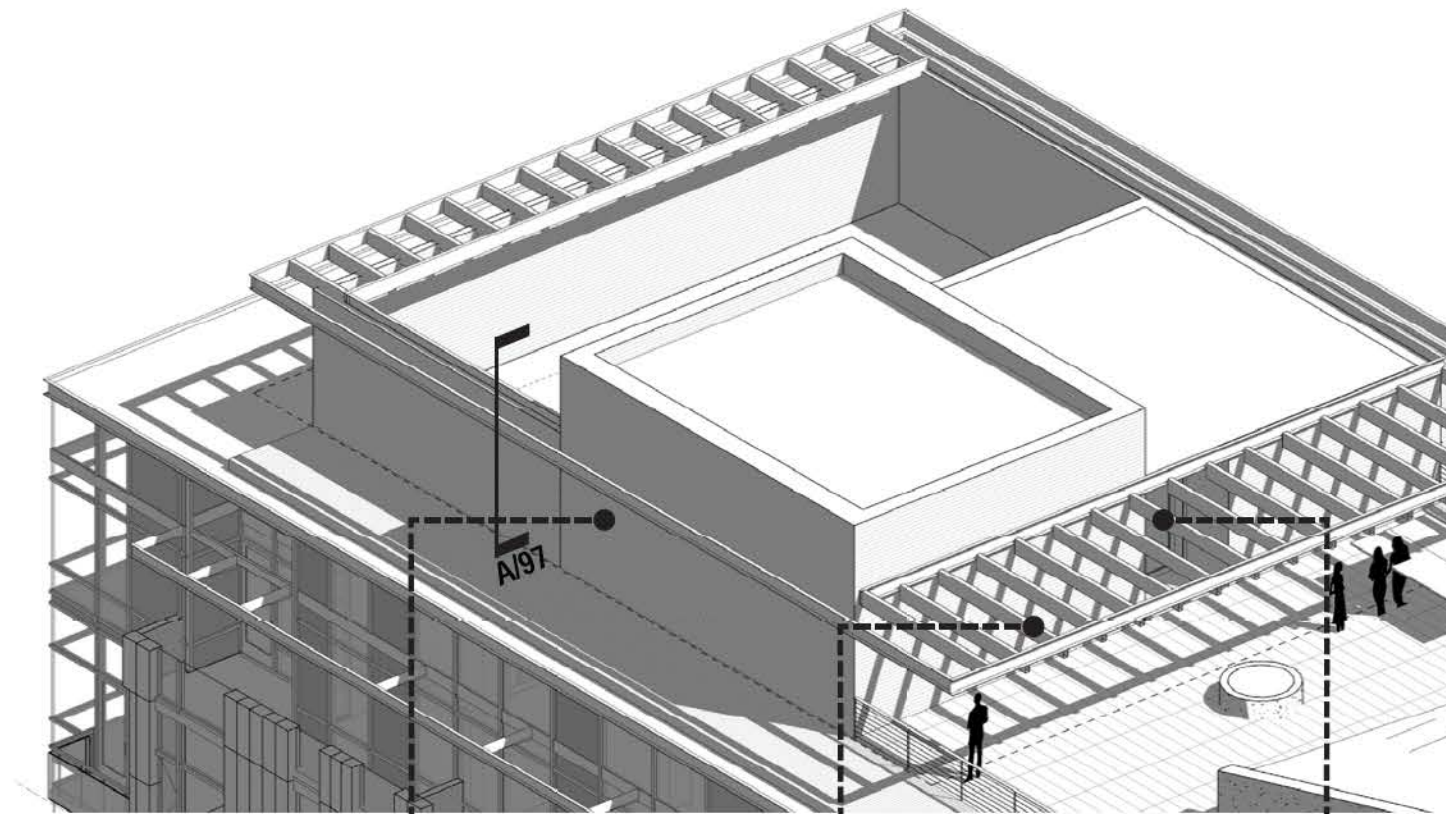
12th Avenue Building Details

Roof View from Southeast



12th Avenue Building Details

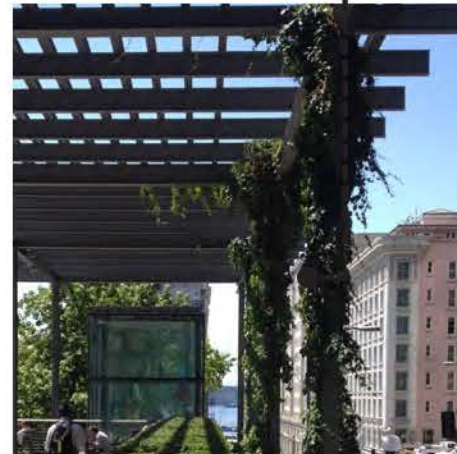
Mechanical Penthouses



Axon View at Rooftop Penthouse



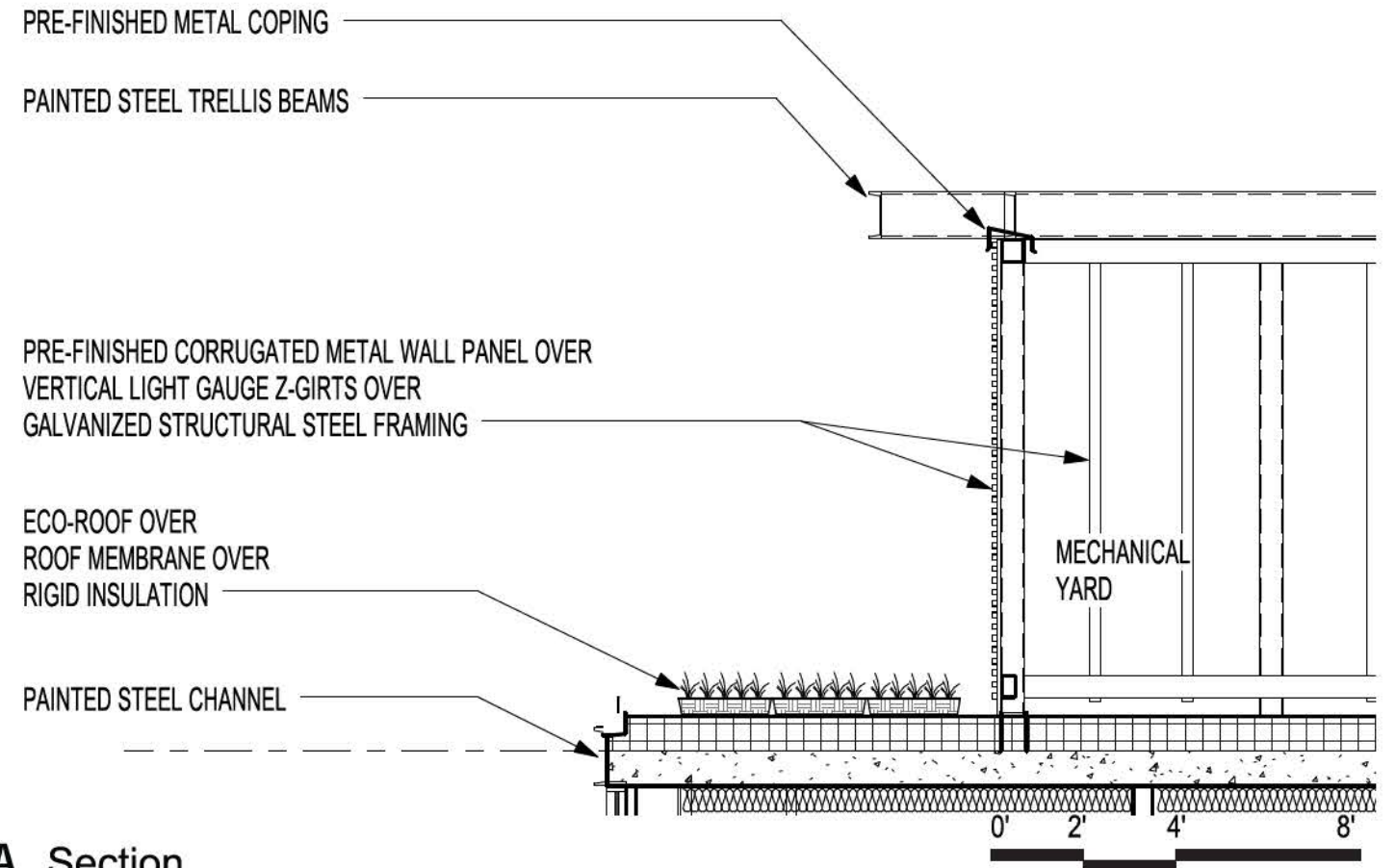
Aluminum Corrugated Panel



Painted Steel Trellis



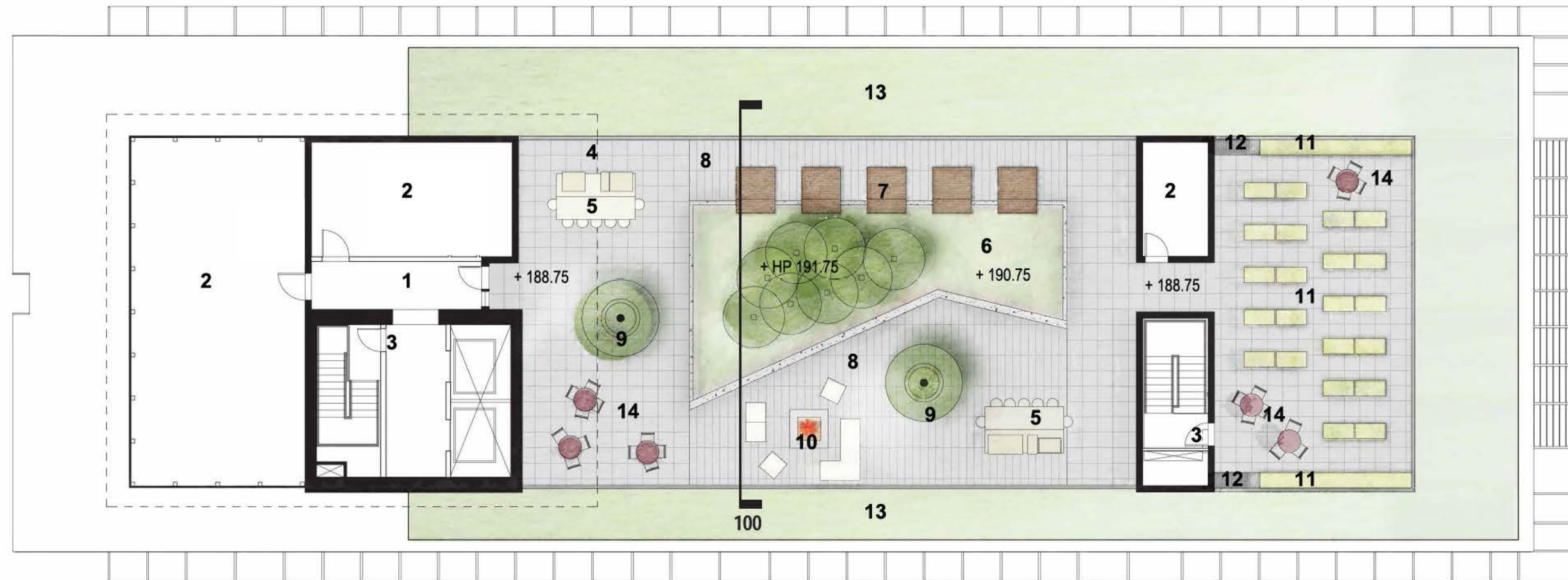
Storefront



A Section

12th Ave Building Roof Terrace

Plan



1 Main Entry, Elevator Lobby

Flush with level of concrete unit pavers

2 Mechanical Space

3 Stair Entry

4 Trellis Overhang

5 Outdoor Kitchen, Total of 2

Bar height concrete counter with (1) gas grill, (1) sink, (1) mini-refrigerator. Seating for 6-8

6 Elevated Planting Area

Rooftop feature of protected grove of seedlings. Finished grade varies from 24"-36" above pavers. Articulated concrete wall and sun loungers on east and west sides.

7 Hardwood Chaise Lounge

Facing the river and protected from the other program areas by the elevated planter. 5' W is sized to accommodate 1-2 people, height is 12" above pavers

8 Paving Accent Zone

9 Tree Planter

Precast concrete planter, 24" min. depth. Planted with medium sized trees to subdivide spaces

10 Fire Pit

Gas fire pit, approximately 18"H, located on west side for sunset and evening views. Surrounded by flexible furniture.

11 Community Gardens, 30-60 Plots

(30) 2x4 galvanized steel trough planters, paired. Can be further divided to create more plots.

12 Storage

Built in storage box, 2'H, 6'-10'L to accommodate gardening tools. Top serves as bench.

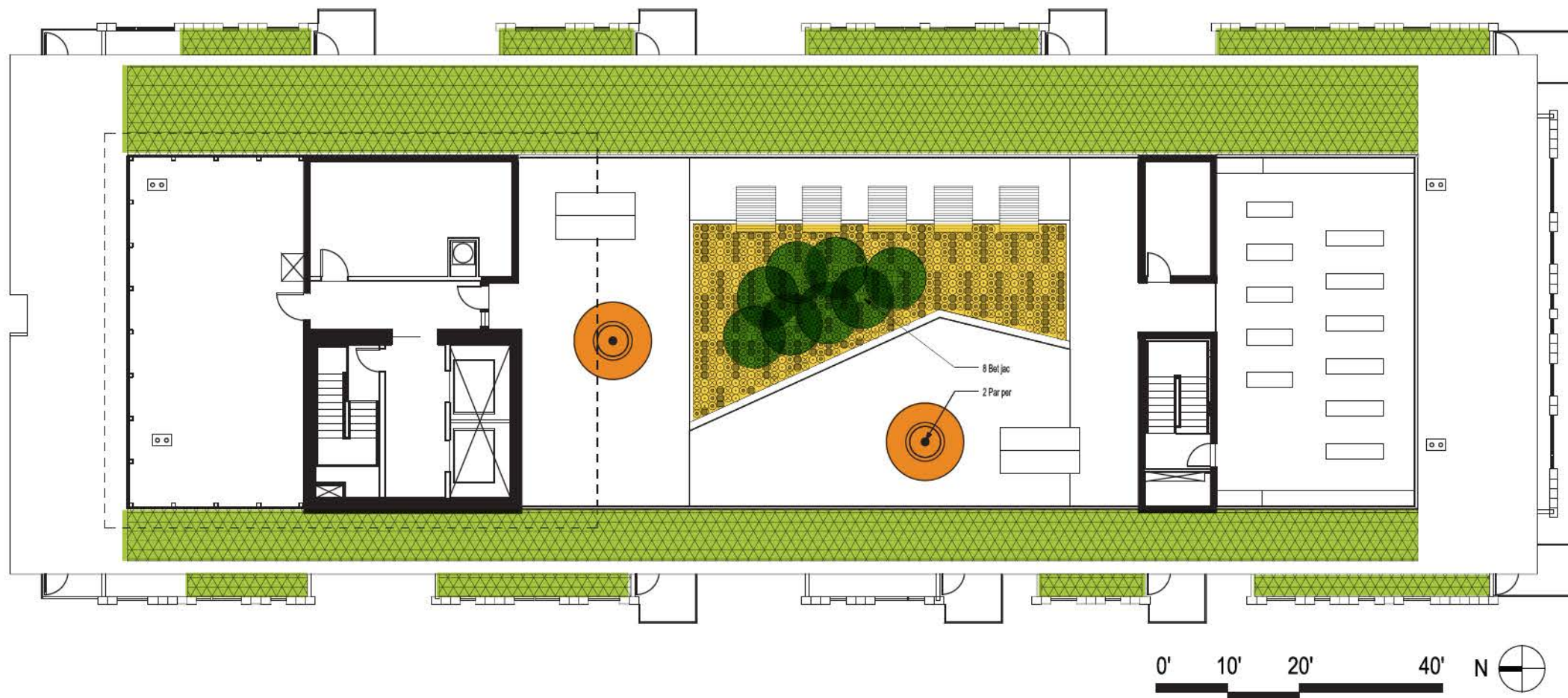
13 Green Roof 4" planting depth

14 Flexible Space Area for casual seating, dining overflow



12th Ave Building Roof Terrace

Planting Plan



Parrotia *Parrotia persica*



Autumn Moor Grass *Sesleria autumnalis*










Tufted Hairgrass *Deschampsia cespitosa*



Allium *Allium spp.*

12th Ave Building Roof Terrace Plant Schedule

BOTANICAL NAME	COMMON NAME	SIZE	ROOT CONDITION	ON-CENTER SPACING
TREE				
 <i>Betula jacquemontii</i>	HIMALAYAN BIRCH	2" CAL	CONTAINER	AS SHOWN
 <i>Parrotia persica</i>	PERSIAN IRONWOOD	3" CAL	CONTAINER	AS SHOWN
GROUND COVER				
 <i>Allium senescens</i> var. <i>glaucum</i>	CIRCLE ONION	1 GAL	CONTAINER	12" O.C.
 <i>Deschampsia cespitosa</i> 'Goldtau'	TUFTED HAIR GRASS	1 GAL	CONTAINER	12" O.C.
 <i>Sedum</i> 'Matrona'	AUTUMN STONECROP	1 GAL	CONTAINER	12" O.C.
 <i>Sesleria autumnalis</i>	AUTUMN MOOR GRASS	1 GAL	CONTAINER	12" O.C.
 GREEN ROOF MIX				



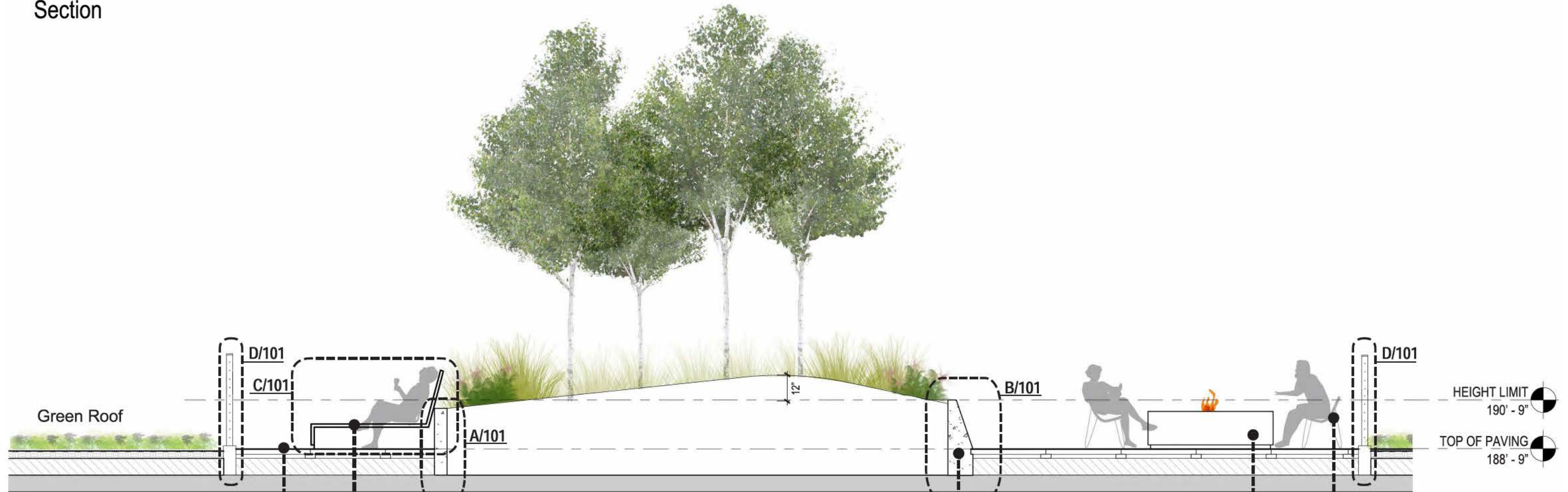
Autumn Stonecrop *Sedum 'Matrona'*



Green roof *Sedum spp.*

12th Ave Building Roof Terrace

Section



Accent Pavers
Stepstone, 12" x 36" Precast Concrete,
Pedestal set



Sun Loungers



Concrete Accent Wall



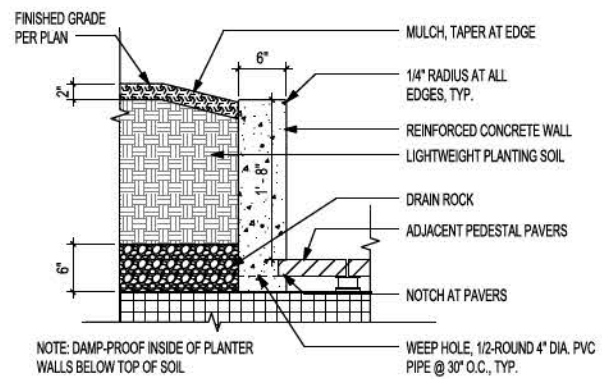
Fire Pit



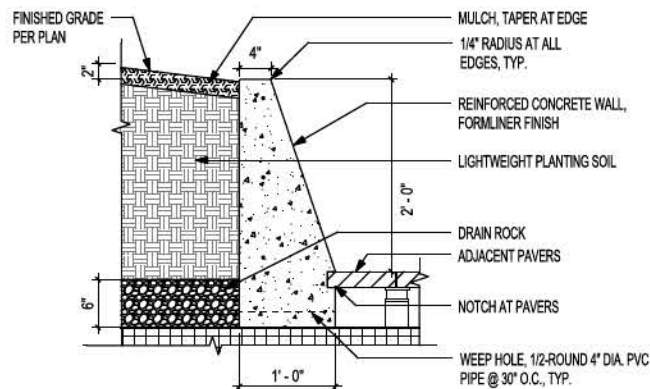
Colorful Accent Furniture

12th Ave Building Roof Terrace

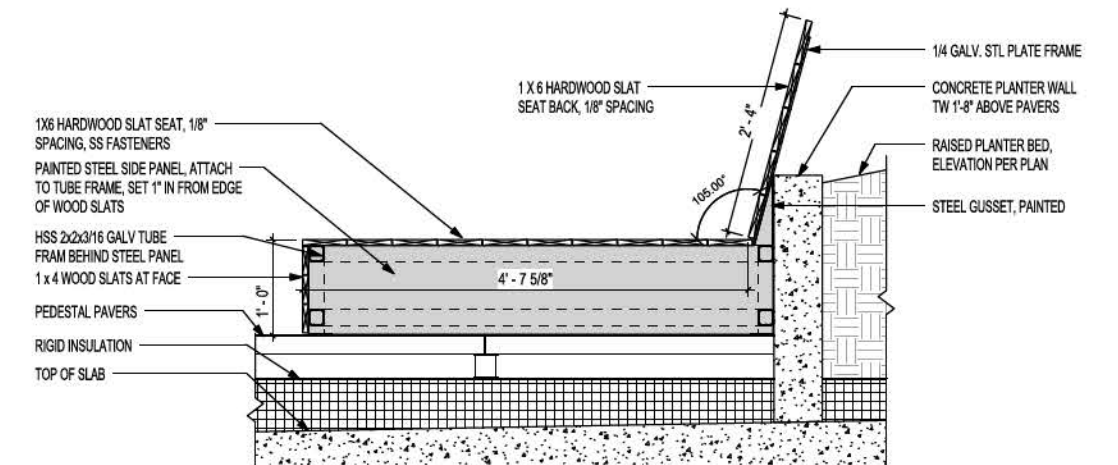
Details



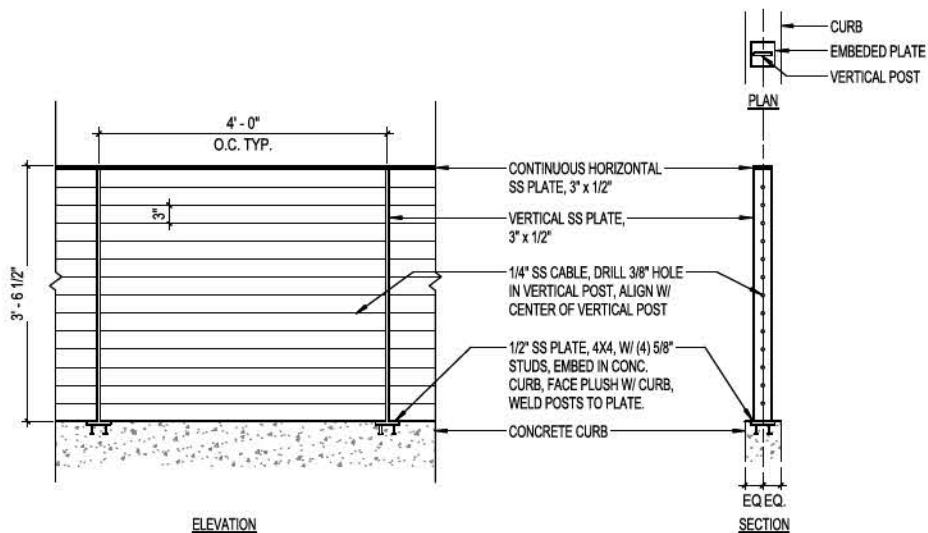
A Concrete Planter Wall Detail



B Concrete Accent Wall Detail



C Sun Lounger Detail



D Cable Rail Detail



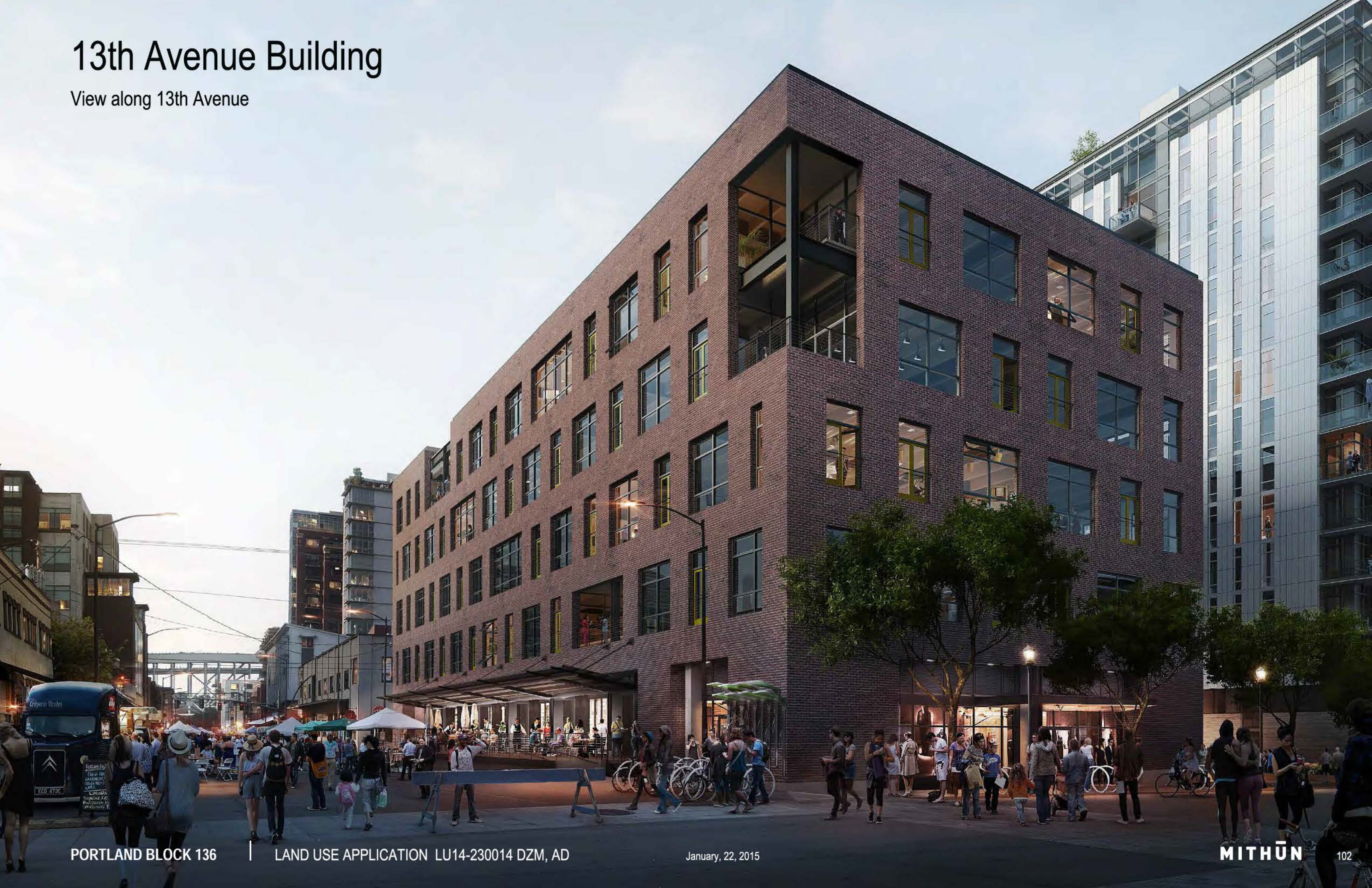
Outdoor Kitchen
Concrete counter with (1) gas grill, (1) sink, (1) mini-refrigerator



Concrete Planters
Greenform, Delta Round 30" Dia x 24" D

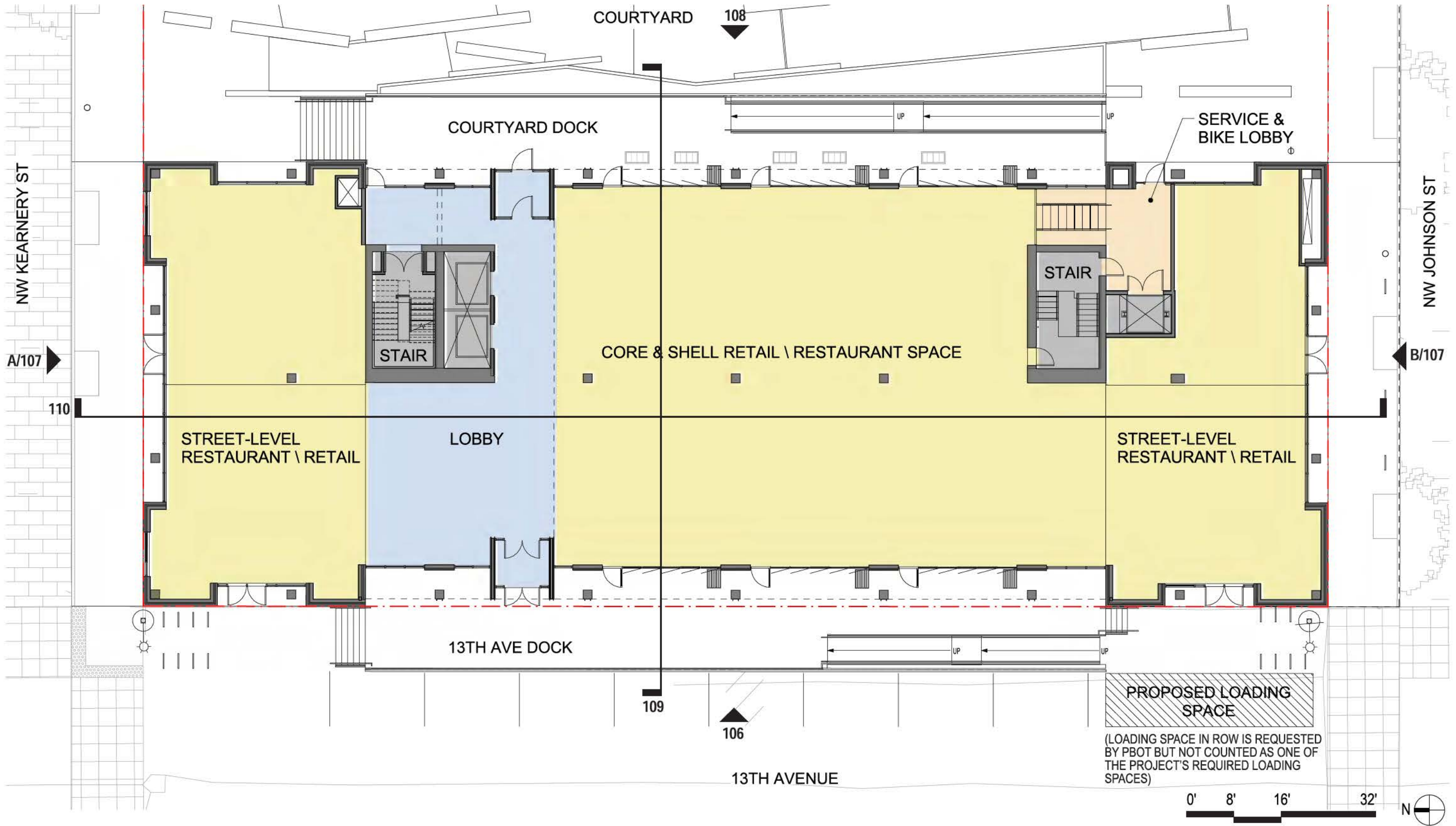
13th Avenue Building

View along 13th Avenue



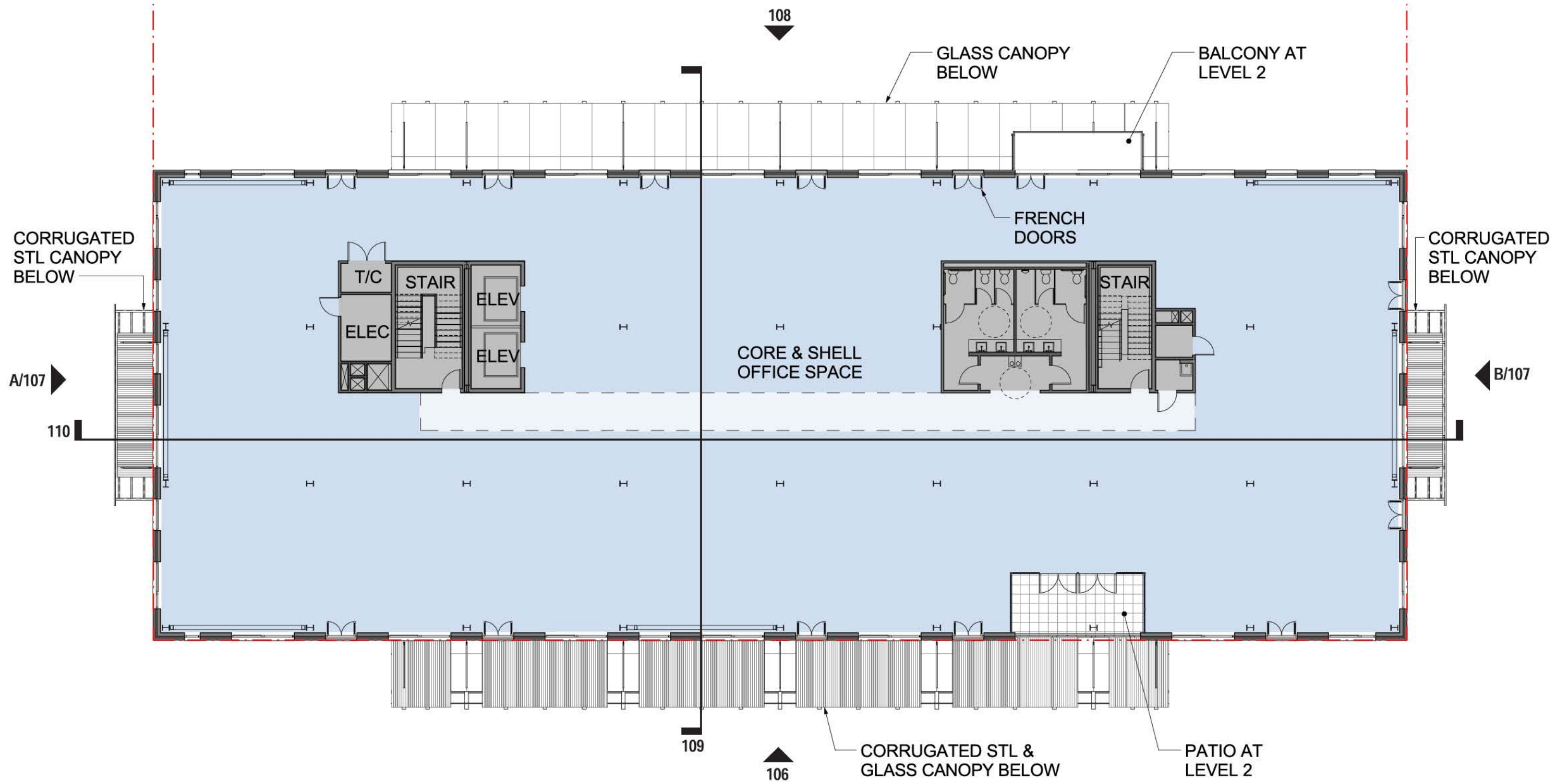
13th Avenue Building

Ground Level Plan



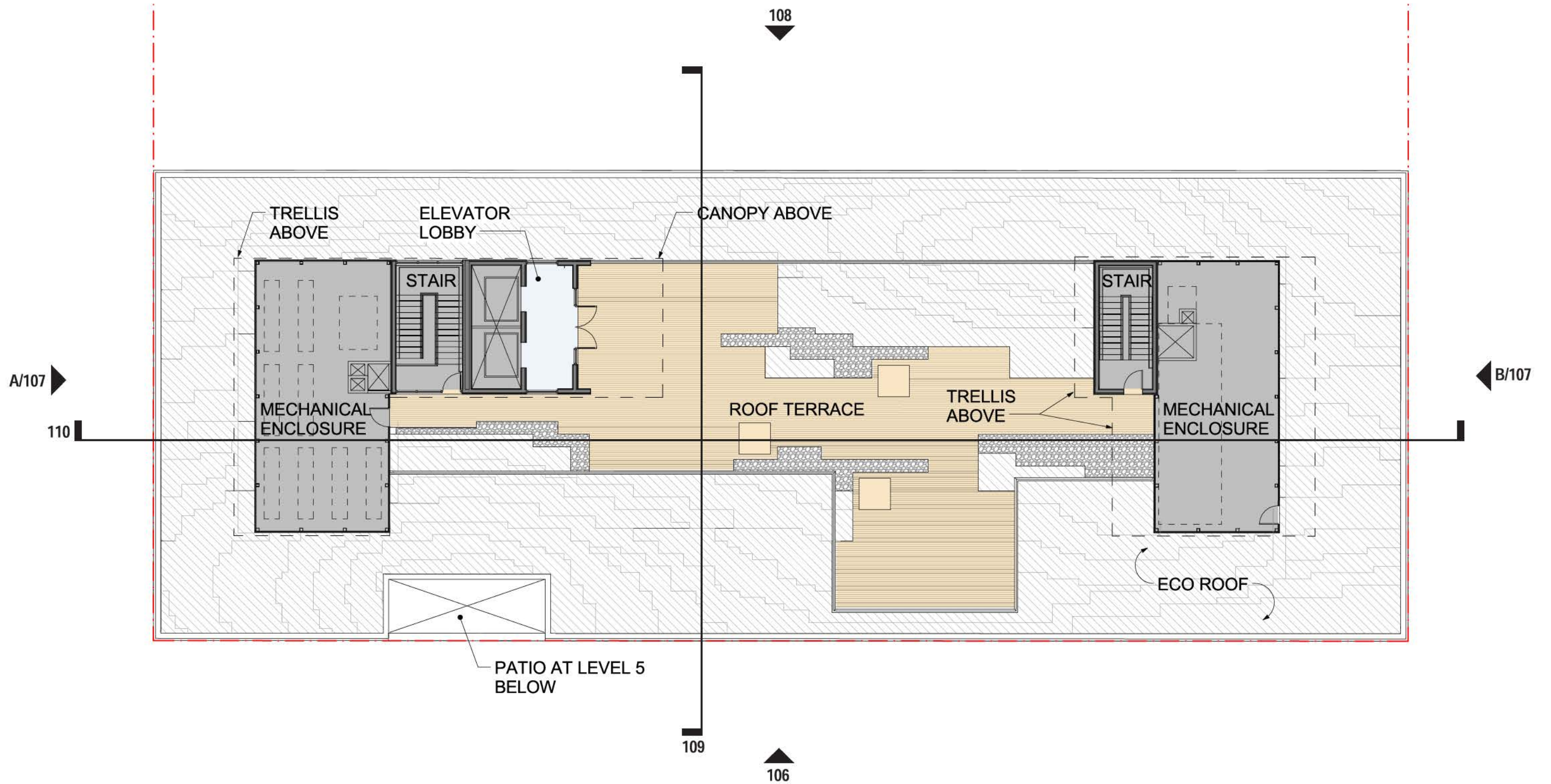
13th Avenue Building

Typical Office Level Plan



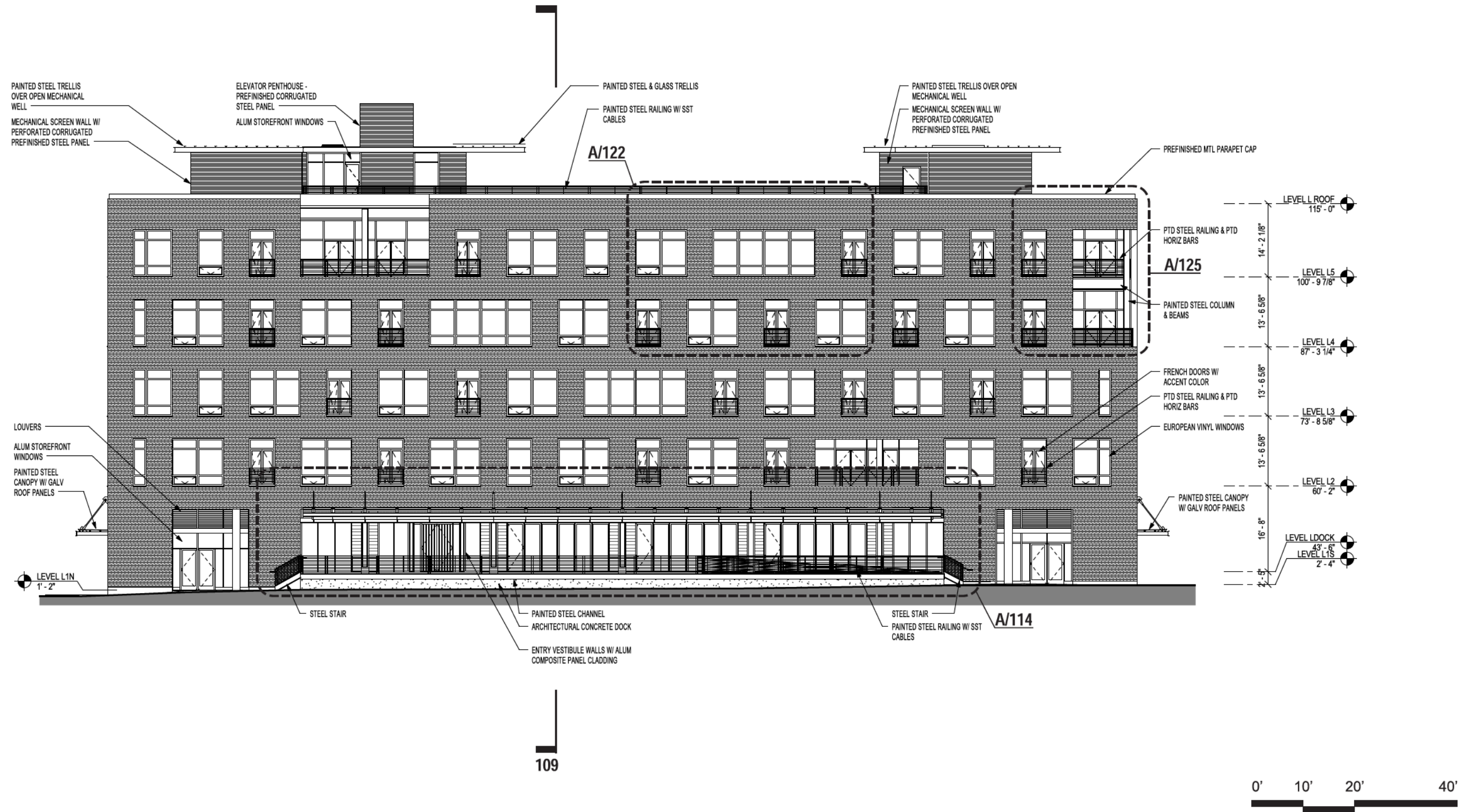
13th Avenue Building

Roof + Mechanical Enclosure Plan



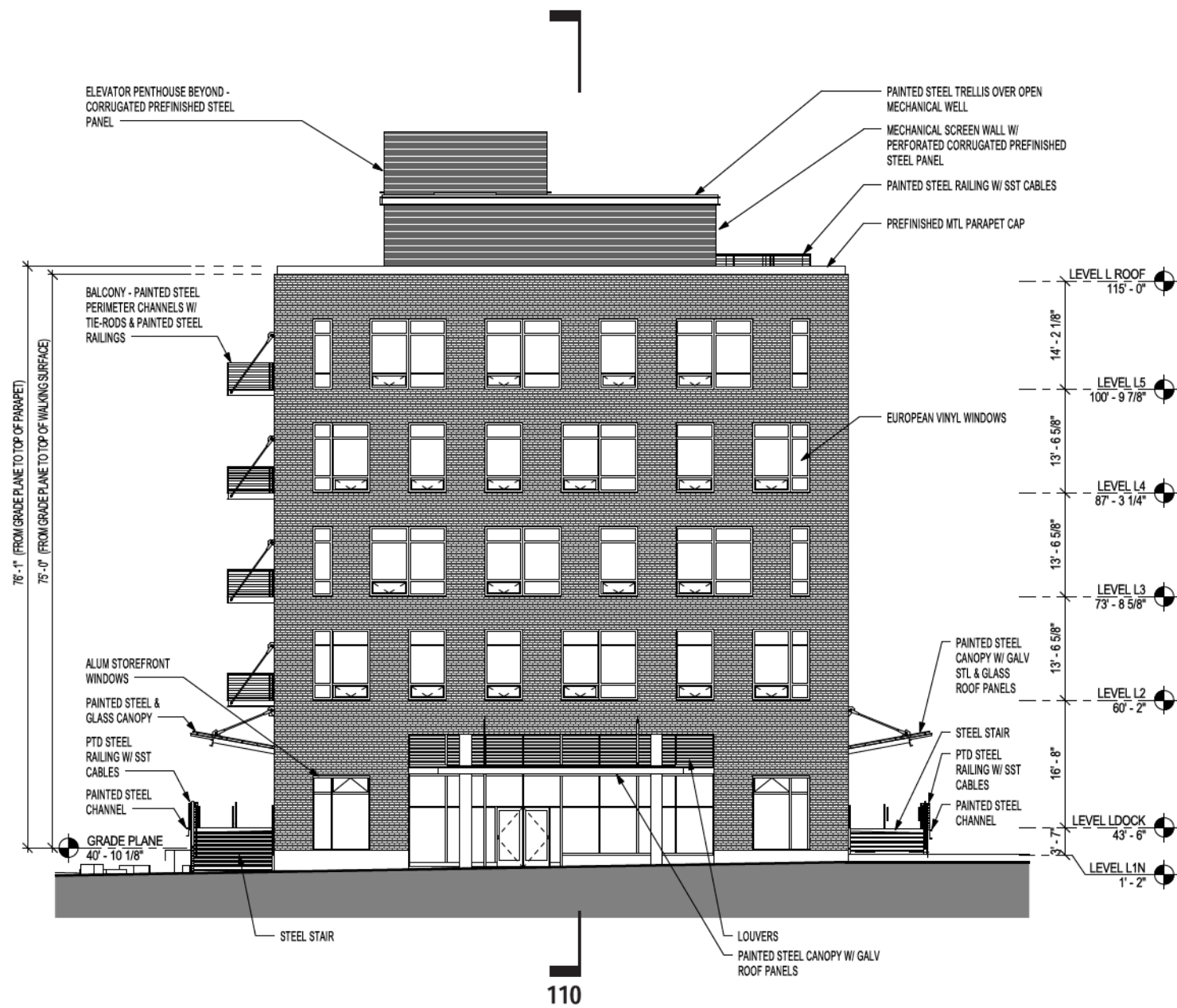
13th Avenue Building

West Elevation at 13th Avenue

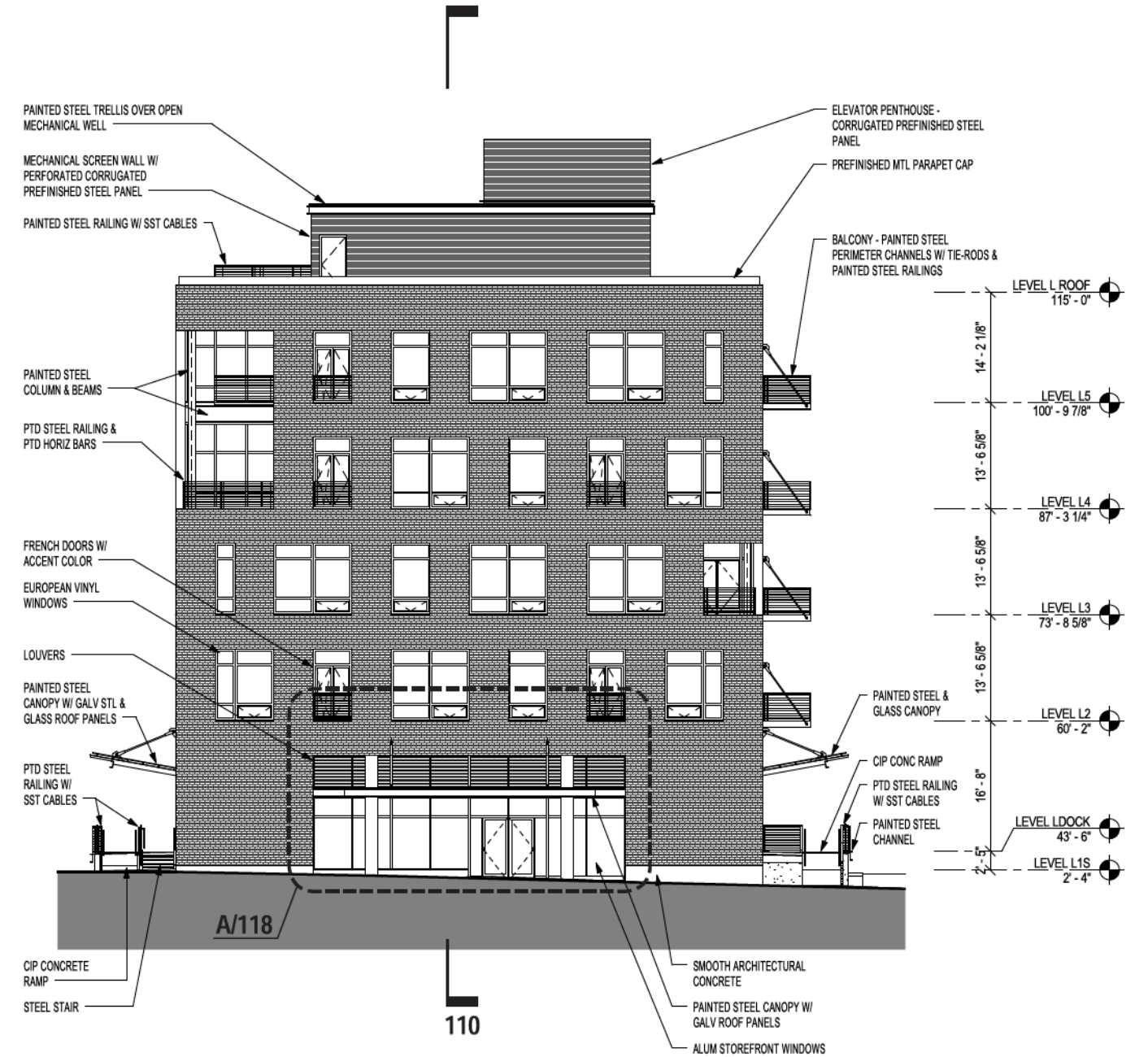


13th Avenue Building

North & South Elevations



A North Elevation at NW Kearney St

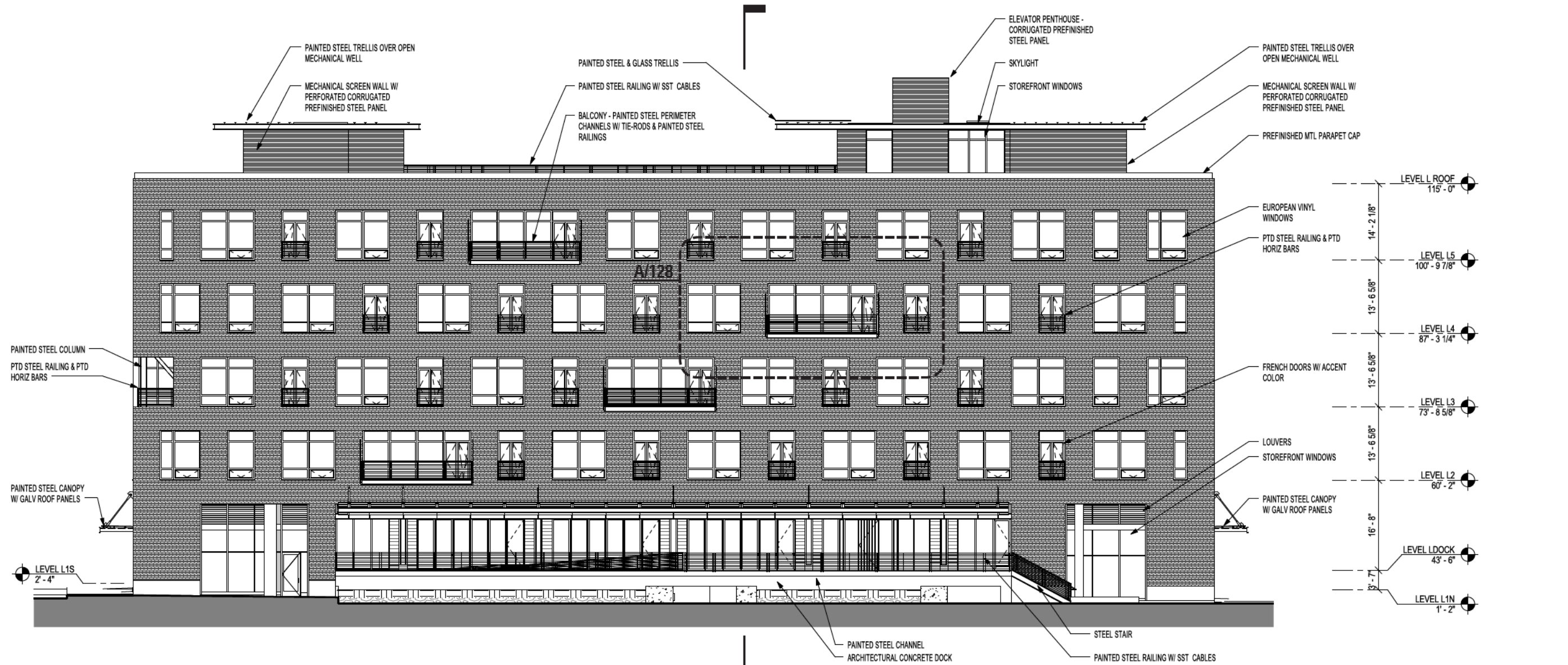


B South Elevation at NW Johnson St



13th Avenue Building

East Elevation at Courtyard

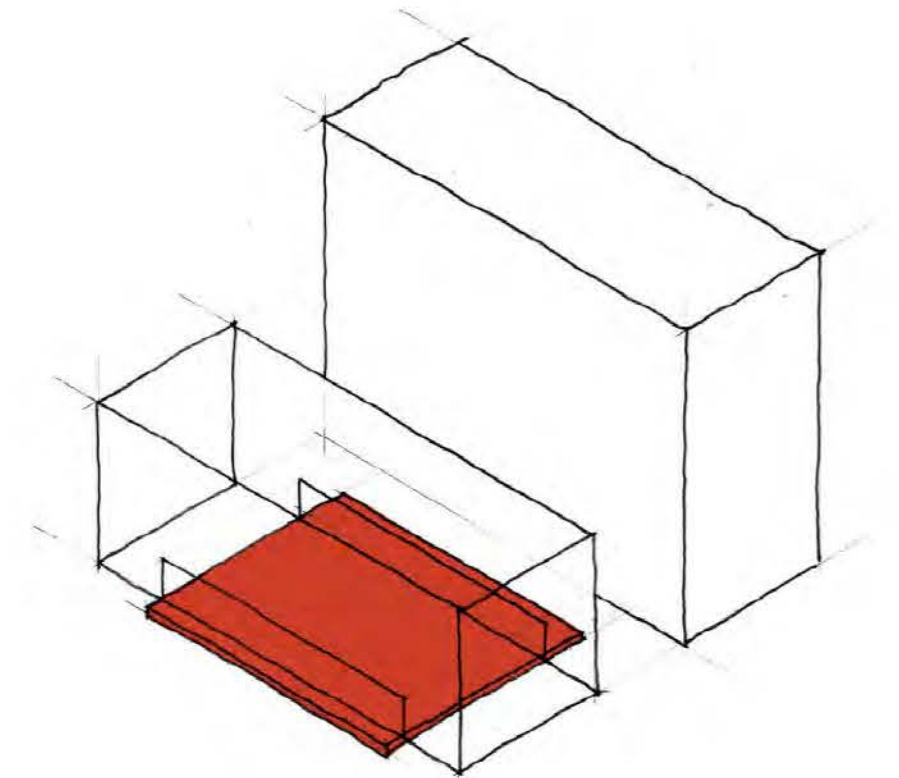
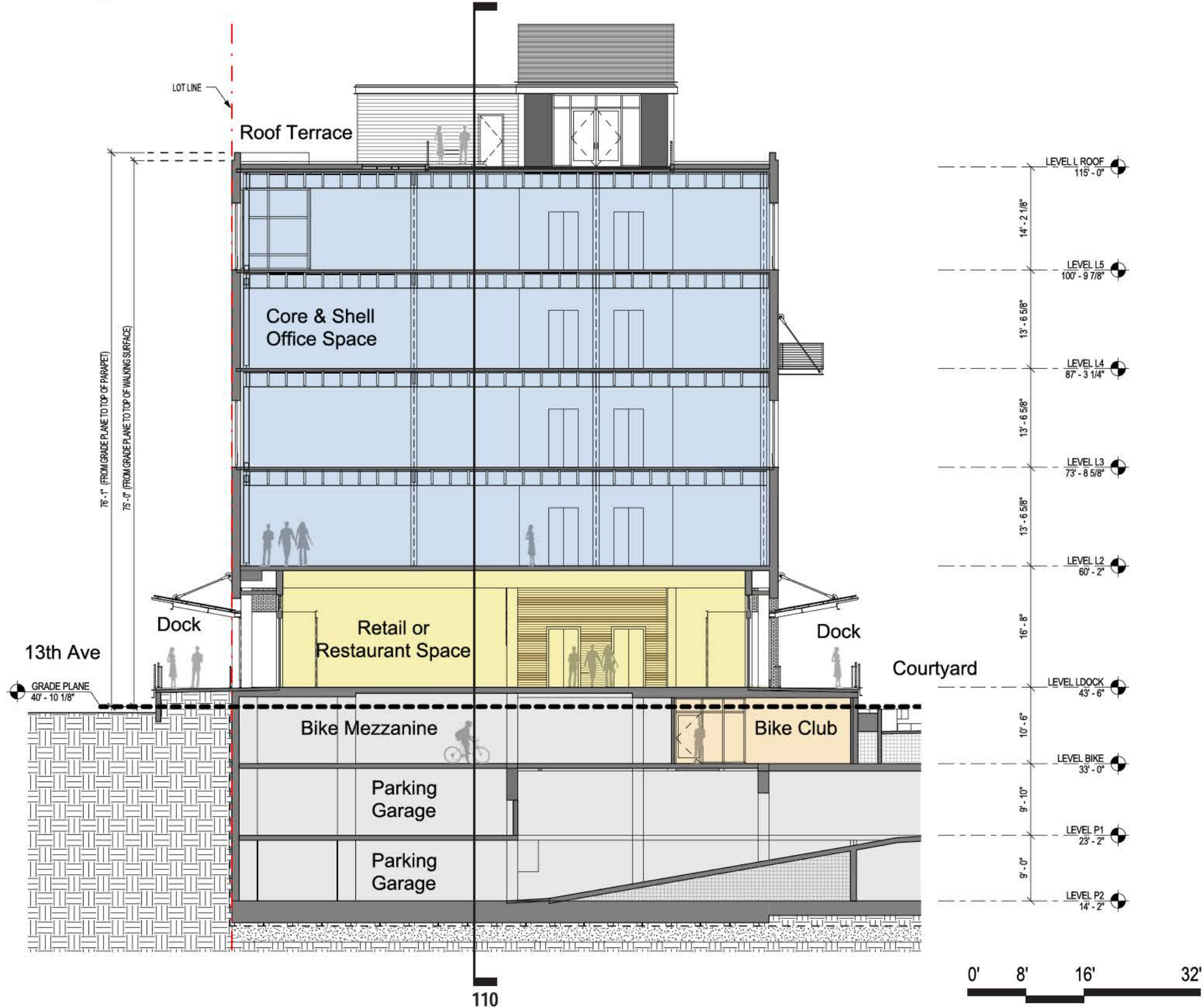


109



13th Avenue Building

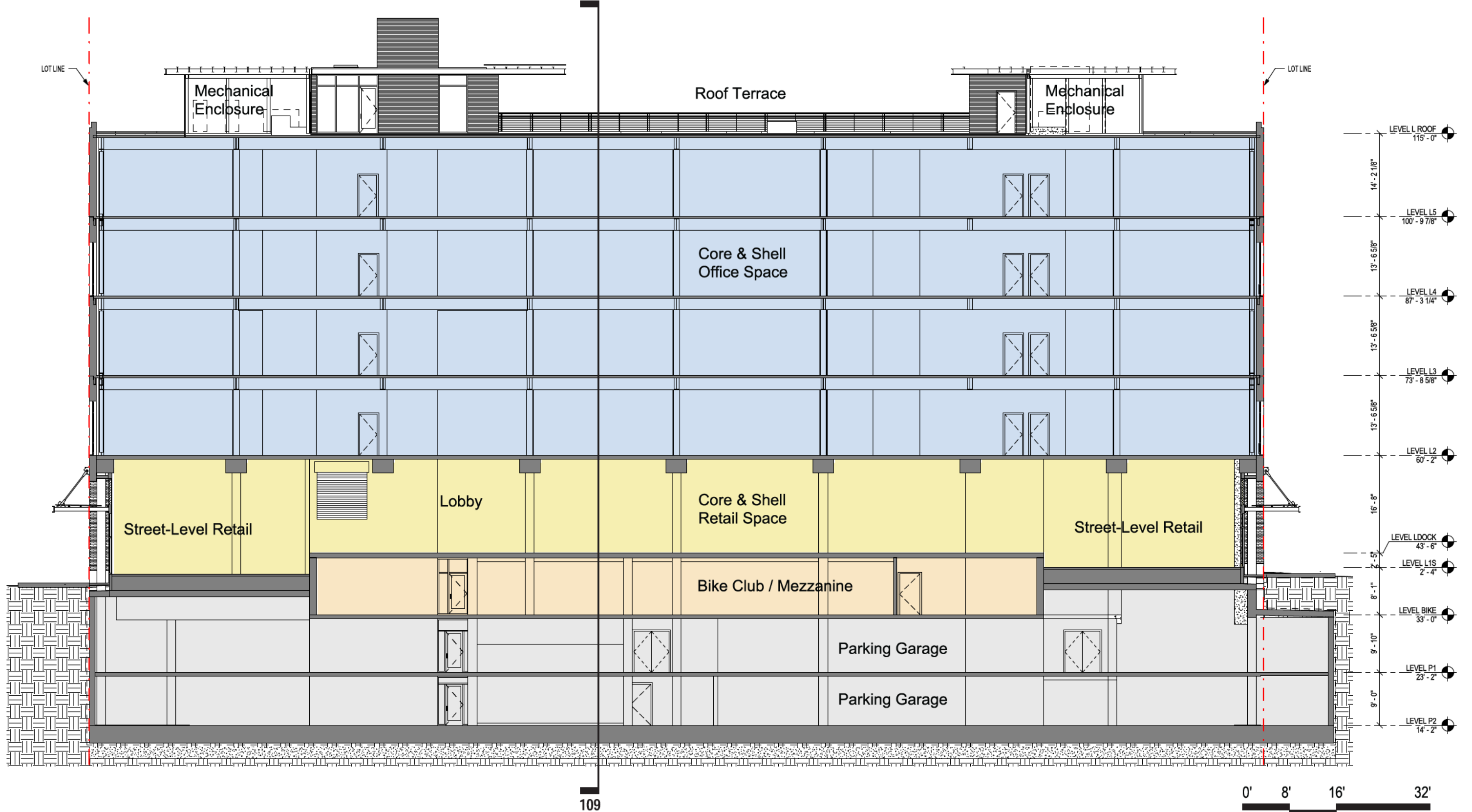
Building Section at Docks



Dock Diagram

13th Avenue Building

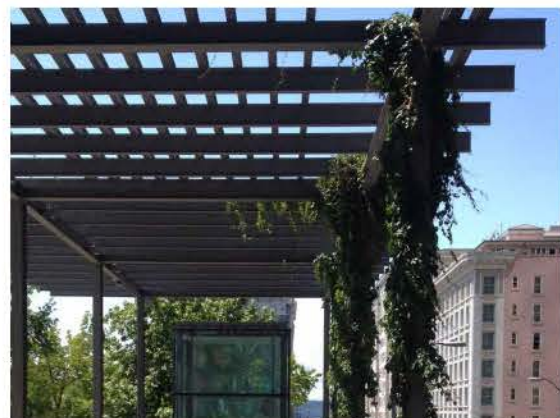
Building Section at On-Grade Retail



13th Avenue Building

Materials Palette

Top



Painted steel trellis



Painted steel rails
w/ SST cables



Prefin. metal
parapet cap



Steel Corrugated
Panel



Ipe decking



Green roof

Middle



Painted steel
structure



Brick



Painted steel rails
w/ horiz. rods



Colorful french
doors



Wood soffits



Alum Composite
Panel



European vinyl window

Bottom



Painted steel
structure



Brick



Painted steel rails
w/ SST cables



Storefront window



Metal louver



Concrete



Alum Composite
Panel



Wood soffits

13th Avenue Building Details

Pearl District Dock Context



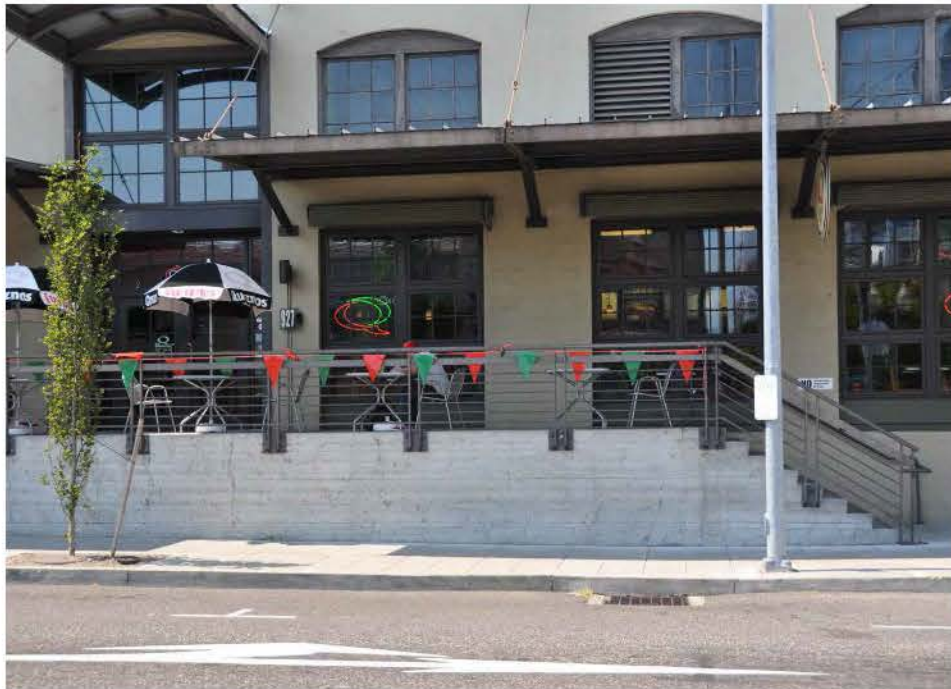
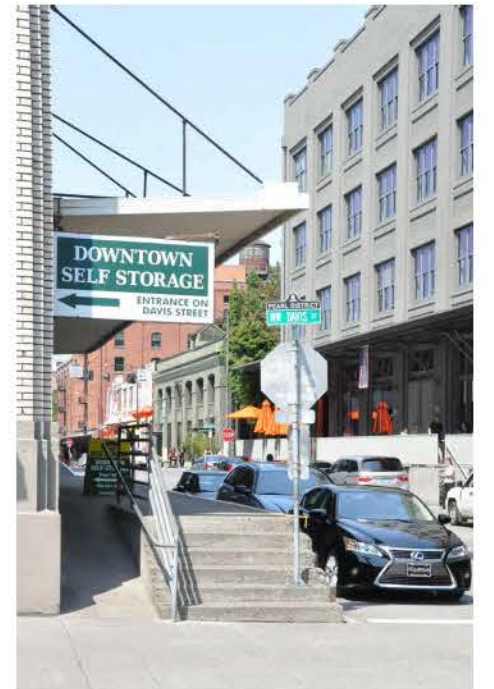
Dock Principles:

- Elevate the dock at least 36" above street level
- Provide separate stairs outside the dock boundary - steel stairs are best
- Provide accessible ramp within dock footprint
- Use concrete or wood for the dock surface
- Provide a steel canopy
- Provide transparency and multiple doors onto the dock
- Have an industrial attitude



13th Avenue Building Details

Pearl District Dock Context

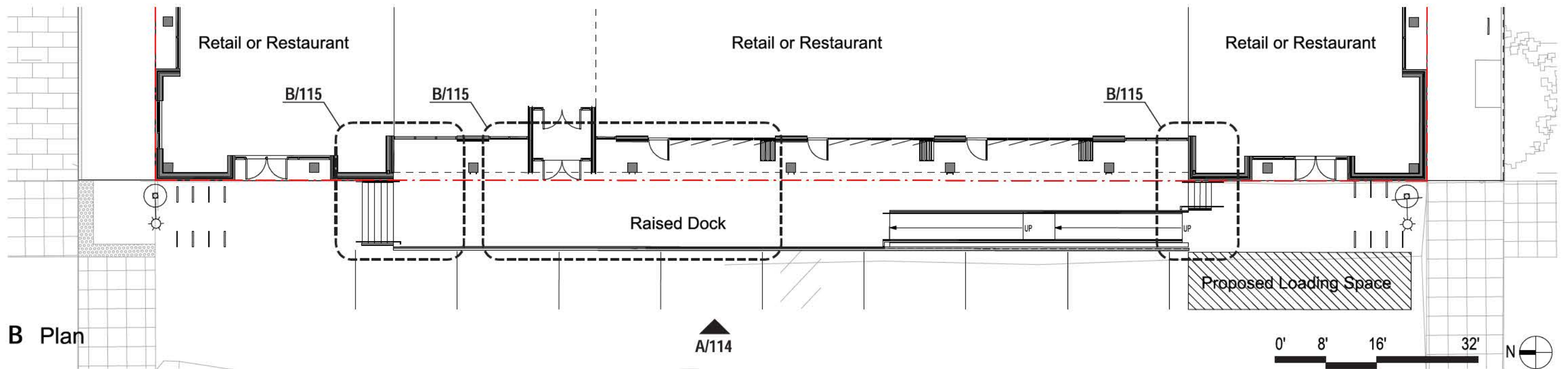


13th Avenue Building Details

13th Avenue Ground Level



A Elevation



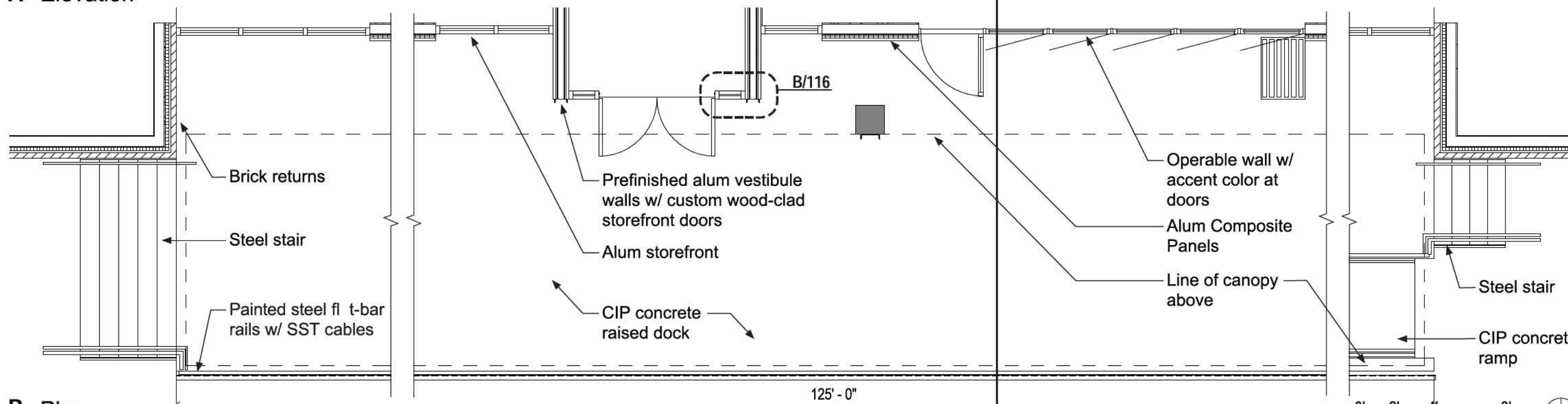
B Plan

13th Avenue Building Details

Dock on 13th Avenue



A Elevation



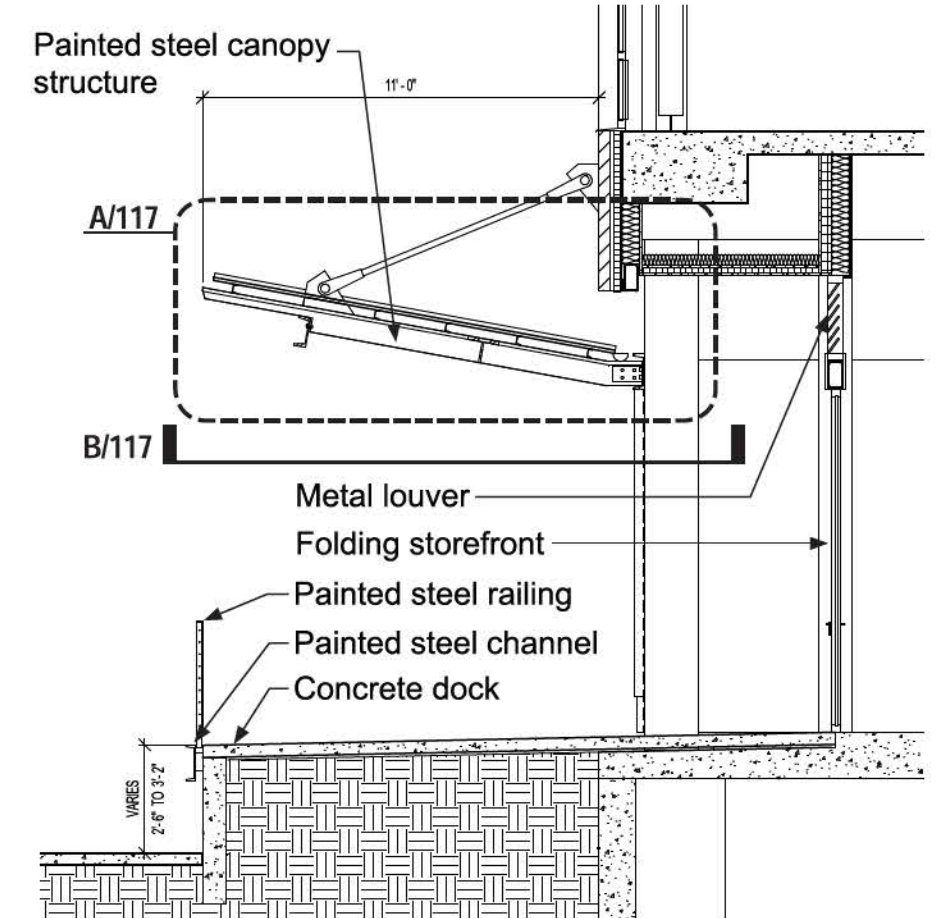
B Plan

13th Avenue Building Details

Dock on 13th Avenue



Rendering at 13th Avenue Dock



A Section at Dock, Typ



Painted steel structure



Concrete

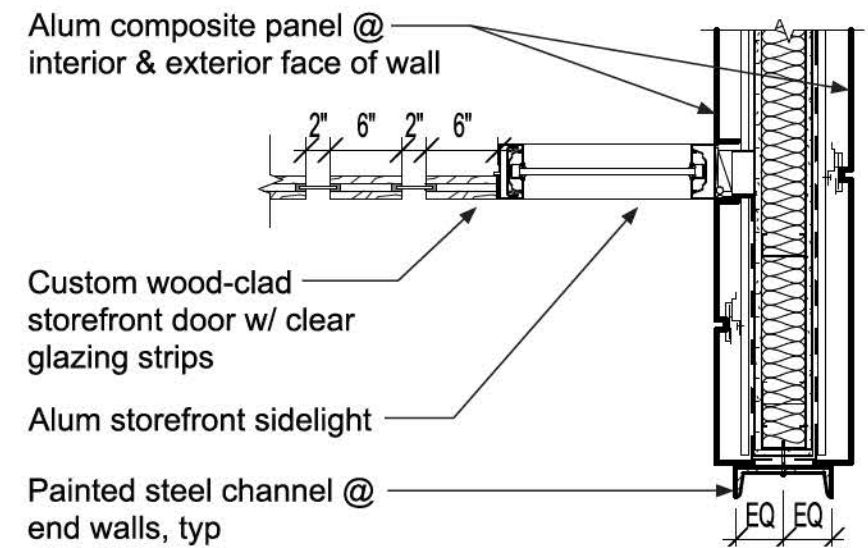


Folding storefront

Alum Composite Panels



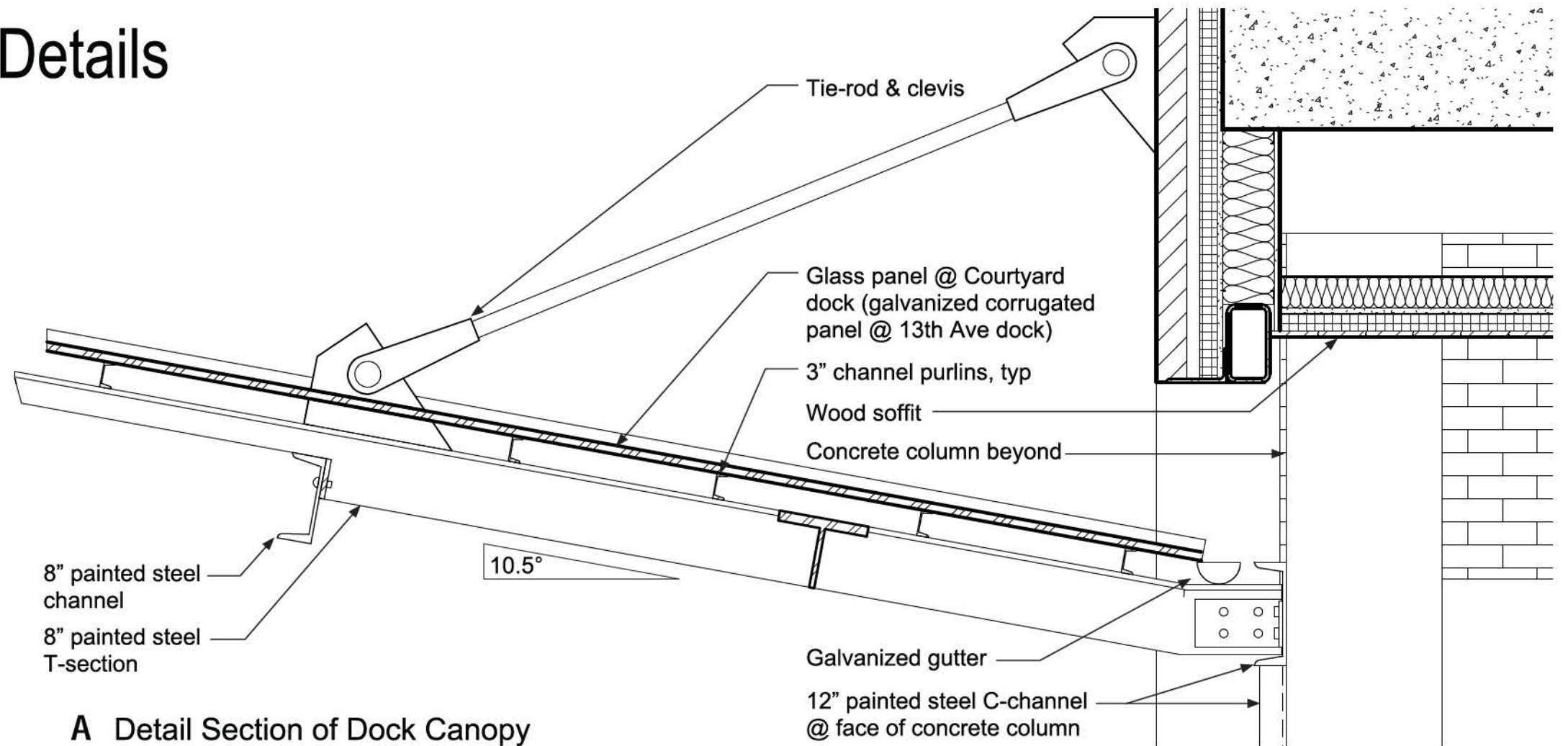
Painted steel flange rails w/ SST cables



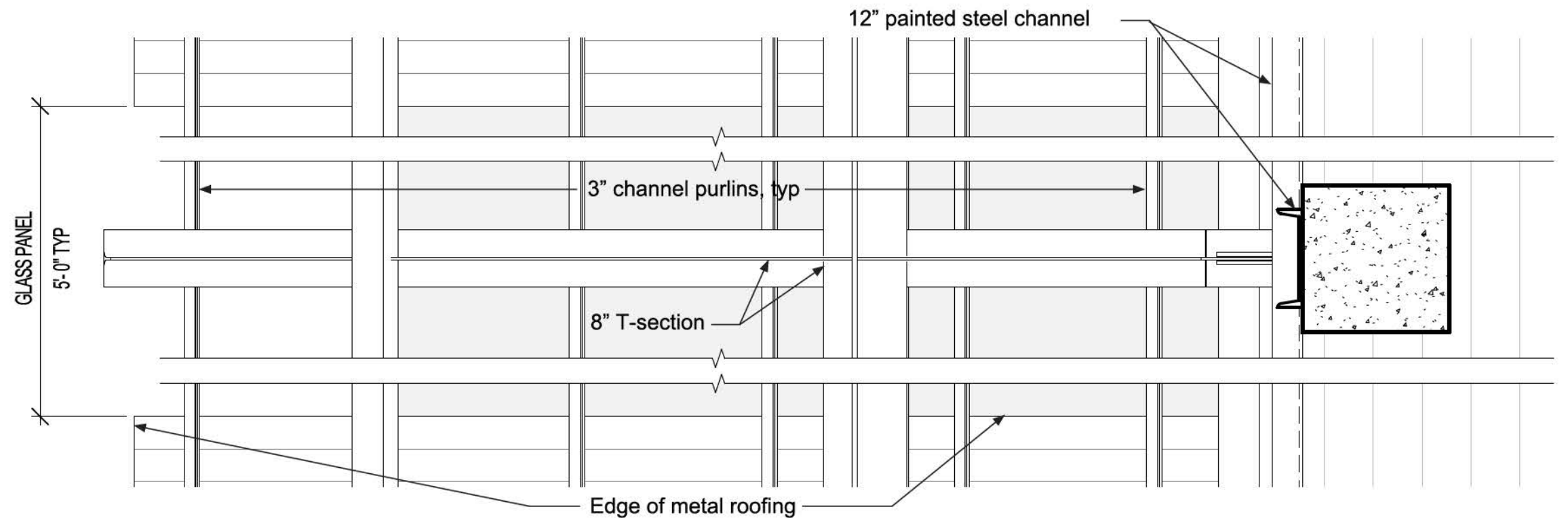
B Jamb @ Vestibule Door, Typ

13th Avenue Building Details

Dock on 13th Avenue



A Detail Section of Dock Canopy



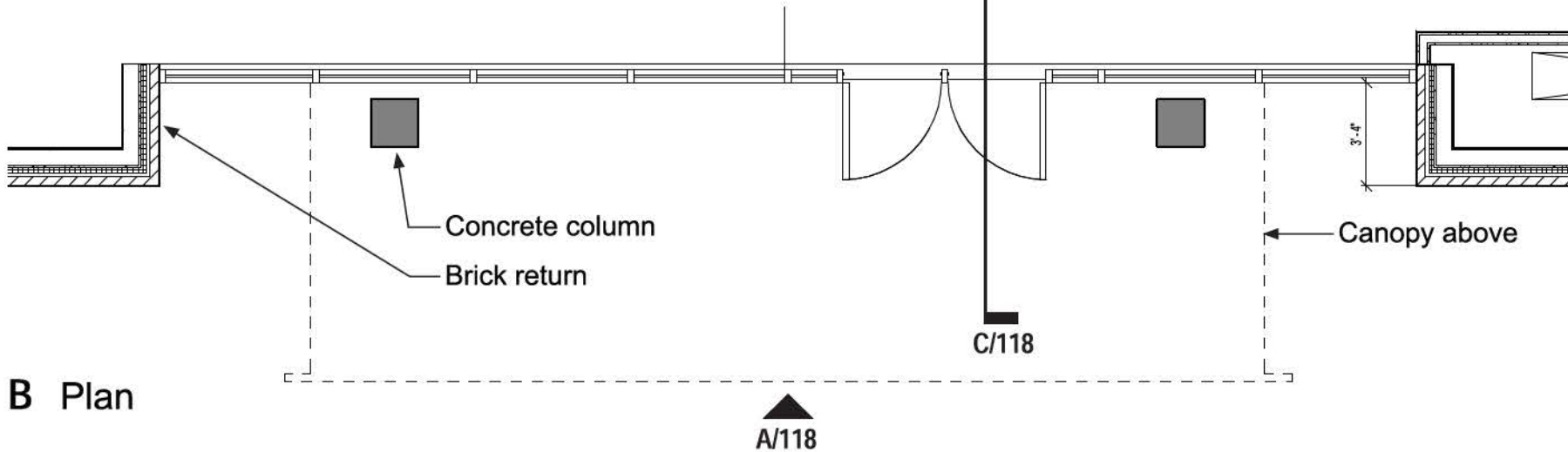
B Reflected Ceiling Plan of Canopy

13th Avenue Building Details

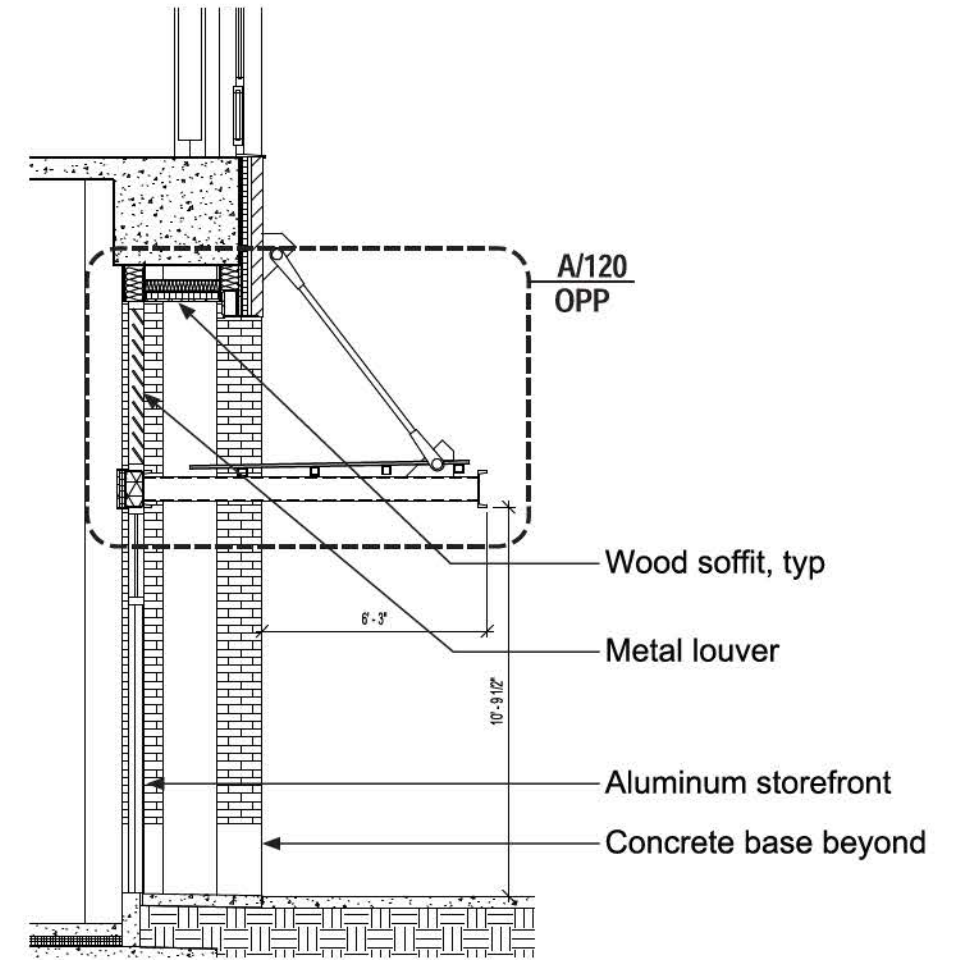
North + South Retail Entries



A Elevation



B Plan



C Section



13th Avenue Building Details

North + South Retail Entries



Rendering at South Retail Entry



Metal louvers



Storefront



Painted steel structure



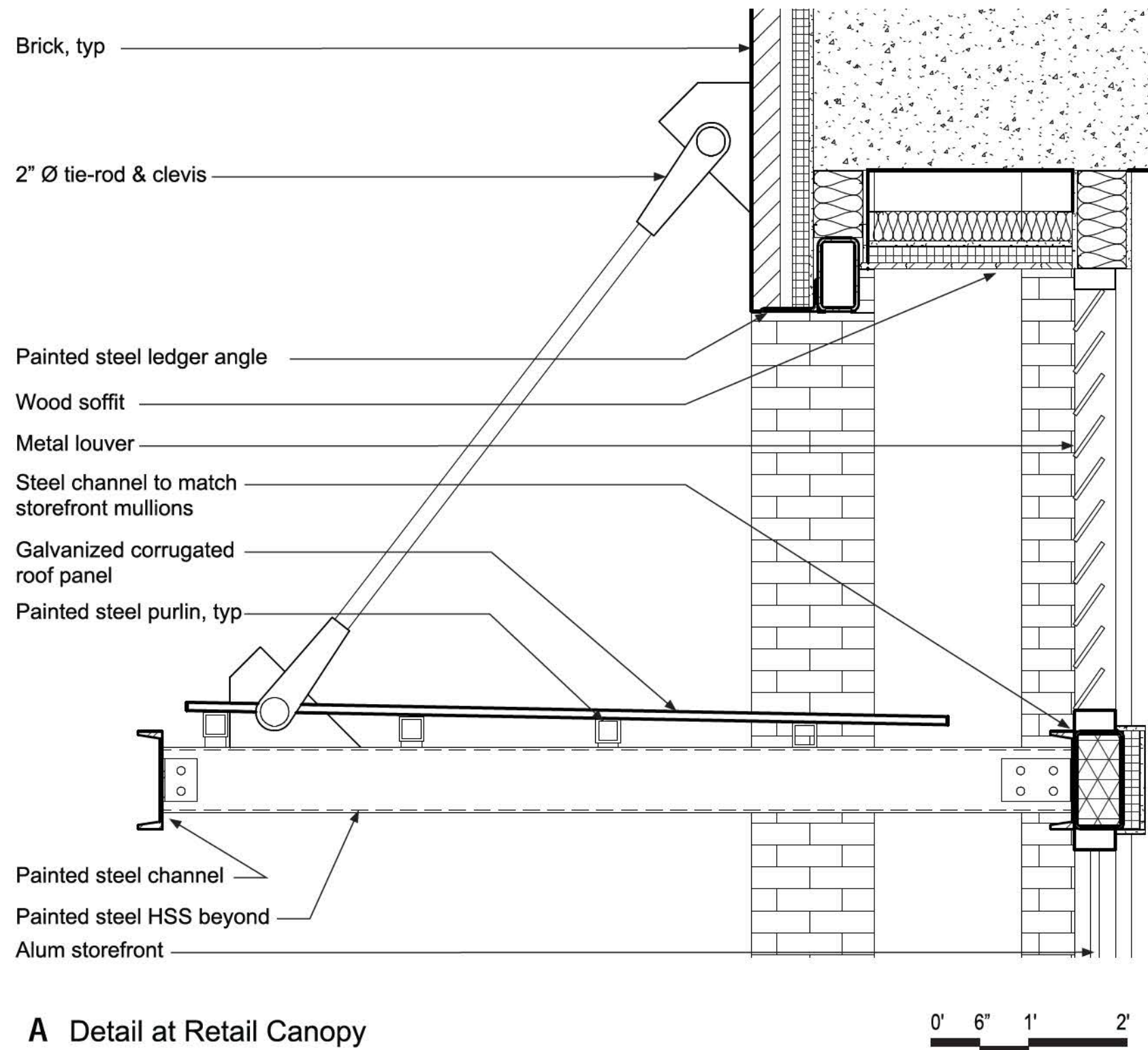
Concrete



Brick

13th Avenue Building Details

North + South Retail Entries



A Detail at Retail Canopy

13th Avenue Building Details

Courtyard Dock



Rendering at Courtyard Dock



Folding storefront



Painted steel structure



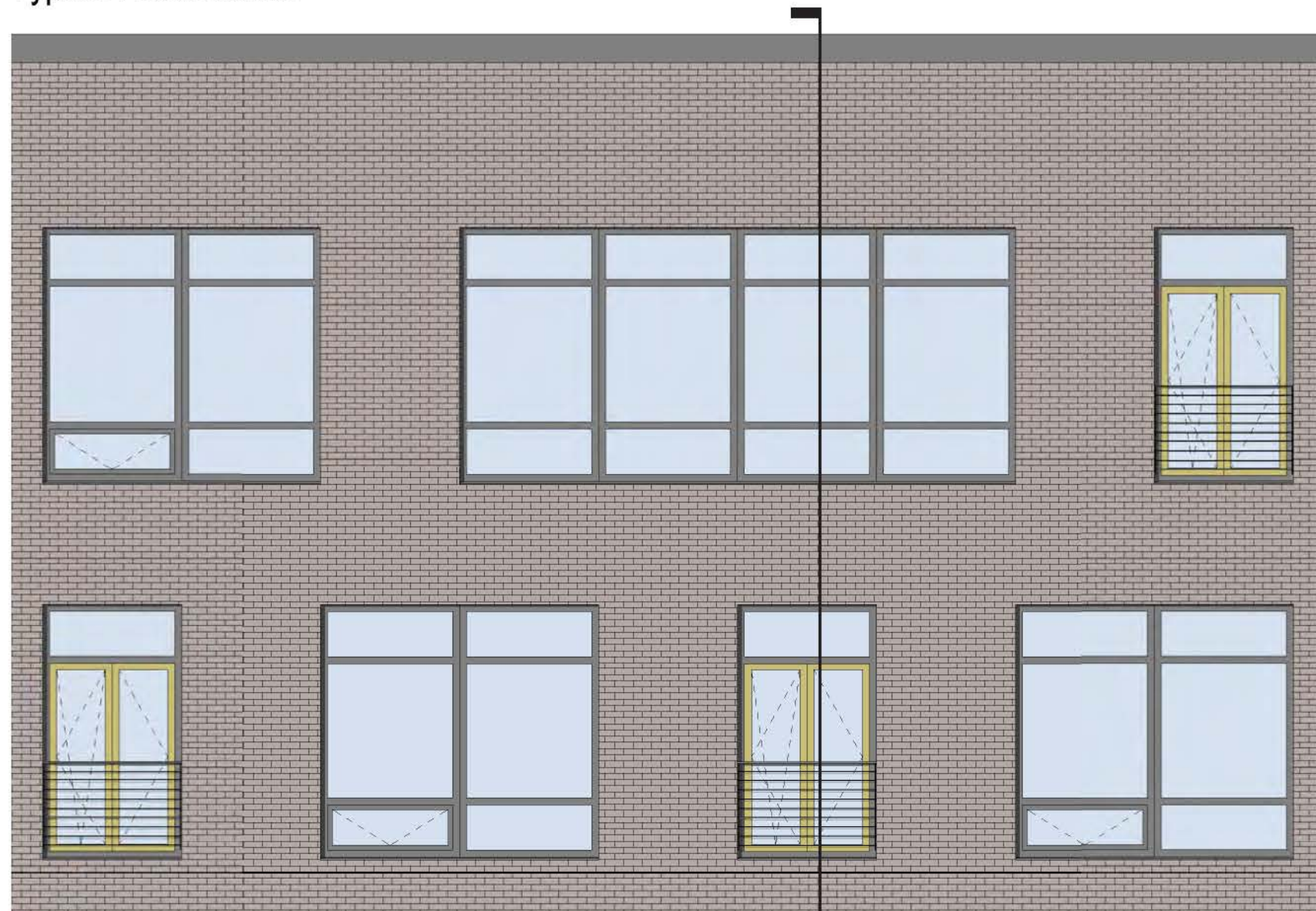
Painted steel flange-t-bar rails w/ SST cables



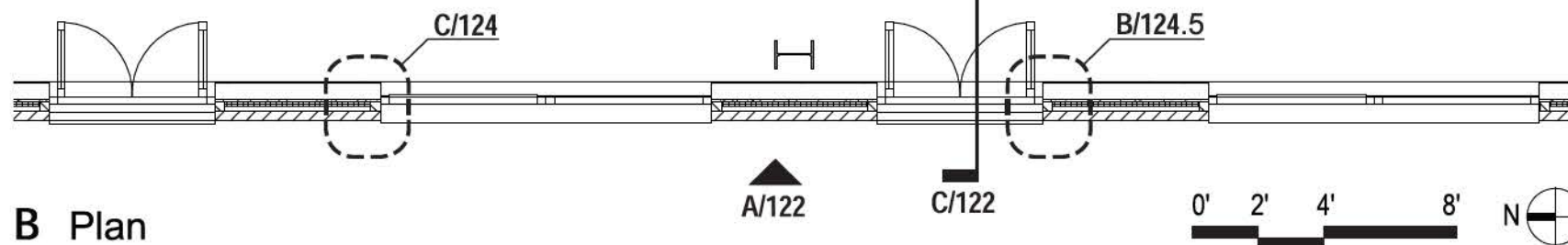
Steel canopy w/ glass roof

13th Avenue Building Details

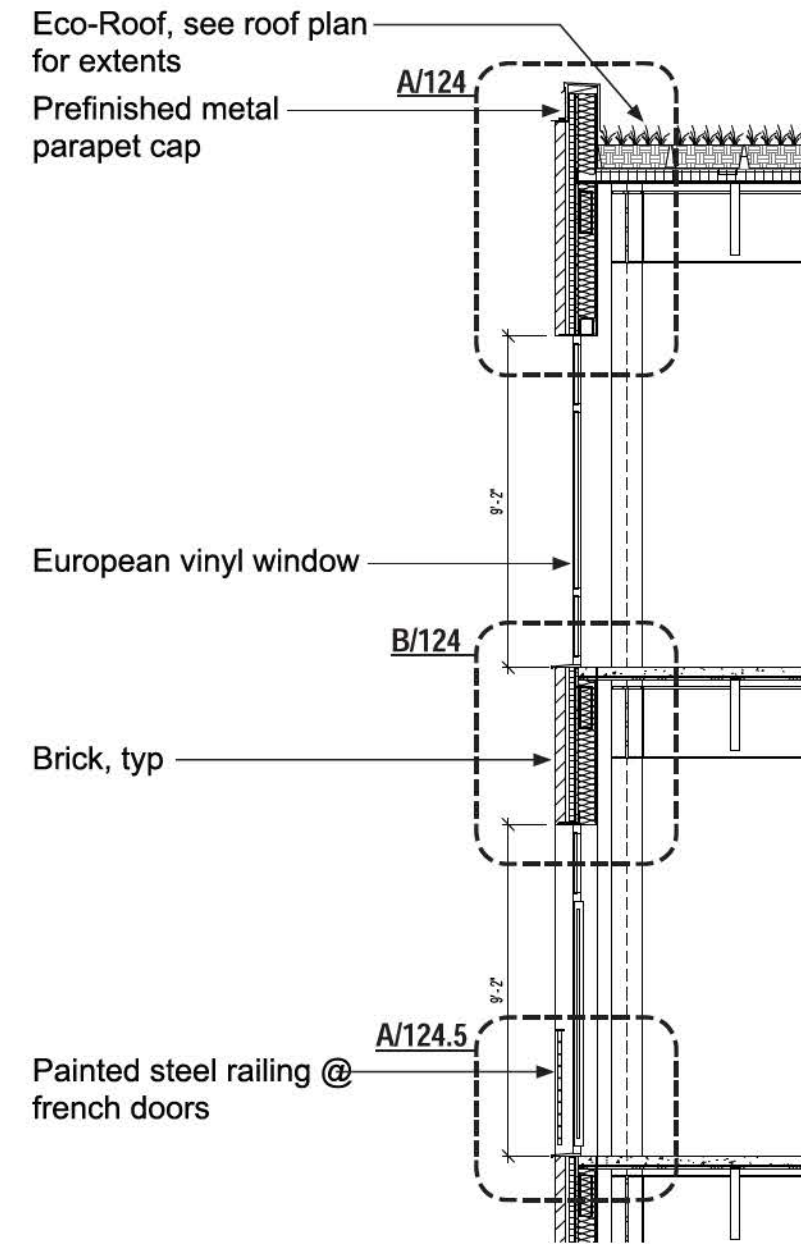
Typical West Facade



A Elevation



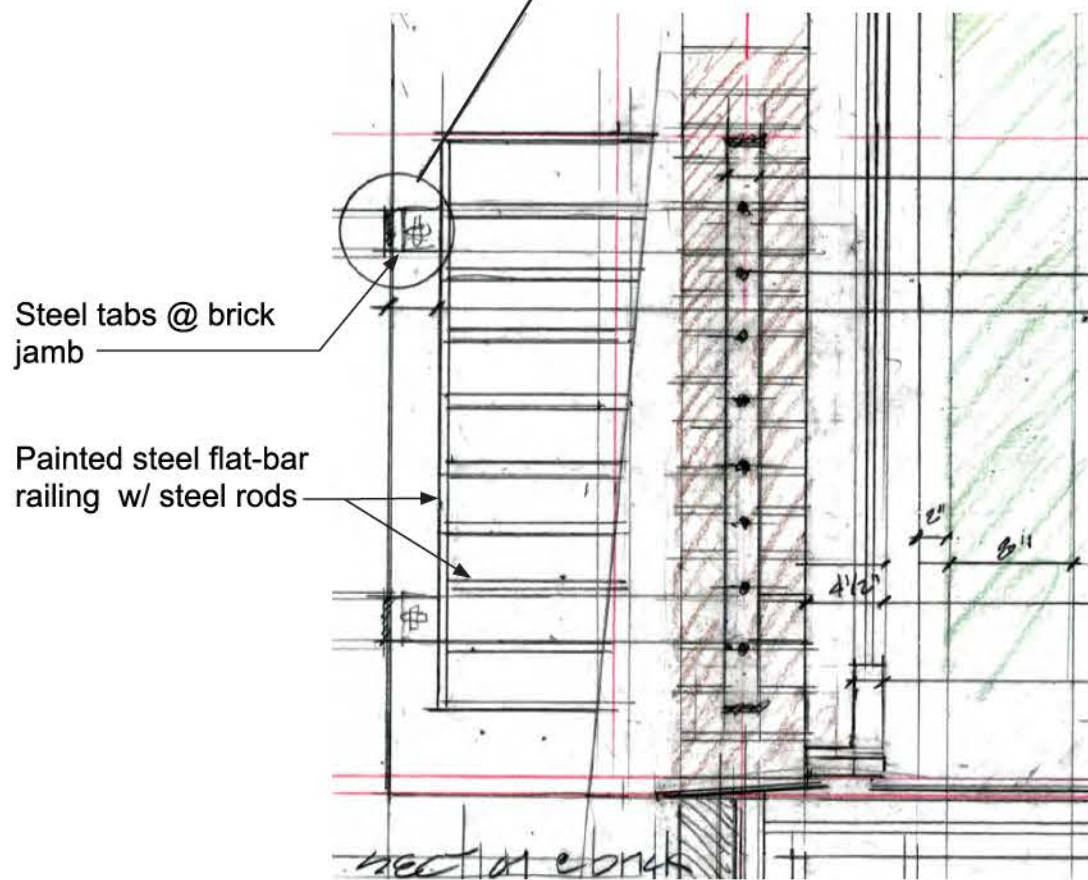
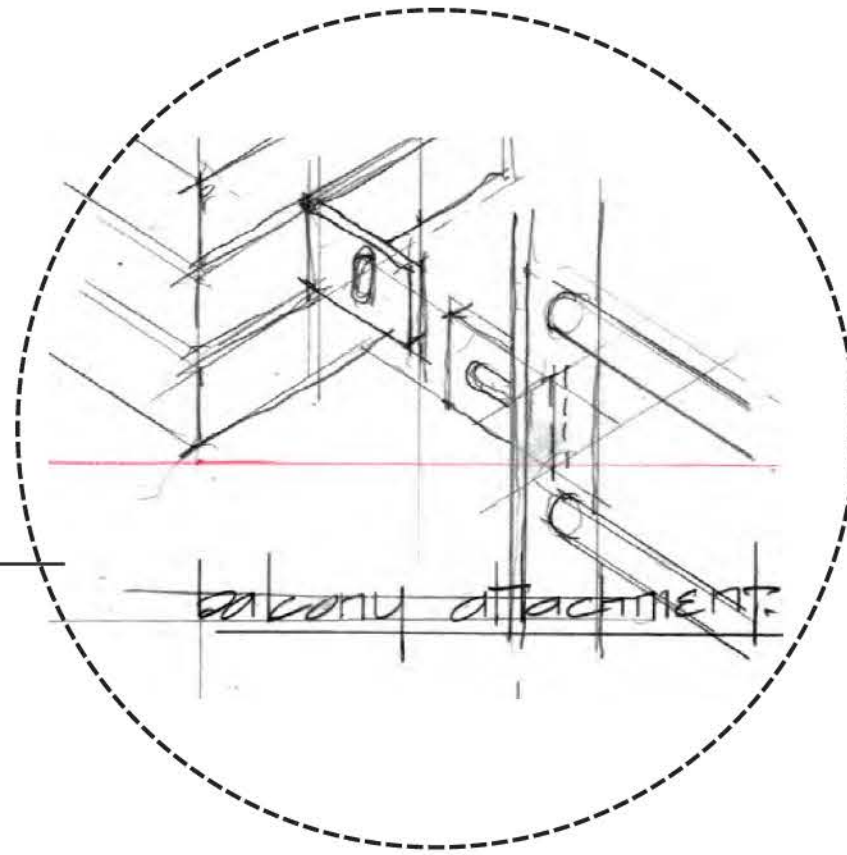
B Plan



C Section

13th Avenue Building Details

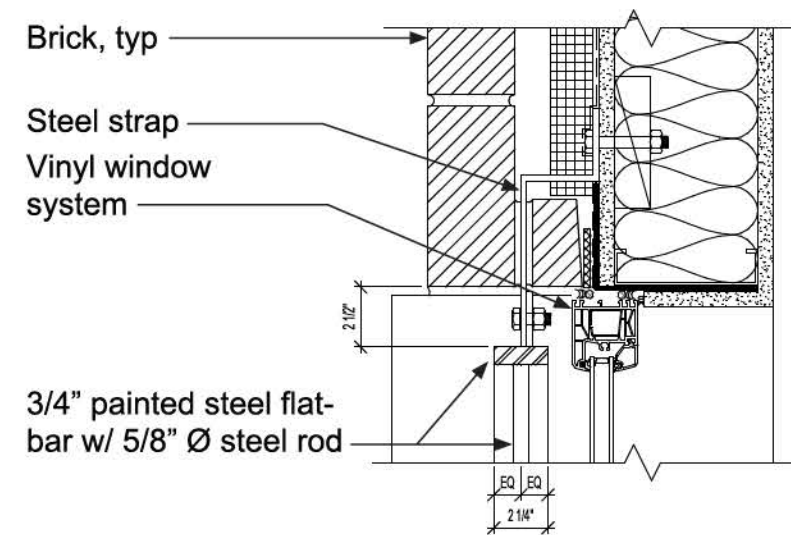
Typical West Facade



Steel tabs @ brick jamb

Painted steel flat-bar railing w/ steel rods

A Detail at French Door Railing



Brick, typ

Steel strap

Vinyl window system

3/4" painted steel flat-bar w/ 5/8" Ø steel rod

B Jamb Detail at Railing

13th Avenue Building Details

Typical West Facade



Rendering at West Facade



Brick



Painted steel rails w/ horiz. rods



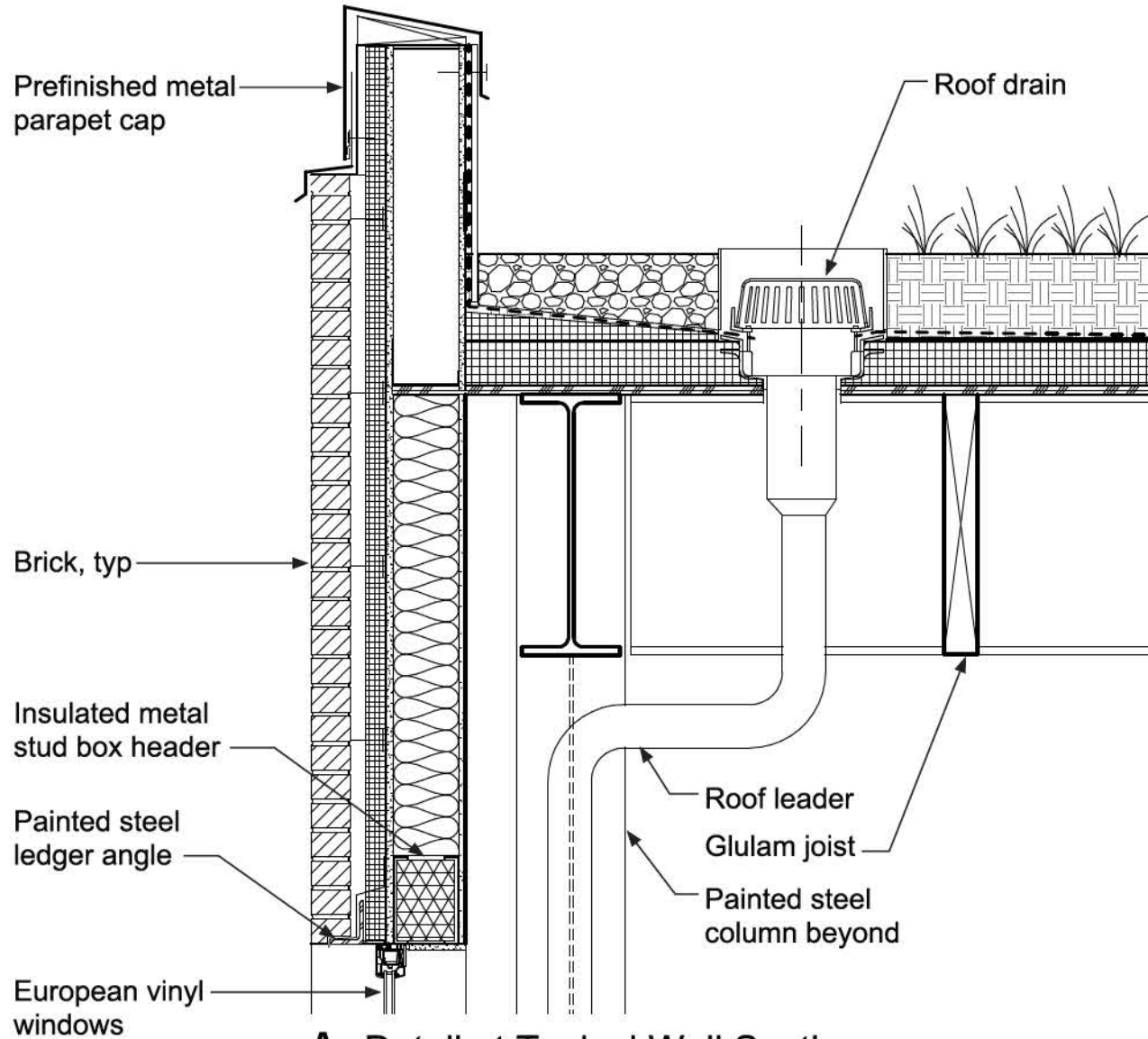
Colorful french doors



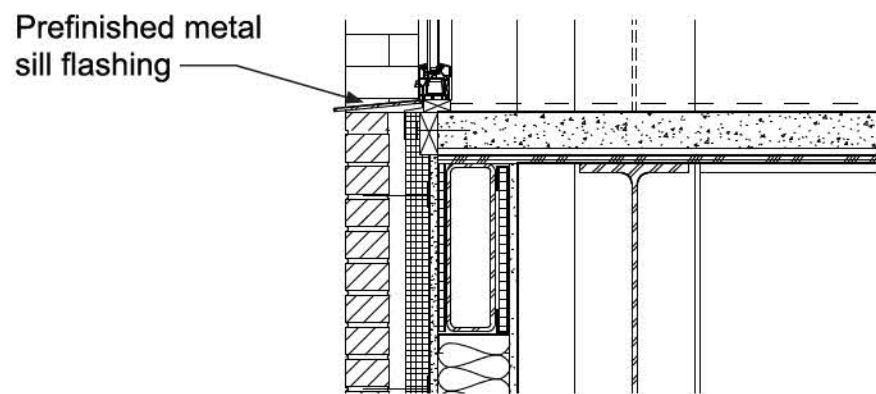
European vinyl window

13th Avenue Building Details

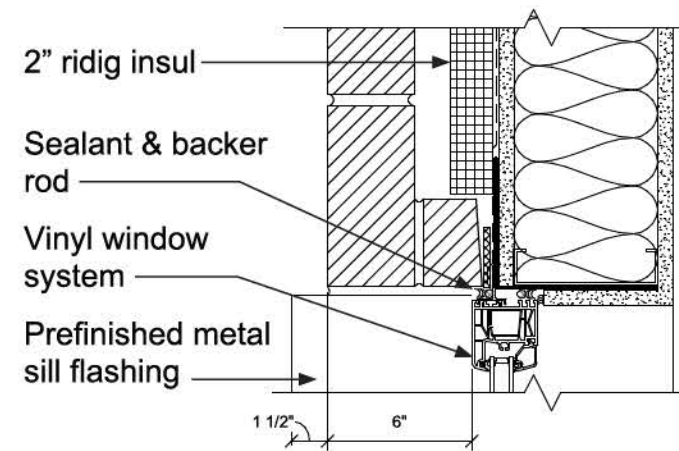
Typical West Facade



A Detail at Typical Wall Section



B Detail at Typical Wall Section



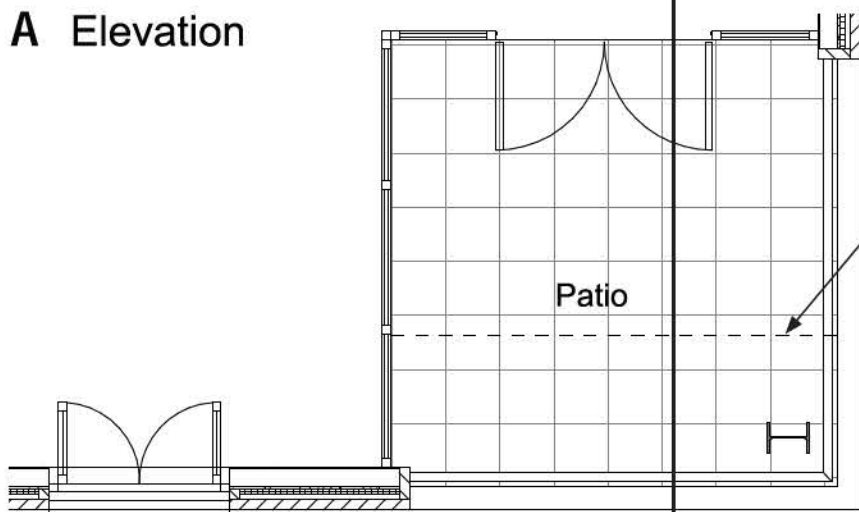
C Jamb Detail at Window

13th Avenue Building Details

Kerf Patio at Southwest Corner



A Elevation

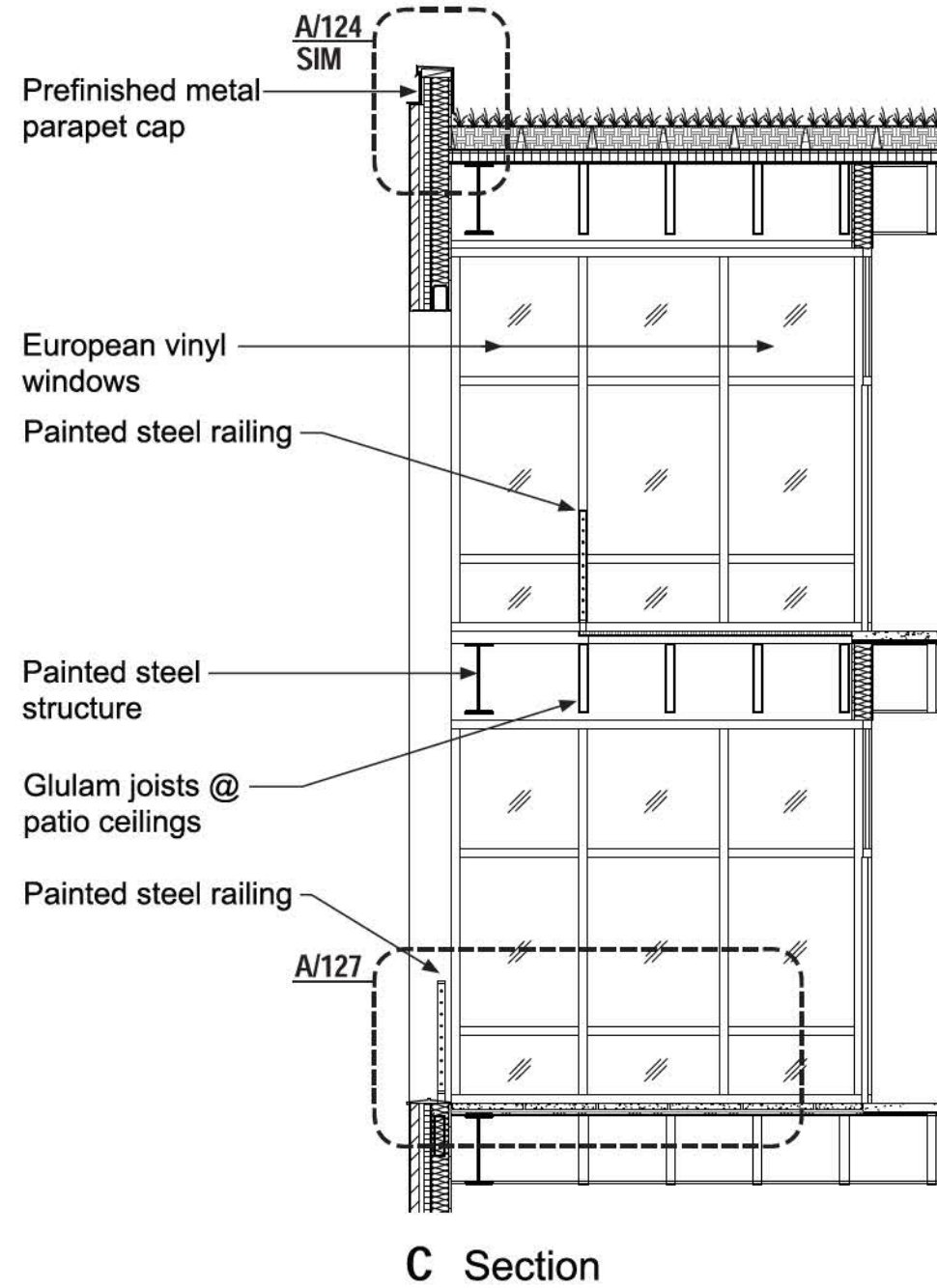


B Plan

PORTLAND BLOCK 136

A/125 C/125

LAND USE APPLICATION LU14-230014 DZM, AD



January 22, 2015

13th Avenue Building Details

Kerf Patio at Southwest Corner



Rendering at Kerf Patio



Painted steel rails w/ horiz. rods



Painted steel structure



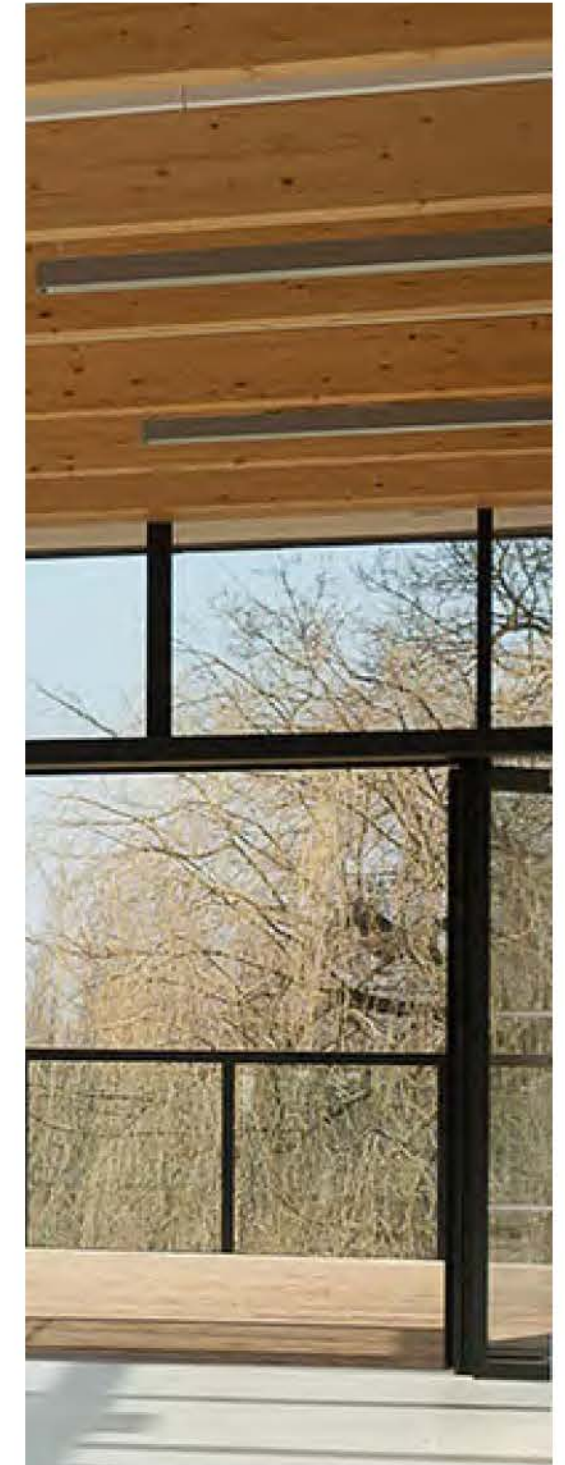
European vinyl window



Charcoal colored french doors

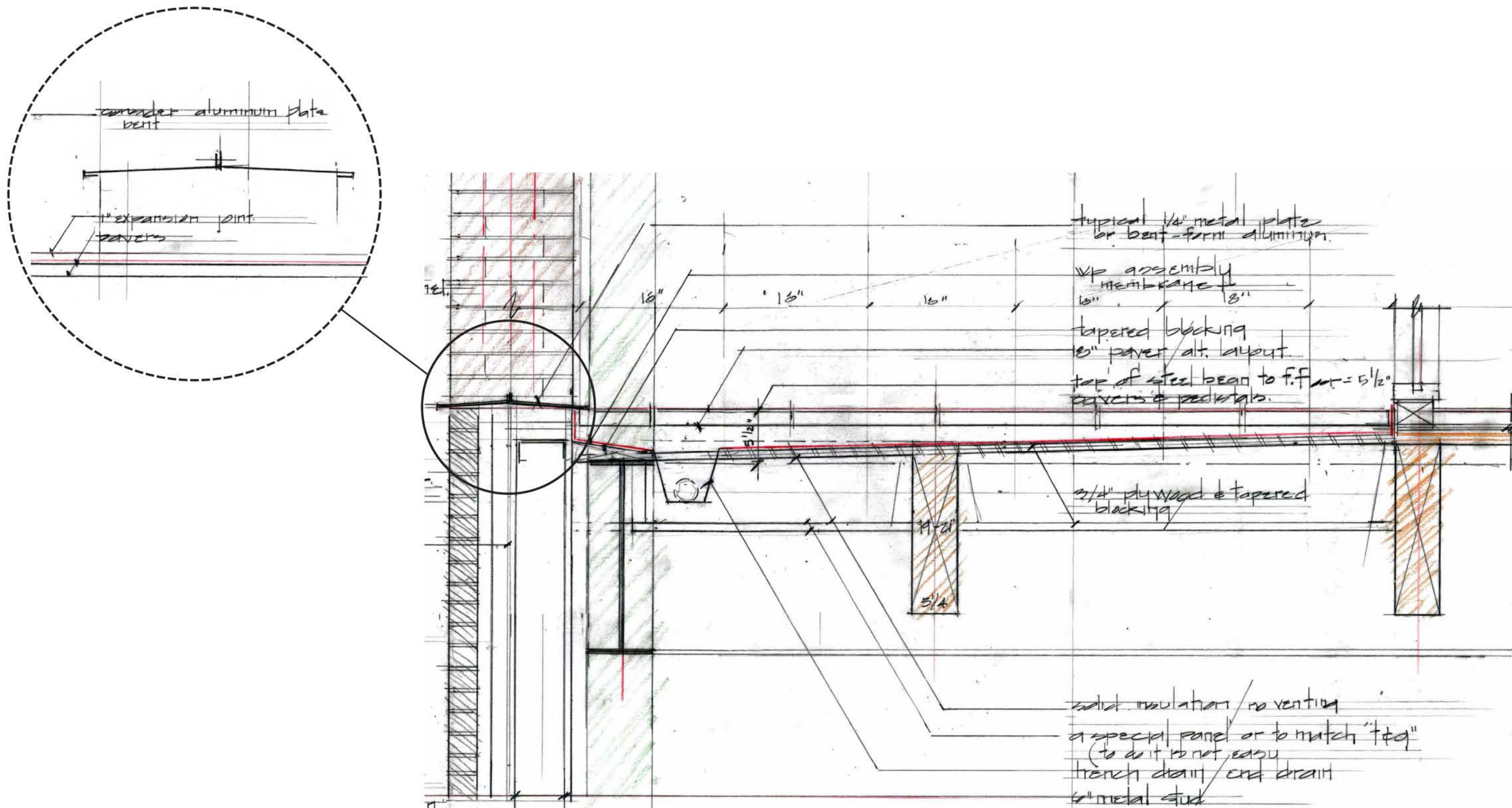


Wood soffits



13th Avenue Building Details

Kerf Patio at Southwest Corner



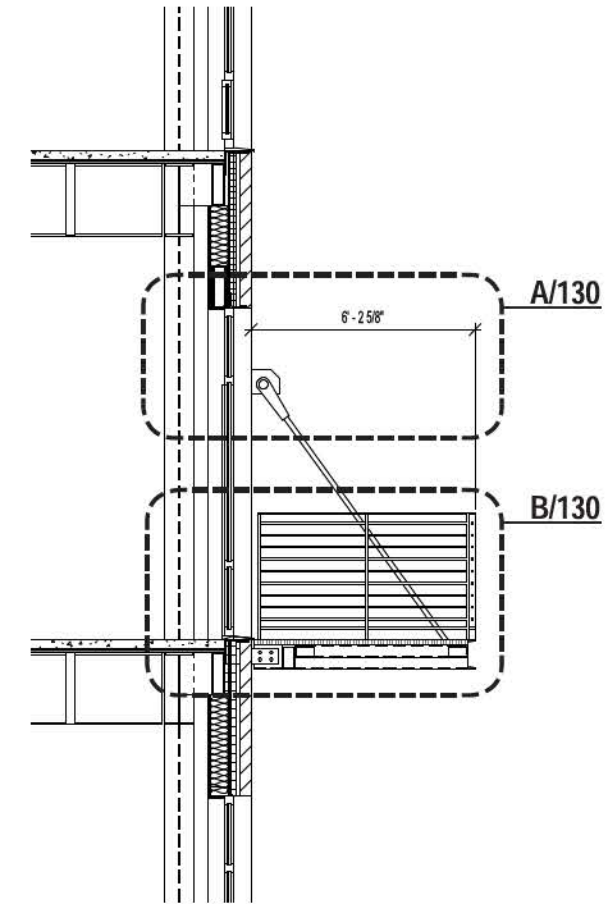
A Detail at Kerf Patio Floor

13th Avenue Building Details

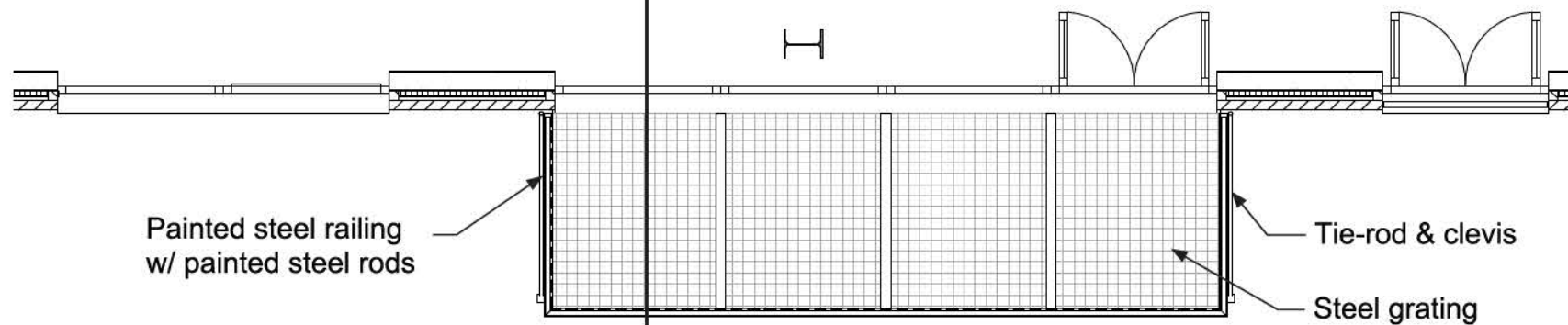
Balcony at Courtyard



A Elevation



C Section



B Plan



13th Avenue Building Details

Balcony at Courtyard



Rendering at Courtyard



Painted steel structure



Painted steel rails w/ horiz. rods



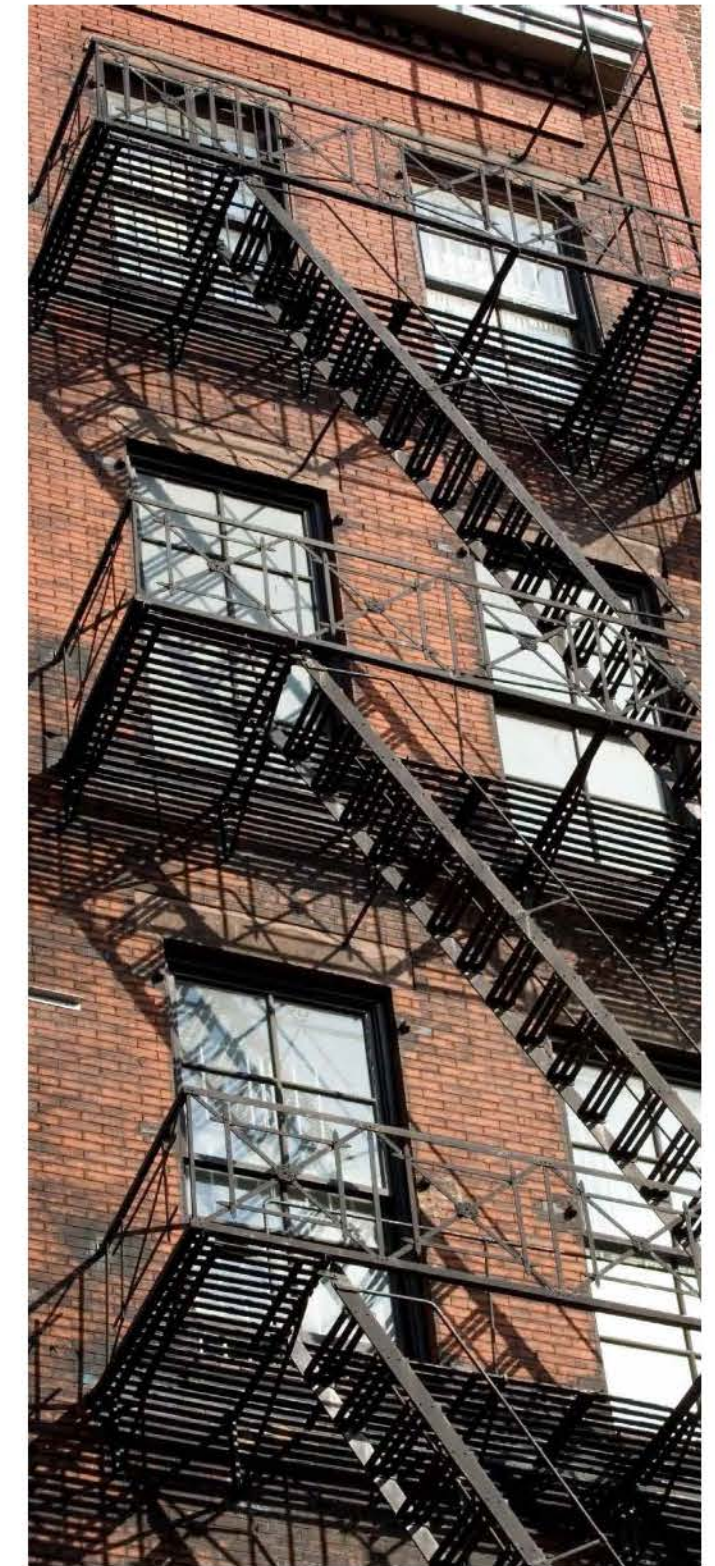
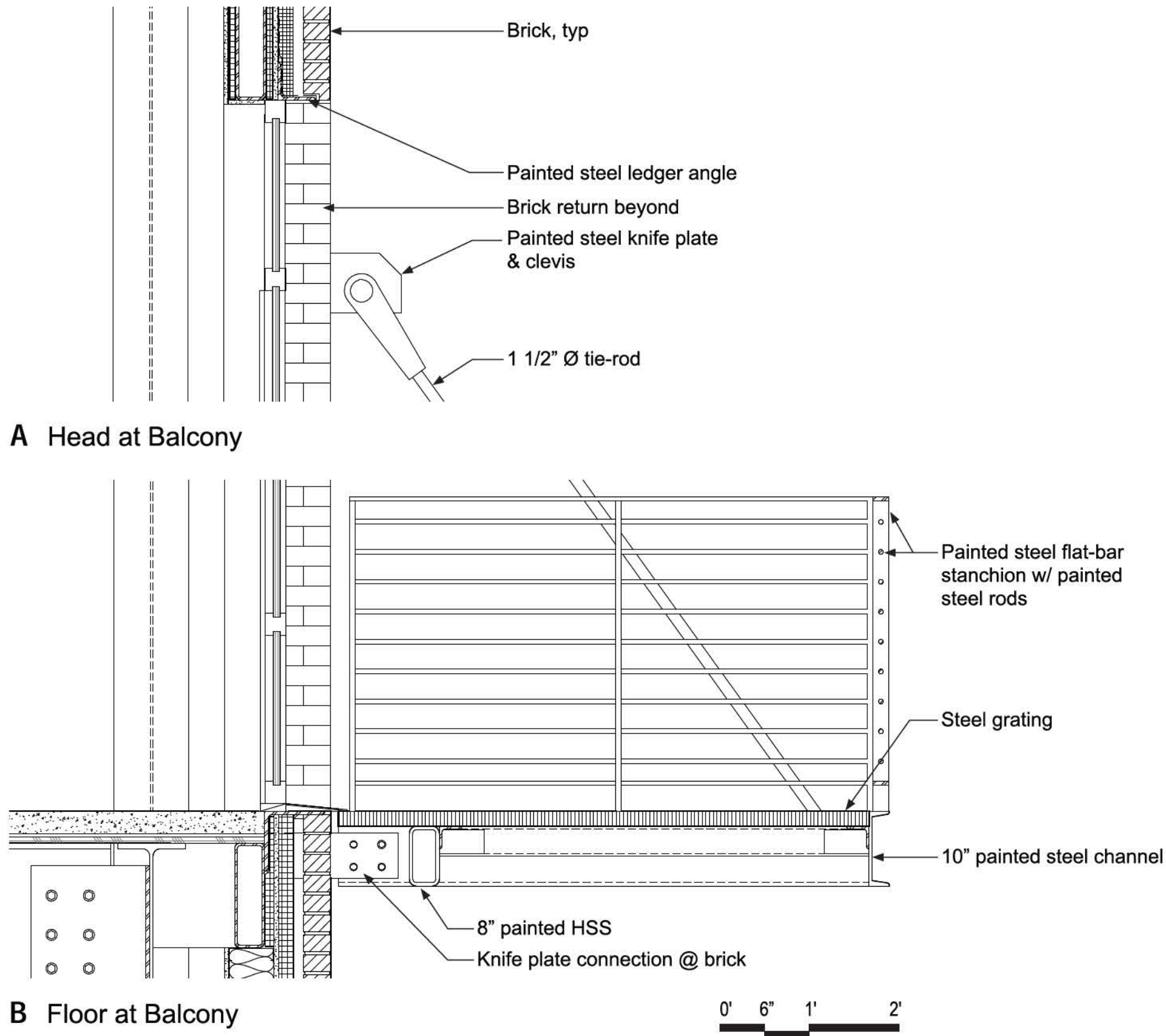
Steel grating



Brick

13th Avenue Building Details

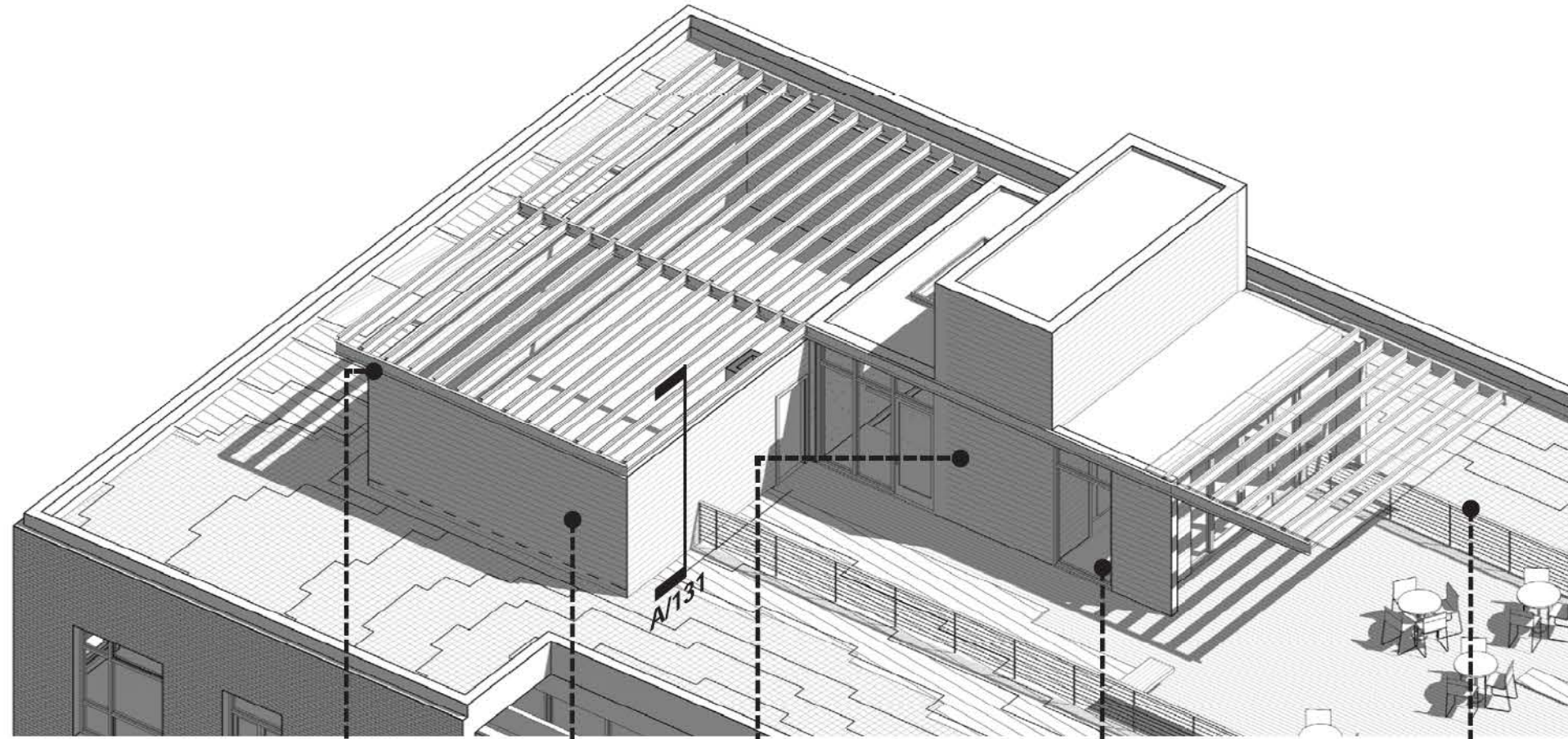
Balcony at Courtyard



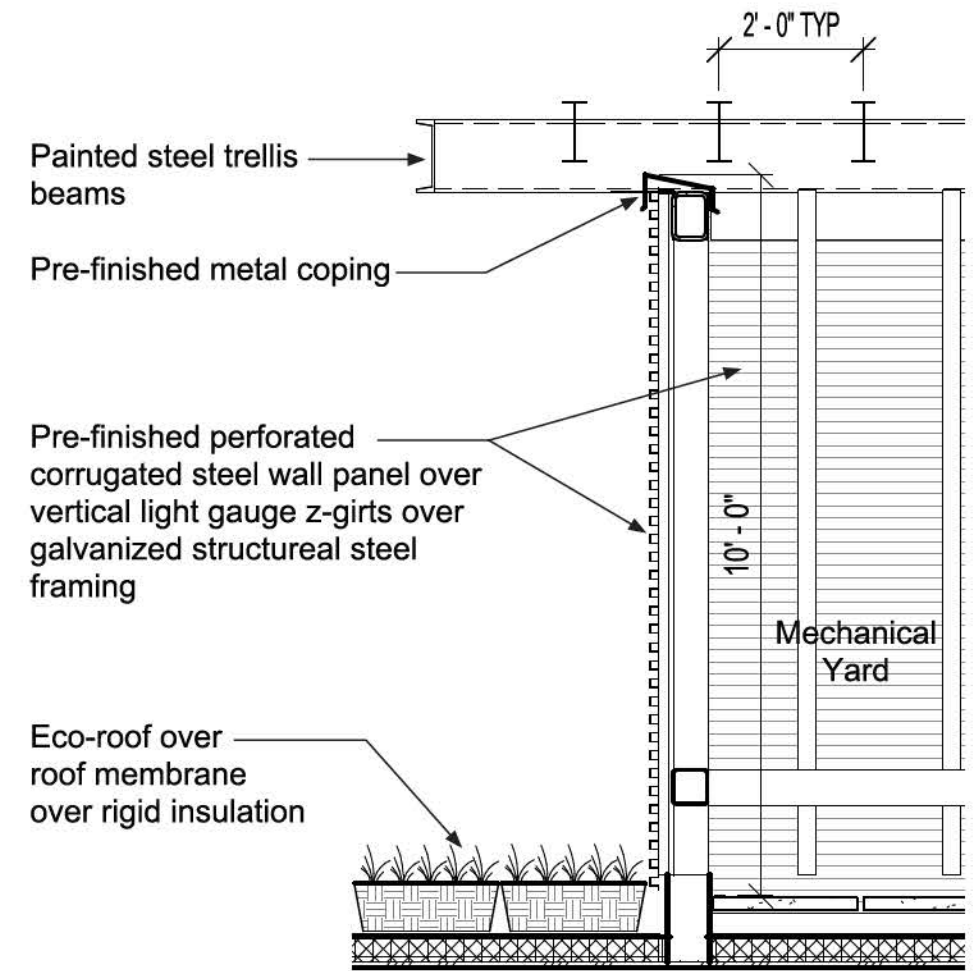
Industrial appurtenance

13th Avenue Building Details

Mechanical Penthouses & Rooftop Enclosures



Axon View at Rooftop Penthouse



A Section at Mechanical Screen



Painted steel trellis



Steel Corrugated Panel



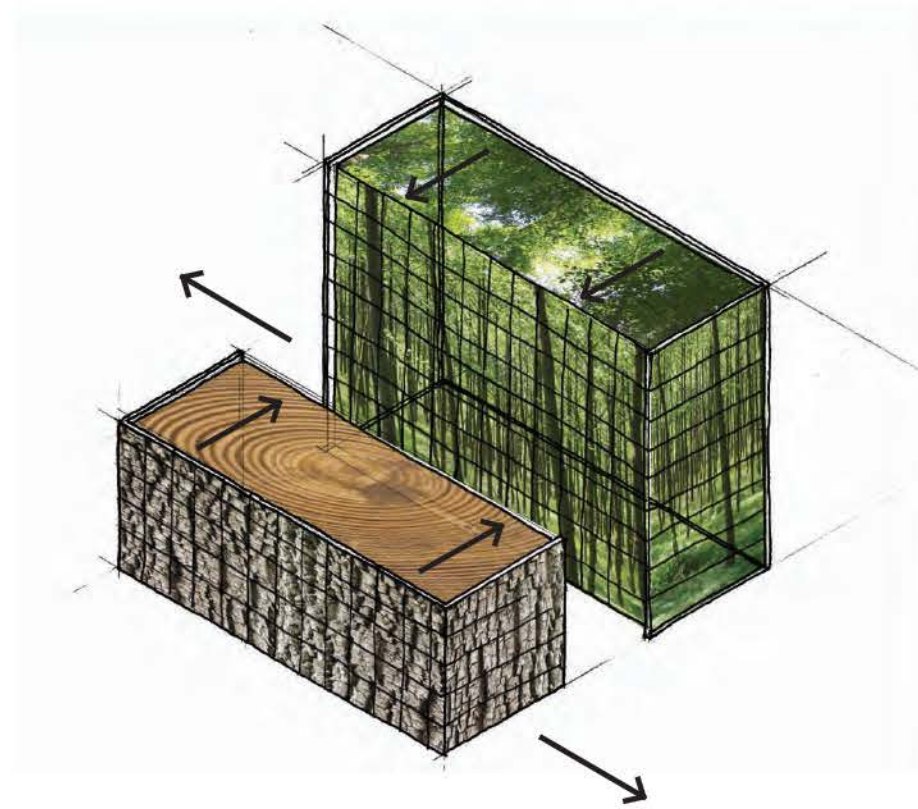
Storefront



Painted steel fl t-bar rails w/ SST cables

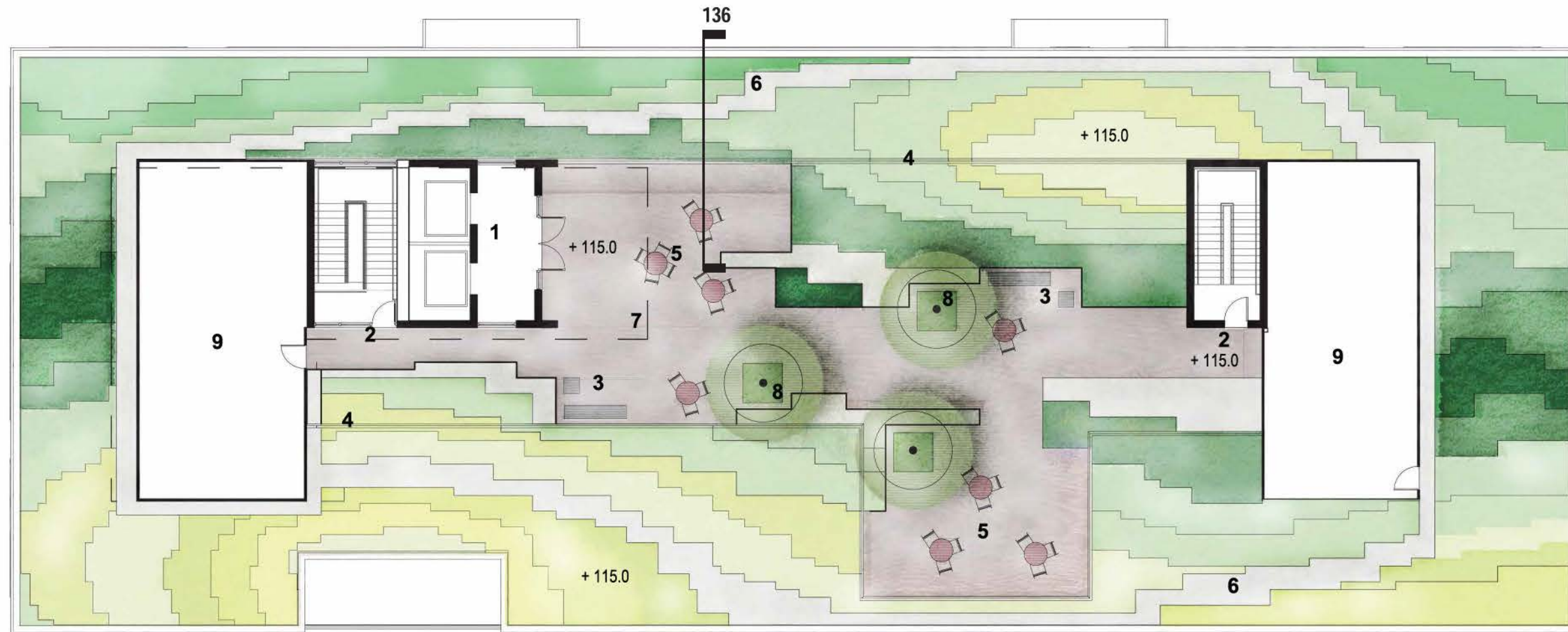
13th Ave Building Roof Terrace

Concept



13th Ave Building Roof Terrace

Plan

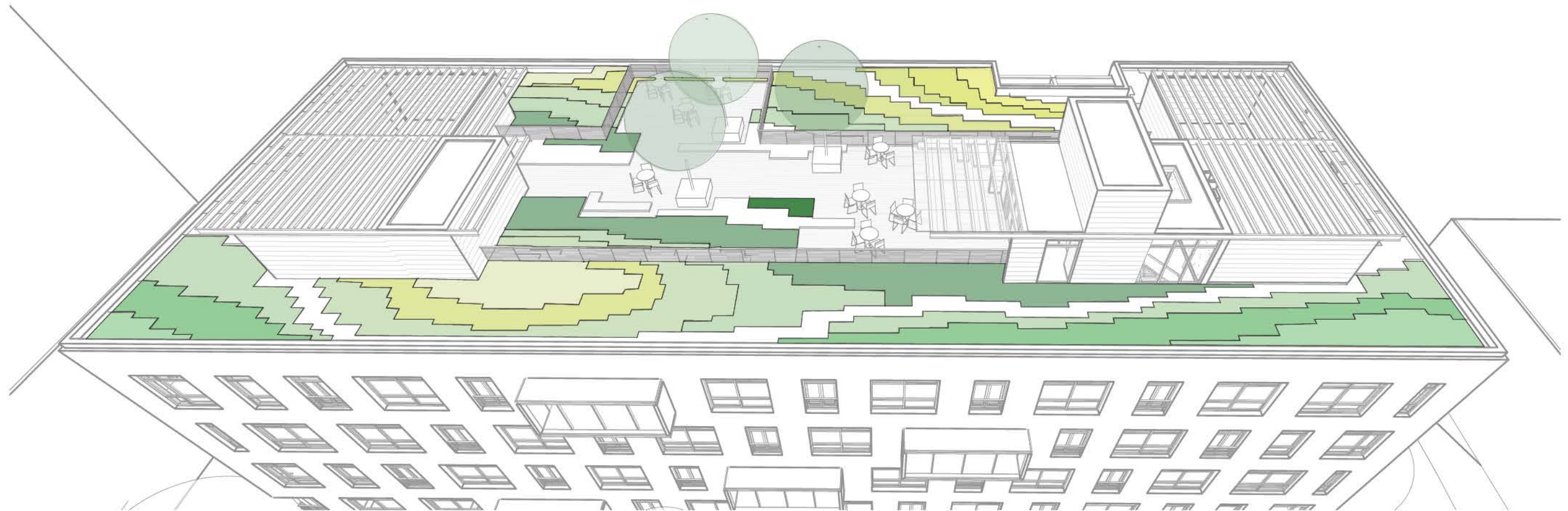


- | | |
|---|--|
| <p>1 Elevator Lobby
Flush with level of terrace wood pavers</p> <p>2 Stair Access</p> <p>3 Hardwood Bench
Built-in bench of tropical hardwood</p> <p>4 Stainless Steel Cable Rail
Setback from paving in particular areas to blend between paving and planting.</p> <p>5 Seating Area with movable tables and chairs</p> | <p>6 Maintenance Path
Access route of crushed rock or cinder; min. 1'-0" wide, incorporated into roof pattern</p> <p>7 Trellis Overhang</p> <p>8 Tree Planter, 1 of 3
Large scale precast concrete planter with min. depth of 24", planted with small-medium specimen trees to create areas of shade and divide spaces within terrace.</p> <p>9 Mechanical Space</p> |
|---|--|



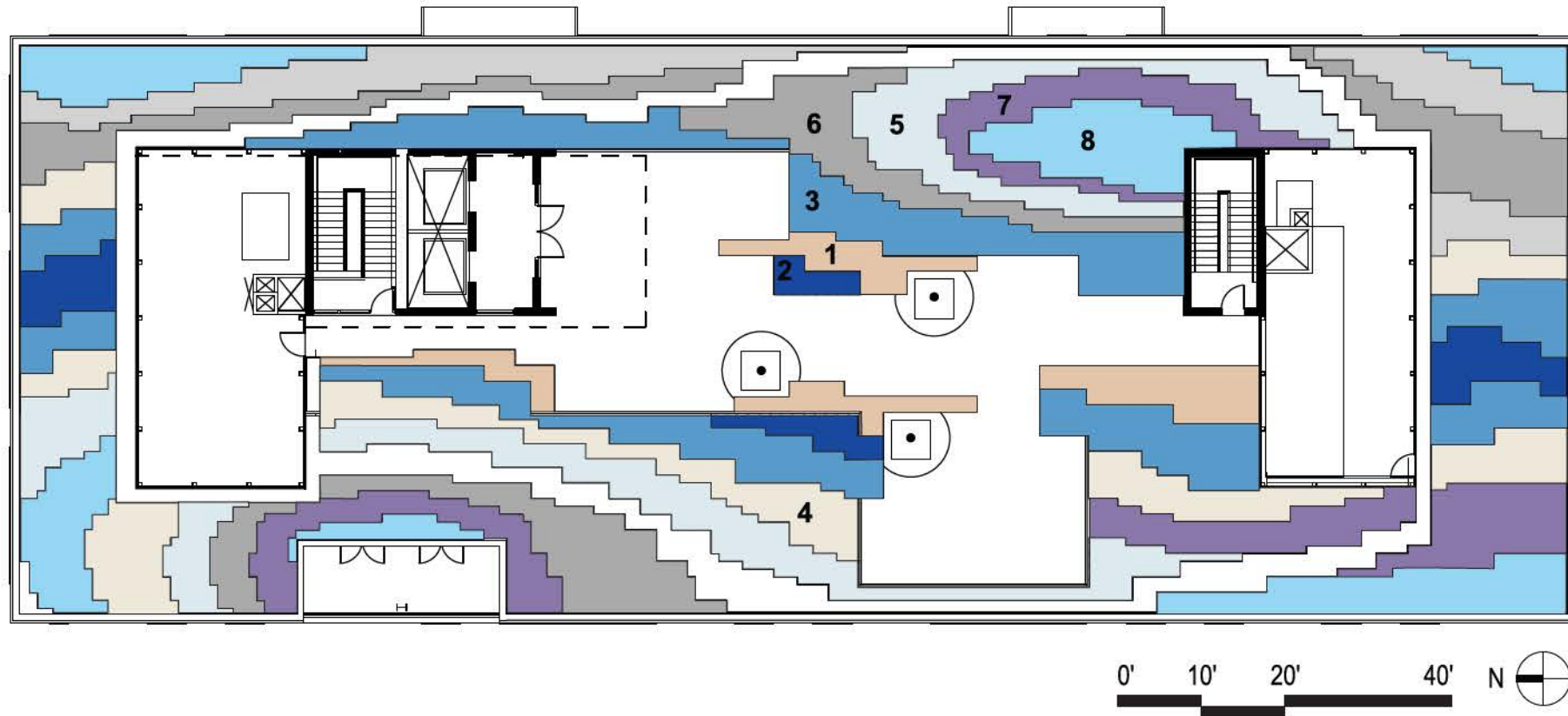
13th Ave Building Roof Terrace

View from 12th Ave Building



13th Ave Building Roof Terrace

Plant Palette



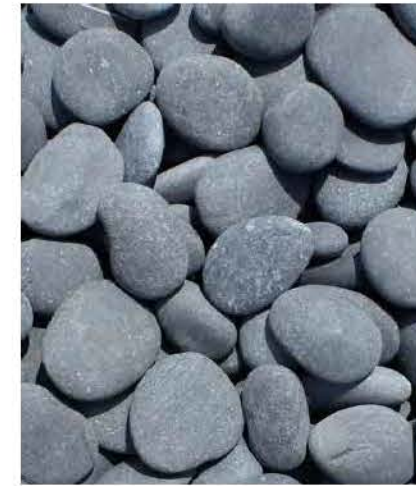
BOTANICAL NAME	COMMON NAME	SIZE	ROOT CONDITION	ON-CENTER SPACING
----------------	-------------	------	----------------	-------------------

TREE

	<i>Parrotia persica</i>	PERSIAN IRONWOOD	3" CAL	CONTAINER	AS SHOWN
---	-------------------------	------------------	--------	-----------	----------

GREEN ROOF

1	Mexican Beach Pebbles	
2	<i>Sempervivum 'Lavendar & Old Lace'</i>	Hen and Chicks
3	<i>Sedum makinoi 'Ogon'</i>	Yellow Flowered Sedum
	<i>Achillea millefolium</i>	Yarrow
4	<i>Thymus vulgaris</i>	Thyme
	<i>Allium schoenoprasum 'Rising Star'</i>	Flowering Onion
5	<i>Sedum spurium 'Green Mantle'</i>	White Flowered Sedum
6	<i>Sedum forsterianum 'Antique Grill'</i>	Yellow Flowered Sedum
7	<i>Pennisetum alopecuroides viridescens</i>	Fountain Grass
	<i>Rudbeckia hirta</i>	Black-eyed Susan
8	<i>Perovskia superba</i>	Russian Sage



Mexican Beach Pebbles



Lavender Flowered Hen and Chicks
Sempervivum 'Lavendar & Old Lace'



Yellow Flowered Sedum
Sedum forsterianum 'Antique Grill'



Thyme *Thymus vulgaris*



Yellow Flowered Sedum
Sedum makinoi 'Ogon'



White Flowered Sedum
Sedum spurium 'Green Mantle'



Black Eyed Susan *Rudbeckia hirta*



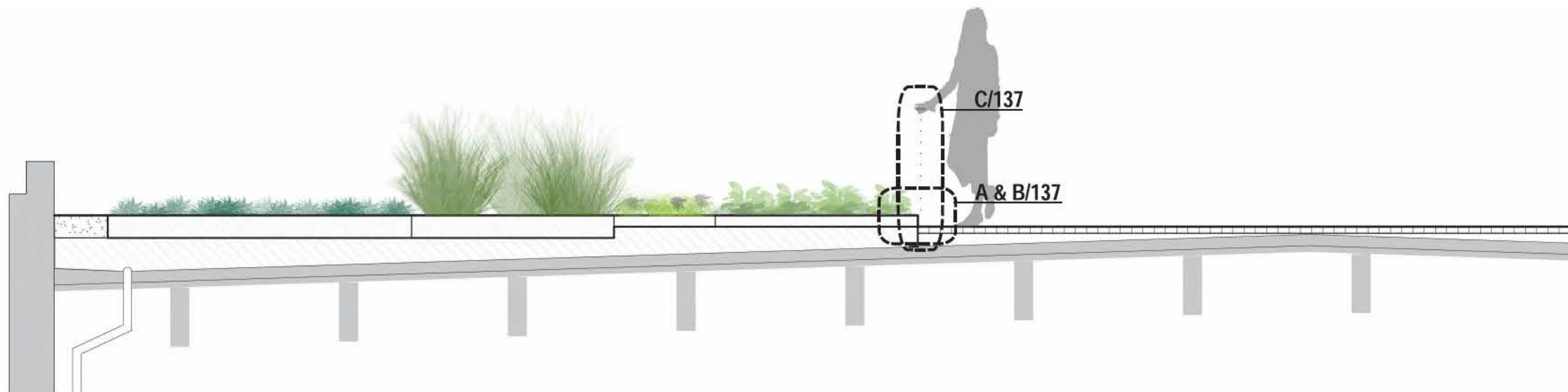
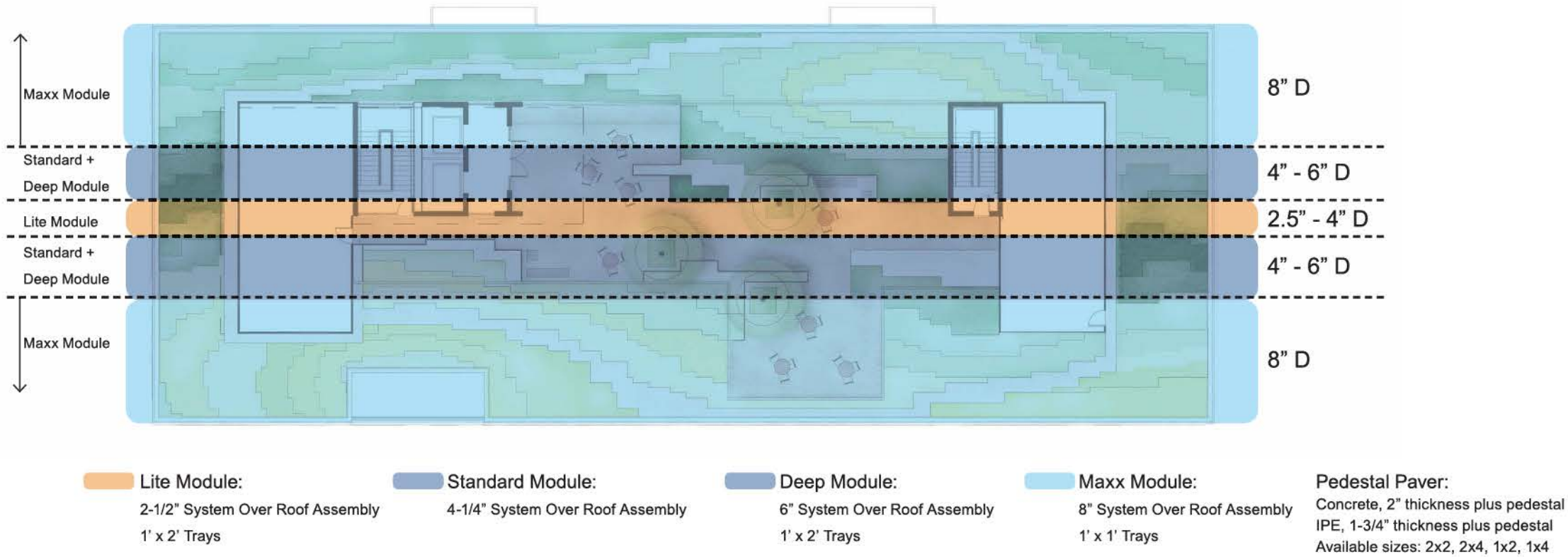
Fountain Grass *Pennisetum alopecuroides viridescens*



Russian Sage *Perovskia superba*

13th Ave Building Roof Terrace

Green Roof Depth Diagram and Section

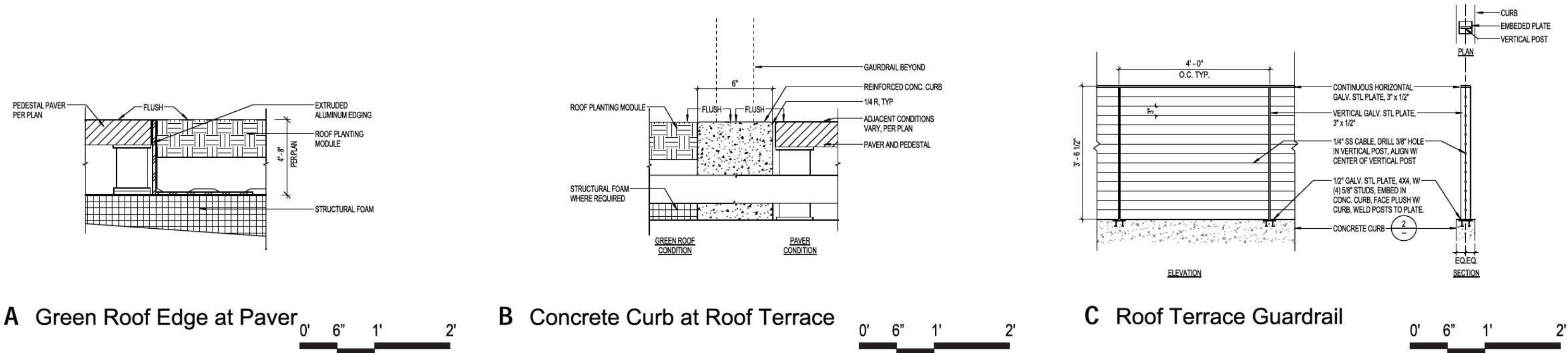


Green Roof Section



13th Ave Building Roof Terrace

Details



Graphic Green Roof Pattern



Modular Ipe Pavers



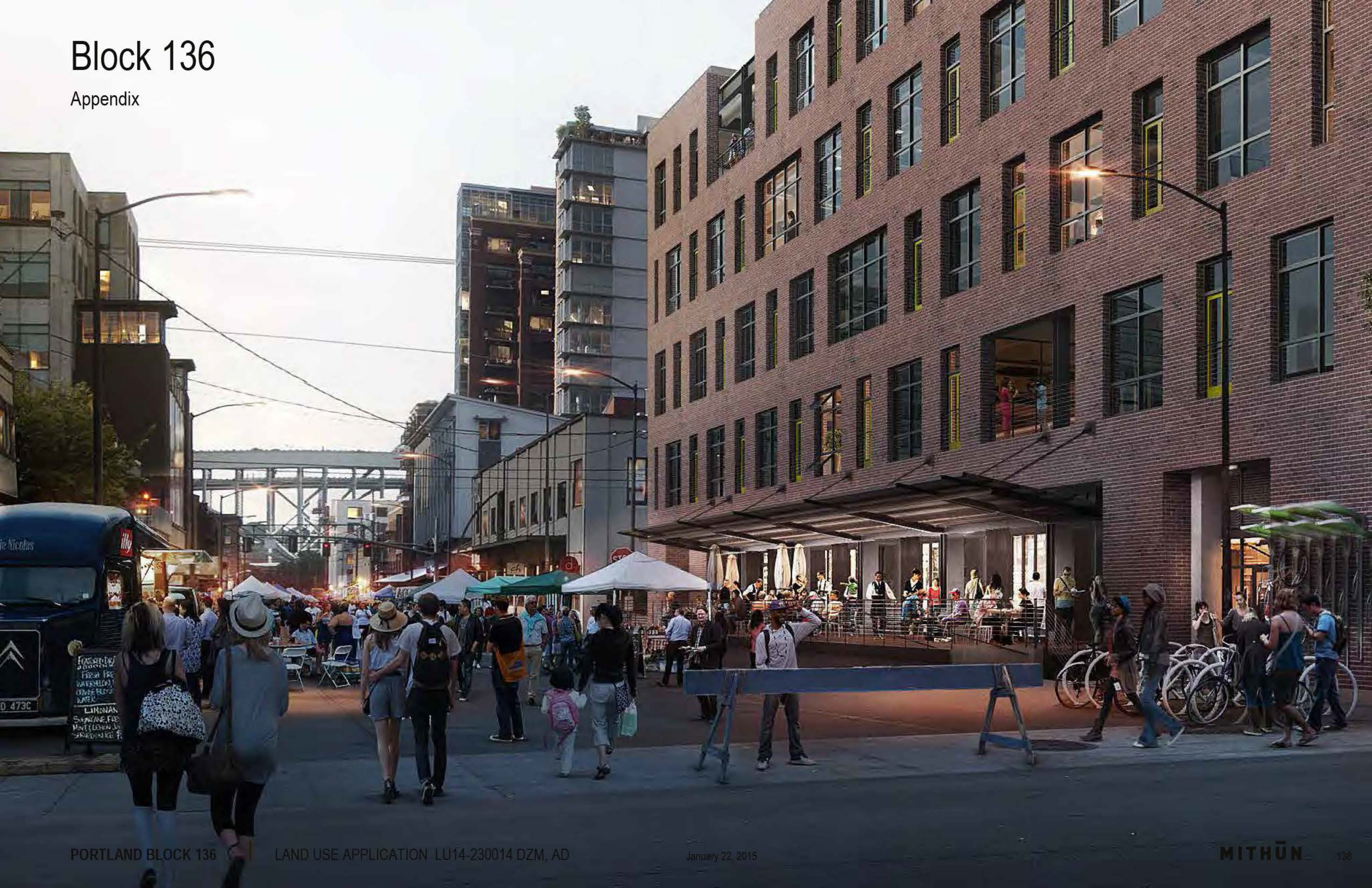
Concrete Benches
 Landscape Forms, Socrates Bench, 95" L and 24" L



Concrete Planters
 Greenform, Delta Square 39" W x 39" L x 24" D

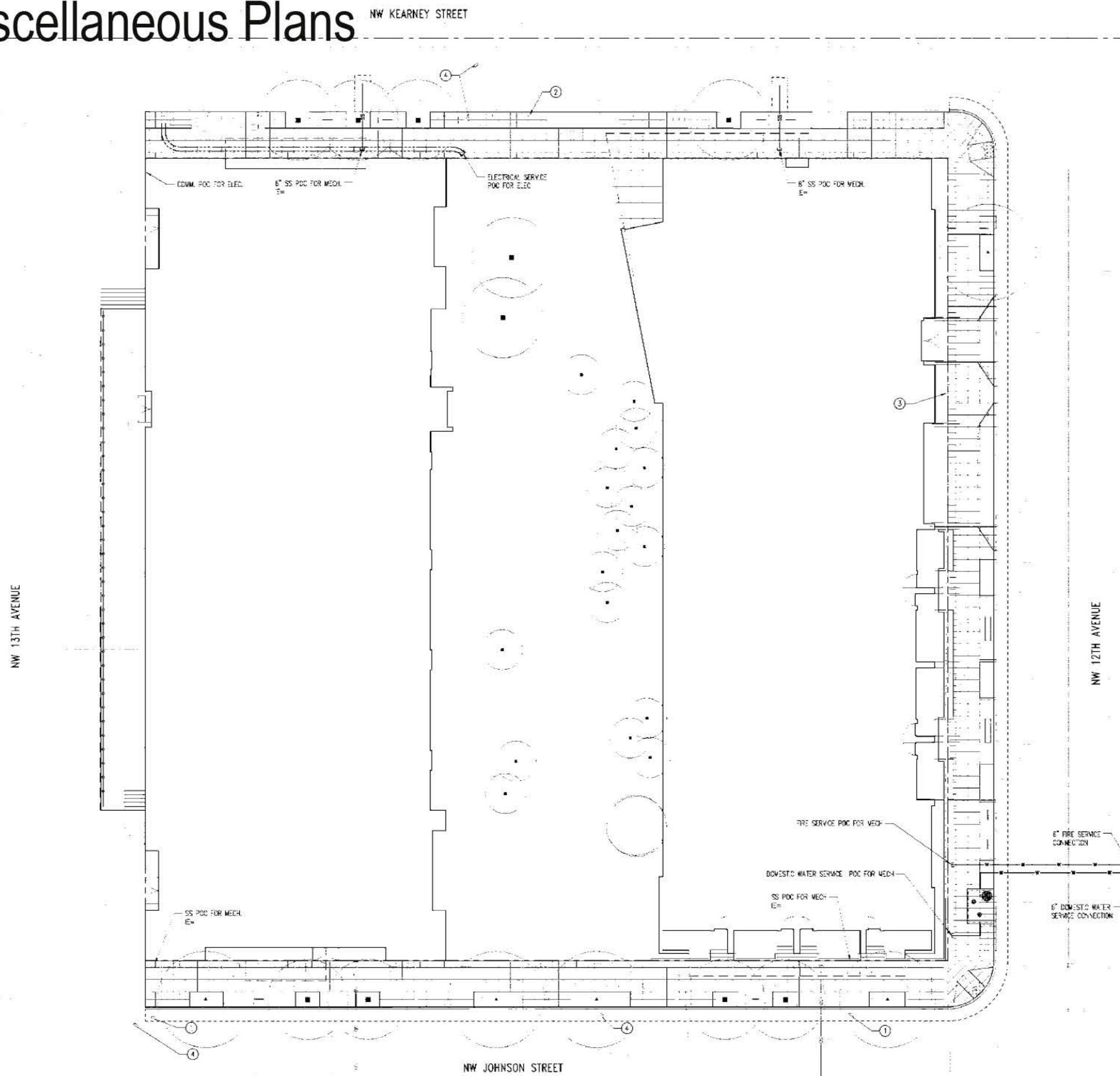
Block 136

Appendix



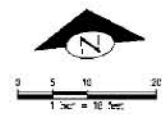
Appendix A - Miscellaneous Plans

Site Utility Feasibility Plan



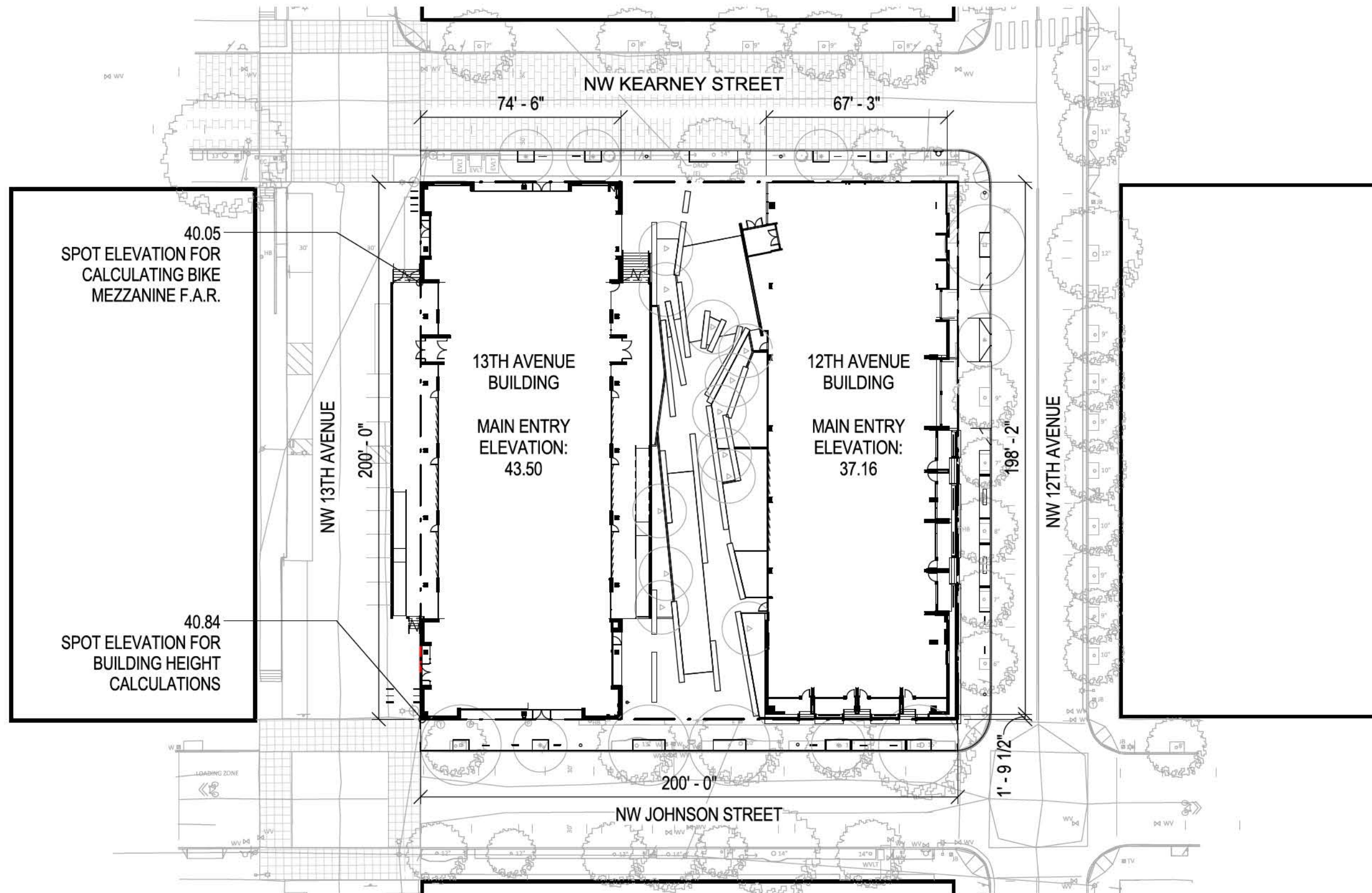
- CONSTRUCTION NOTES:**
1. CONNECT TO EXISTING SEWER LATERAL SLOPE AT 1% MIN. CONTRACTOR SHALL VERIFY LINE TO VERIFY STRUCTURAL INTEGRITY PRIOR TO CONSTRUCTION. SEE MECHANICAL FOR CONTINUATION.
 2. COORDINATE WITH PGE FOR REMOVAL OF EXISTING POWER POLE AND SERVICES UNDER SEPARATE PERMIT.
 3. GAS CONNECTION. COORDINATE WITH GAS PROVIDER FOR METER PLACEMENT. SEE MECHANICAL PLANS FOR CONTINUATION.
 4. COORDINATE WITH PGE TO RELOCATE EXISTING OVERHANG UTILITY LINES.
 5. TOP OF SLAB ELEVATIONS REFERENCE LOWEST GARAGE FLOOR SLAB.
 6. ALL SIDE SEWER INVERT ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL PROVIDE SIDE SEWER CONNECTIONS AND PROVIDE ACTUAL CONNECTION ELEVATIONS TO ENGINEER PRIOR TO CONSTRUCTION.

- UTILITY NOTES:**
1. ALL TRENCH EXCAVATION SHALL MEET OR EXCEED ALL APPLICABLE SHORING LAWS. ALL TRENCH SAFETY SYSTEMS SHALL MEET OSHA REQUIREMENTS.
 2. ADJUST GRADE MANHOLES, CATCH BASINS, AND VALVES IN PUBLIC RIGHT-OF-WAY OR EASEMENTS TO FINISH GRADE AFTER PAVING.



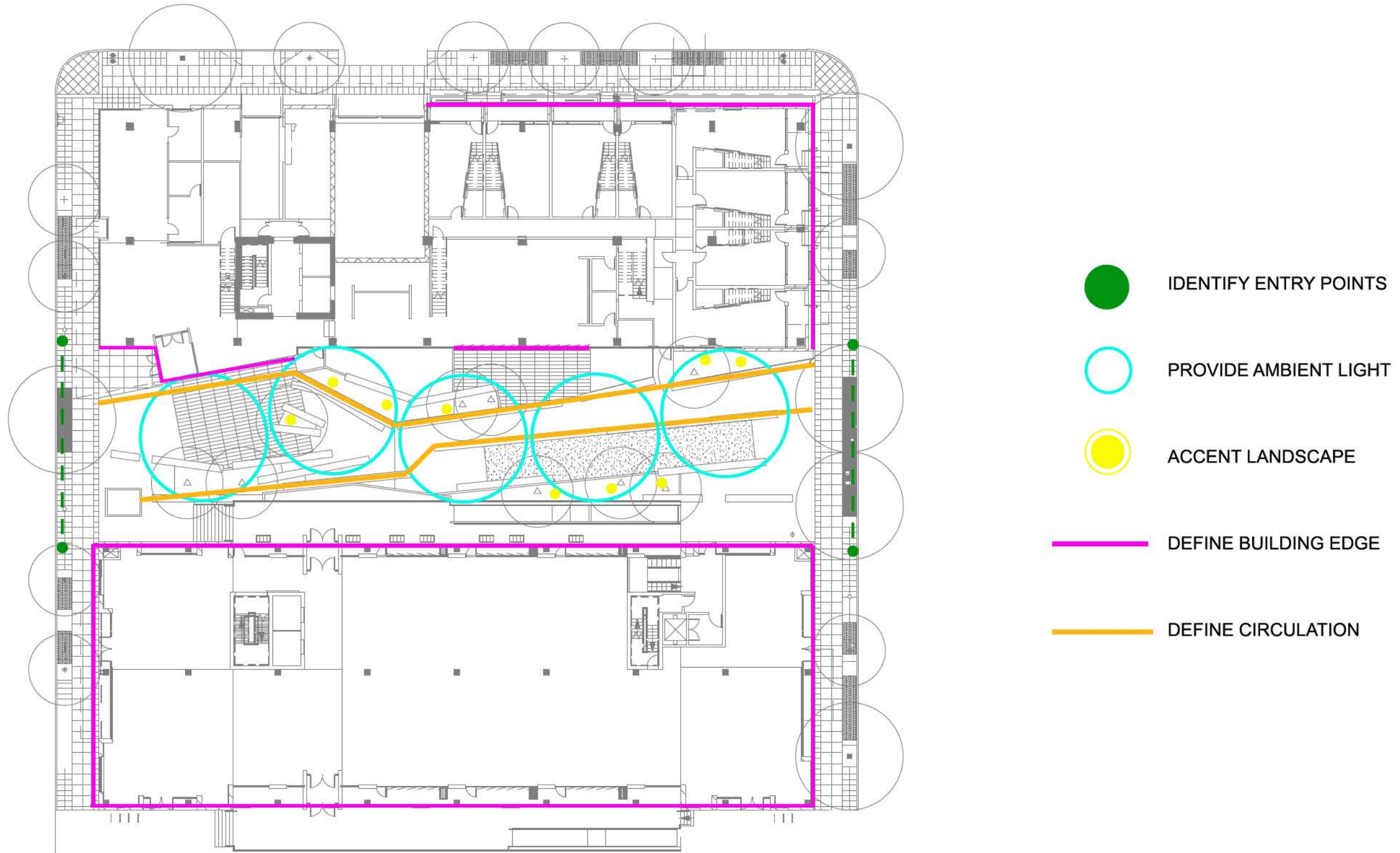
Appendix A - Miscellaneous Plans

Site Plan



Appendix A - Miscellaneous Plans

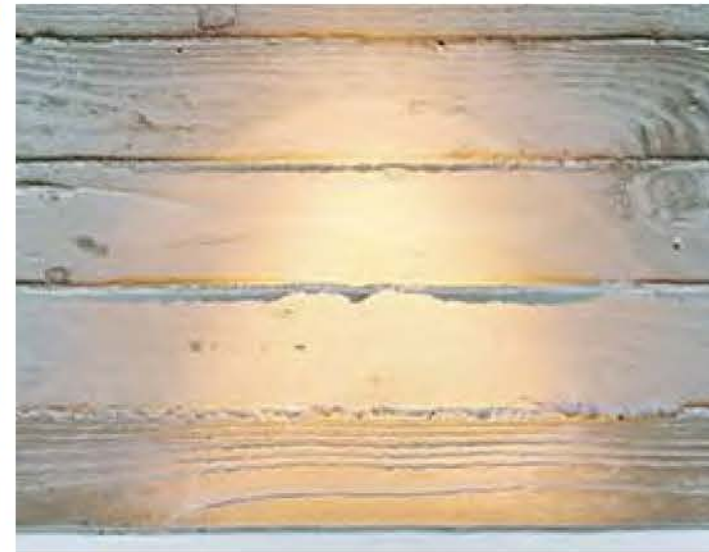
Lighting - Goals



Appendix A - Miscellaneous Plans

Lighting - Goal Precedents

DEFINE BUILDING EDGE



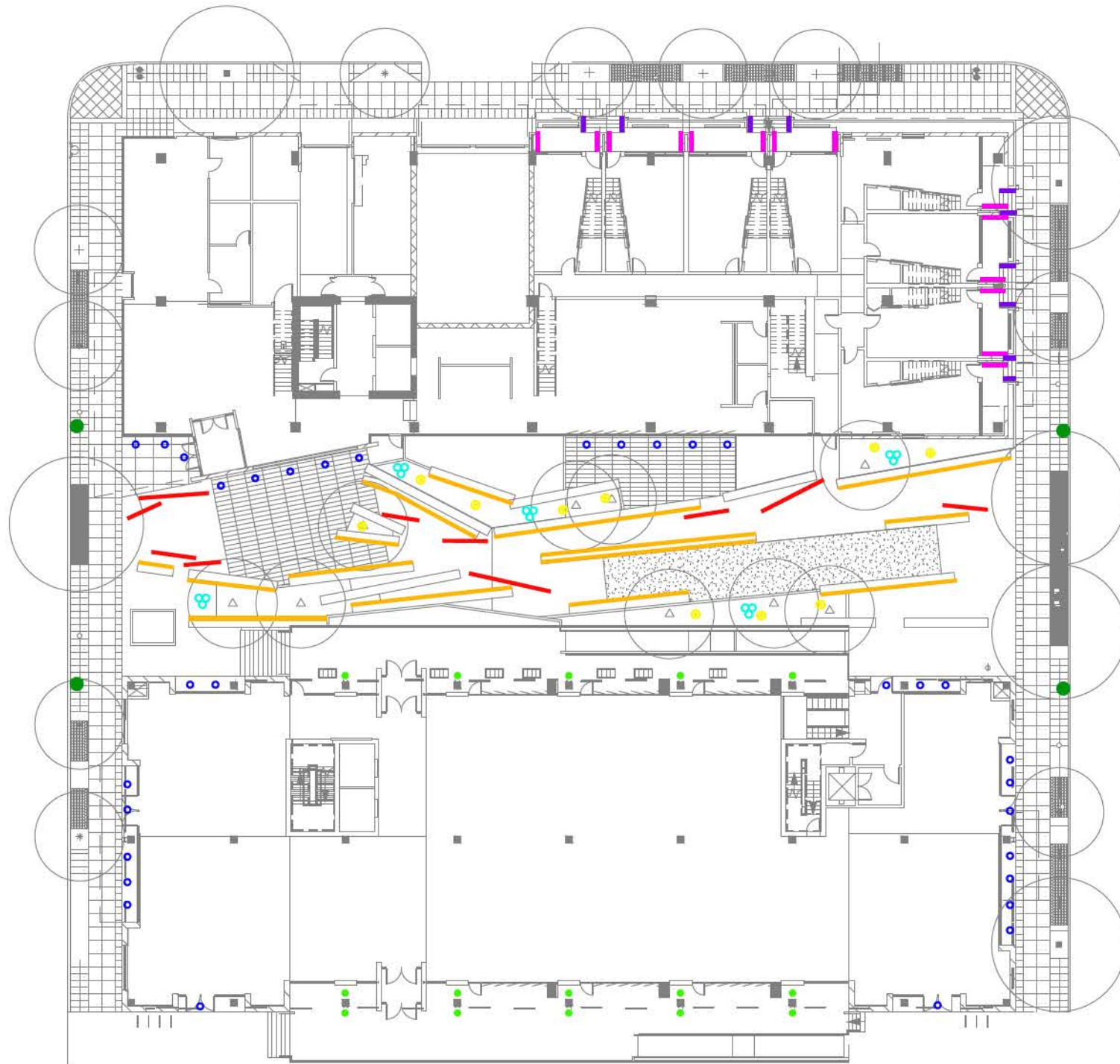
DEFINE CIRCULATION


















 PROVIDE AMBIENT LIGHT

 ACCENT LANDSCAPE

Appendix A - Miscellaneous Plans

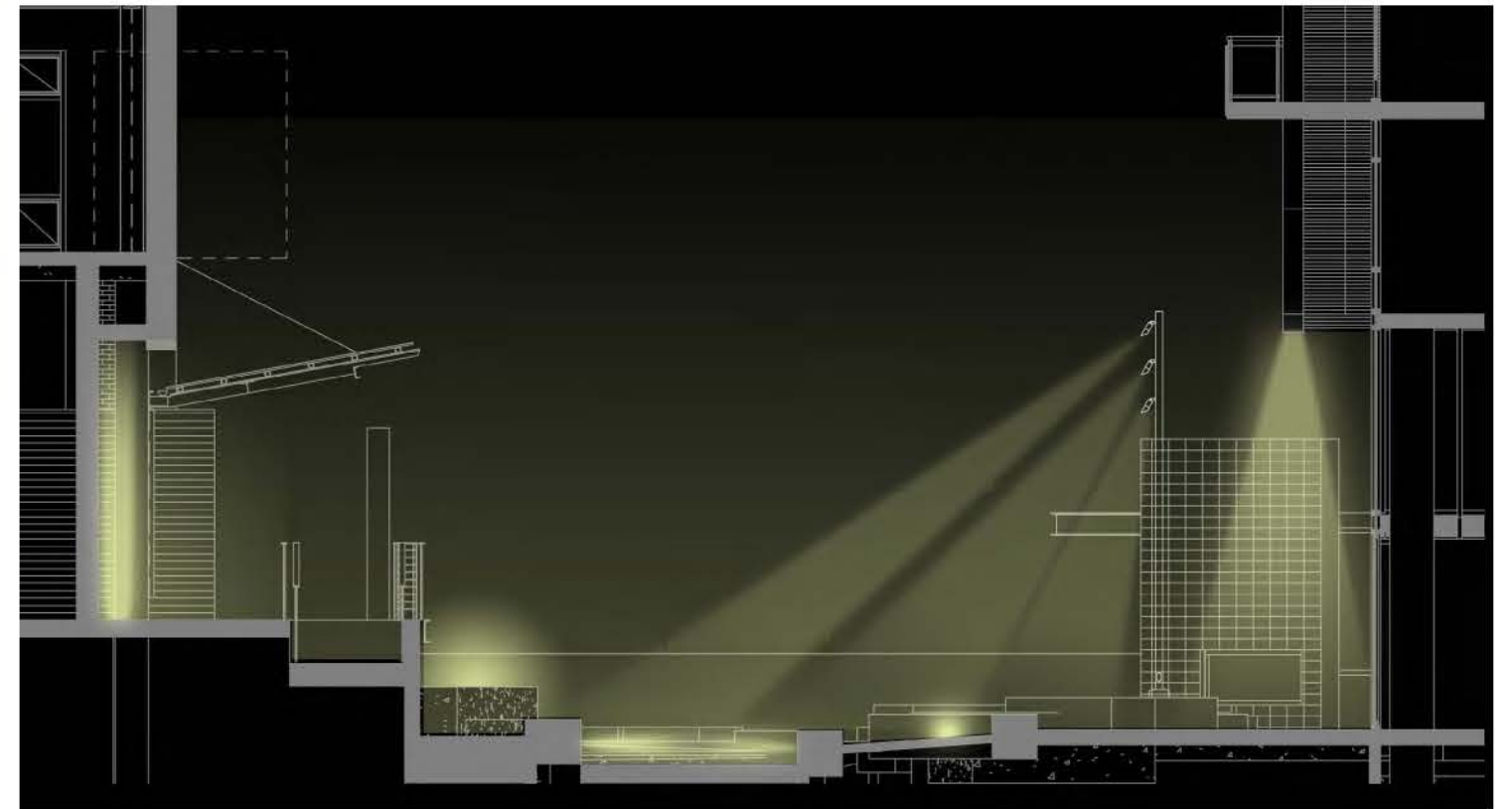
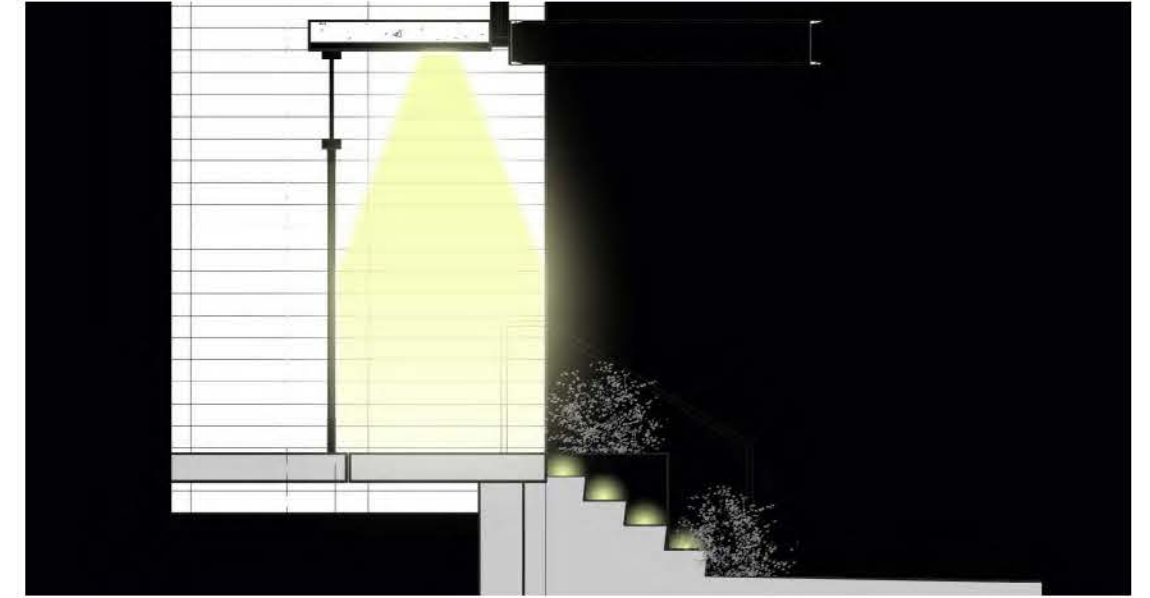
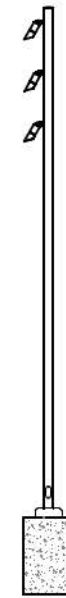
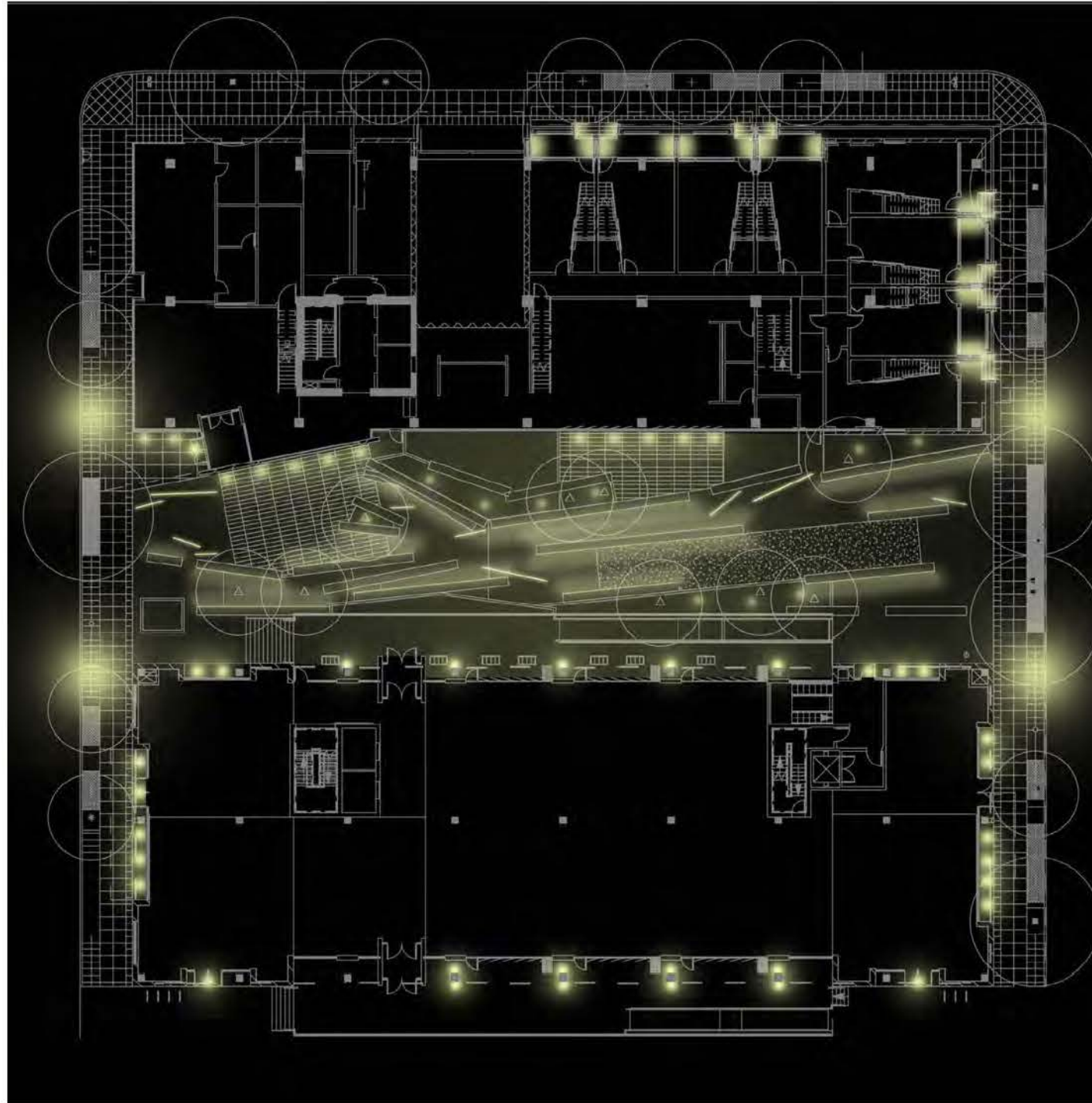
Lighting - Fixtures



FIXTURE TYPE	GOAL	INTENT
 city provided pedestrian pole	identify entry points	create sense of security
  surface/pendant downlight v2 lighting core sx series	define building edge	create outdoor spaces
  in-grade column uplight bega 7019	define building edge	create outdoor spaces
  surface mount downlight v2 lighting core sx series	define building edge	create outdoor spaces
  multi-head floodlight on pedestrian pole bk denali series	provide ambient light	create safe environment
  tape light in channel tivoli outdoor low brightness 3.0	define circulation	illuminate benches
  in-grade linear lumenpulse lumenfacade series	define circulation	illuminate pathways
  recessed step light bega 2382	define circulation	illuminate steps
  surface mounted floodlight bega 7604	accent landscape	create visual interest

Appendix A - Miscellaneous Plans

Lighting - Illumination Maps



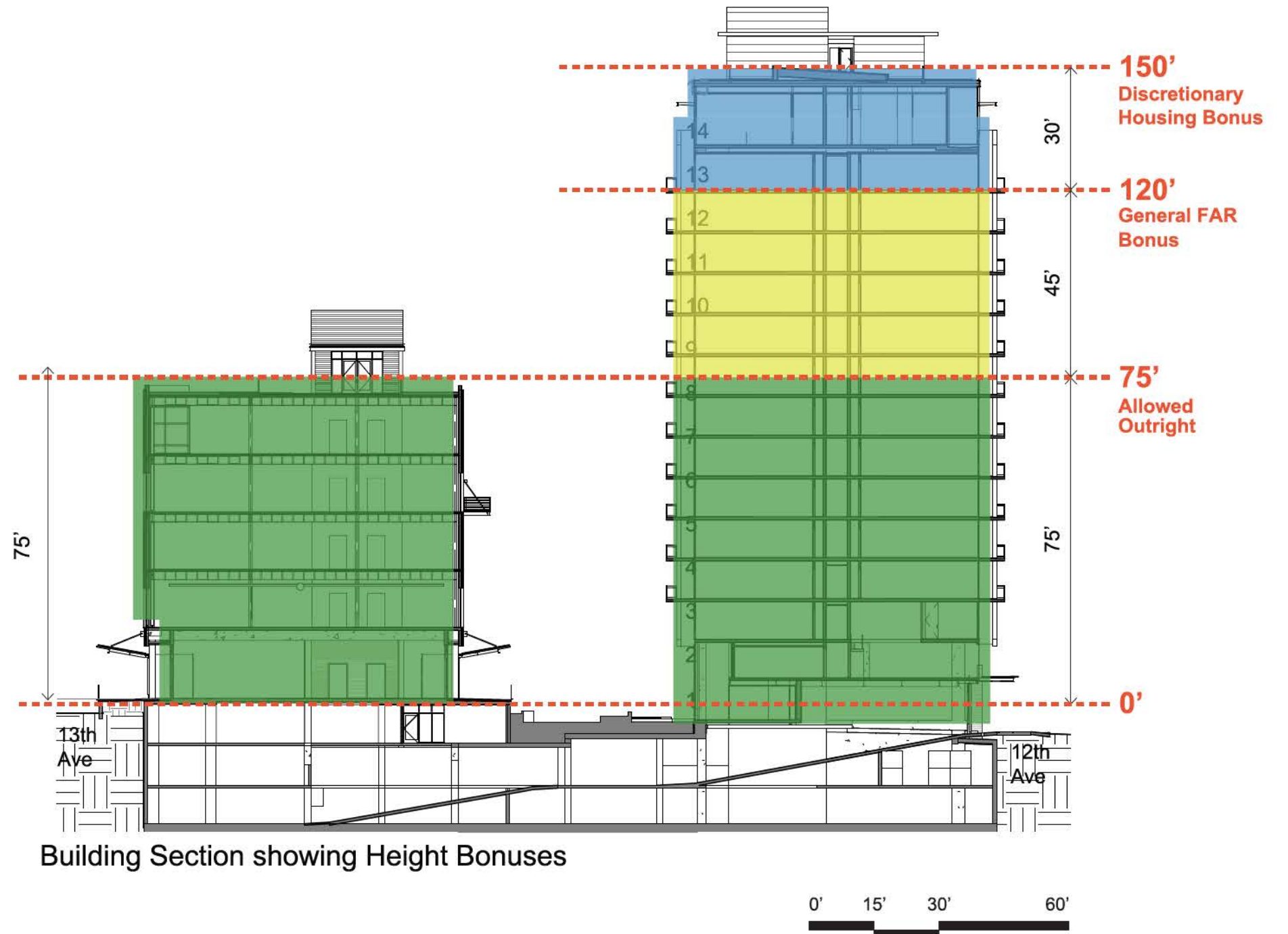
Appendix B - 30' Height Request

Floor Area Bonuses

Floor Area Bonuses

Category	Max FAR Bonus	Area from Bonus (GSF)	FAR Earned	Notes
Site Area		40,000		
Base FAR Allowed Outright Map 510-2	4.00	160,000	4.00	
Residential Bonus 210.C.1	3.00	162,542	4.06	12th Ave Bldg Levels 1-12
Rooftop Gardens Bonus 210.C.4	n/a	7,823	0.20	12th Ave Bldg
Eco-Roof Bonus 210.C.10	n/a	27,156	0.68	13th Ave Bldg
Total	7.00	357,521	8.94	2.12 extra

Achieving FAR Bonus of 3.00 automatically qualifies for a 45' height bonus.

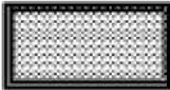




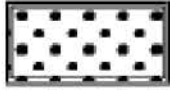


Appendix B - 30' Height Request

River District Zoning Base Heights



LEGEND

-  Area where maximum height is determined by Base Zone
-  Area eligible for general and housing height bonuses
-  Maximum heights area boundary
- X'** Maximum building height
-  Allowable building height when rezoned to EX or CX
-  Boundary of area where building heights area tied to rezoning to EX or CX
-  Area eligible for housing height bonus only

33.510.210 Floor Area and Height Bonus Options

D. General bonus heights. Bonus height is also earned at certain locations in addition to the bonus floor area achieved through the bonus options. Bonus height is in addition to the maximum heights of Map 510-3. Qualifying areas, shown on Map 510-3, are located such that increased height will not violate:

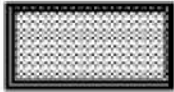


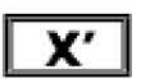

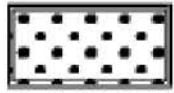
- established view corridors,
- the preservation of the character of historical districts,
- the protection of public open spaces from shadow, and
- the preservation of the City's visual focus on important buildings (such as the Union Station Clock Tower).

Appendix B - 30' Height Request




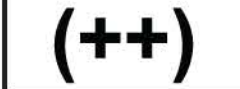
Zoning Bonus Height Maximums



LEGEND

-  Area where maximum height is determined by Base Zone
-  Area eligible for general and housing height bonuses
-  Maximum heights area boundary
- X'** Maximum building height
-  Allowable building height when rezoned to EX or CX
-  Boundary of area where building heights area tied to rezoning to EX or C)
-  Area eligible for housing height bonus only

Height Key:

-  Base Height from Map 510-3
-  FAR Height (Automatic) Bonus
-  Housing Height Bonus
-  North Pearl Specific Bonuses

Appendix B - 30' Height Request

Existing Nearby Building Heights



Legend

- 0' to 25'
- 25' to 50'
- 50' to 75'
- 75' to 100'
- 100' to 125'
- 125' to 150'
- 150' to 175'
- 175' to 200'
- 200' to 225'

* Housing Bonus Projects

- The Casey, 175' tall - 311 NW 12th Ave
- Park Place, 150' tall - 922 NW 11th
- The Henry, 175' tall - 1025 NW Couch
- The Louisa, 175' tall - 123 NW 12th

Appendix B - 30' Height Request

Zoning Code Requirements

33.510.210 E. Bonus height option for housing.

1. Generally. In the bonus height areas, building heights may be allowed to be greater than shown on Map 510-3 if the bonus height is for housing. Although this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in E.4, below.
2. Standard. The maximum height bonus that may be allowed is **75 feet**.
3. Relationship to Subsection D.
 - a. On sites shown on Map 510-3 as eligible for general and housing height bonuses, both the bonus height options of this subsection and Subsection D., above may be used. However, if both options are used, the combined bonus height may not exceed 75 feet. Bonus height in excess of the maximum allowed through Subsection D., above, must be used exclusively for housing, and may not be used to qualify for the residential floor area bonus option in Subsection C.1., above;
 - b. On sites shown on Map 510-3 as eligible for housing height bonuses, only the housing height bonus of this subsection may be used.

Appendix B - 30' Height Request

Zoning Code Requirements

- 4. Approval Criteria.** The approval of the bonus height is made as part of the design review of the project. The bonus height may be approved if the review body finds that the applicant has shown that all of the following criteria have been met:
- a. The increased height will not violate an established view corridor; (met)
 - b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows...; (met)
 - c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard...;(met)
 - d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town...; (met)
 - e. The increased height will result in a project that better meets the applicable **design guidelines**;
 - f. and Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A. (next page)

Appendix B - 30' Height Request

Zoning Code Requirements

33.510.205 A. Height.

A. Purpose. The maximum building heights are intended to accomplish several **purposes** of the Central City Plan. These include:

- protecting **views**,
- creating a stepdown of building heights to the **Willamette River**,
- limiting shadows on public **open spaces**,
- ensuring building height compatibility and step downs to **historical districts**, and
- limiting shadows from new development on **residential** neighborhoods in and at the edges of the Central City.

Appendix B - 30' Height Request

Zoning - Open Space Performance Standard

33.510.205 C. Height.

C. Performance standard for sites adjacent to designated open spaces. (Not applicable to Block 136)

2. The performance standard. Building heights may be increased if the amount of shadow cast by the proposed building on the adjacent open space will be less than or equal to the shadow that would result from an allowed building constructed to the maximum height shown on Map 510-3. (75')

The shadow from an allowed building is based on the shadow that would be cast by a structure covering the entire site at the height limit of Map 510-3. Shadows must be analyzed for noon and **3:00 p.m. on April 21** to determine compliance with this provision.



Riverstone shadow on Jamison Square +/- 6:15 pm May 20

Appendix B - 30' Height Request

Jamison Square Sun Study - Without Proposed Project

March 21, 5:30 PM



Appendix B - 30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

March 21, 5:30 PM



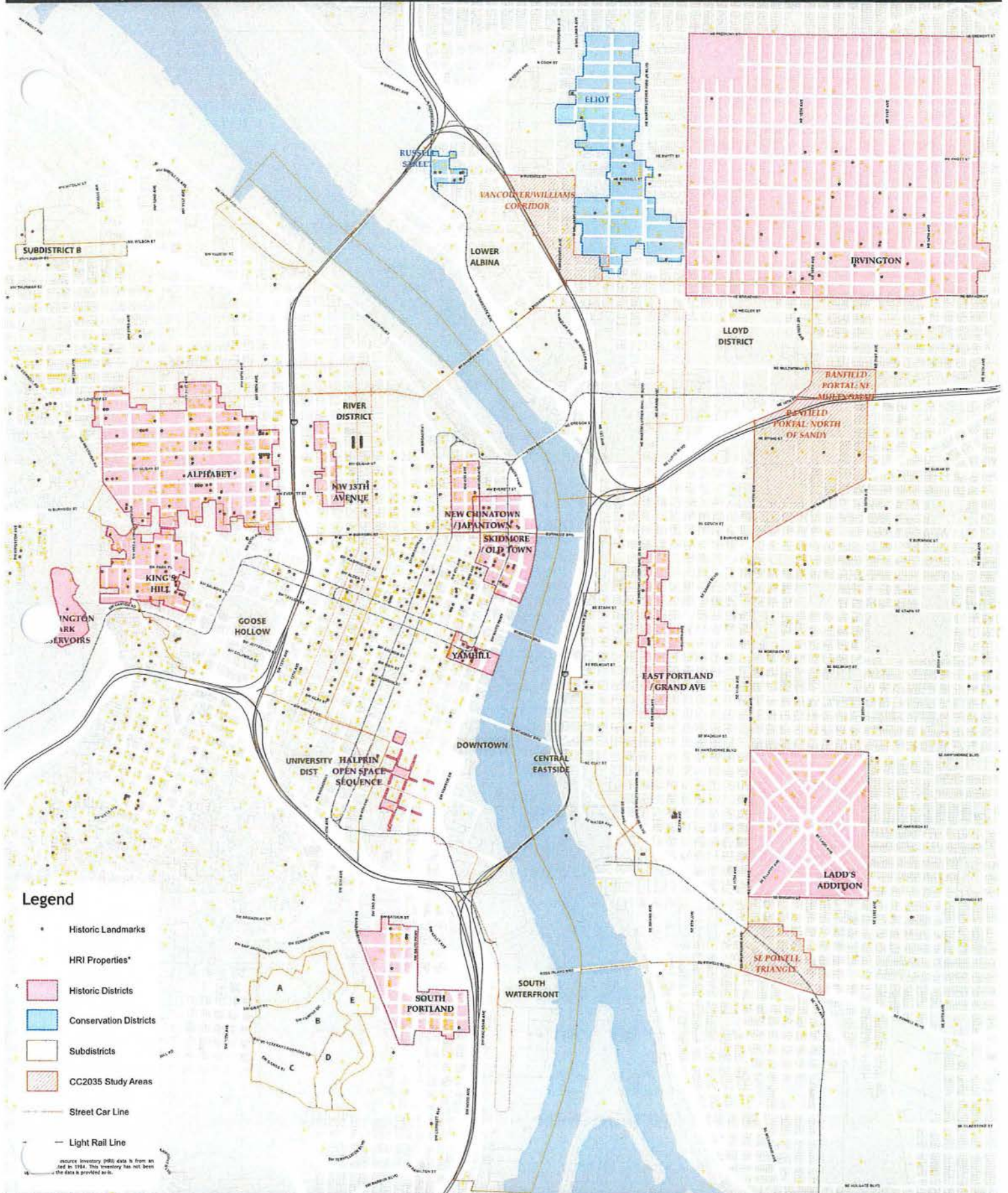
Appendix B - 30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

March 21, 5:30 PM



EXHIBIT D



Legend

- Historic Landmarks
- HRI Properties*
- Historic Districts
- Conservation Districts
- Subdistricts
- CC2035 Study Areas
- Street Car Line
- Light Rail Line

*Source: Inventory 980 data is from an audit in 1984. This inventory has not been the data is provided as is.

January 7th, 2013

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

The information on this map was derived from the City of Portland's Geographic Information System. The City of Portland does not warrant the accuracy or completeness of the information on this map.



Bureau of Planning and Sustainability
Innovative. Collaborative. Practical Solutions.

City of Portland
Charlie Bell, Mayor // Susan Anderson, Director



EXHIBIT E

30' Height Request

Existing Nearby Building Heights



Legend

- 0' to 25'
- 25' to 50'
- 50' to 75'
- 75' to 100'
- 100' to 125'
- 125' to 150'
- 150' to 175'
- 175' to 200'
- 200' to 225'

* Housing Bonus Projects

- The Casey, 175' tall - 311 NW 12th Ave
- Park Place, 150' tall - 922 NW 11th
- The Henry, 175' tall - 1025 NW Couch
- The Louisa, 175' tall - 123 NW 12th

30' Height Request

Zoning Code Requirements

33.510.210 E. Bonus height option for housing.

- 1. Generally.** In the bonus height areas, building heights may be allowed to be greater than shown on Map 510-3 if the bonus height is for housing. Although this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height, and may approve all, some or none of the bonus height requested, based on application of the criteria in E.4, below.
- 2. Standard.** The maximum height bonus that may be allowed is **75 feet**.
- 3. Relationship to Subsection D.**
 - a. On sites shown on Map 510-3 as eligible for general and housing height bonuses, both the bonus height options of this subsection and Subsection D., above may be used. However, if both options are used, the combined bonus height may not exceed 75 feet. Bonus height in excess of the maximum allowed through Subsection D., above, must be used exclusively for housing, and may not be used to qualify for the residential floor area bonus option in Subsection C.1., above;
 - b. On sites shown on Map 510-3 as eligible for housing height bonuses, only the housing height bonus of this subsection may be used.

30' Height Request

Zoning Code Requirements

- 4. Approval Criteria.** The approval of the bonus height is made as part of the design review of the project. The bonus height may be approved if the review body finds that the applicant has shown that all of the following criteria have been met:
- a. The increased height will not violate an established view corridor; **(met)**
 - b. If the site is within 500 feet of an R zone, the proposed building will not cast shadows...; **(met)**
 - c. If the site is shown on Map 510-3 as eligible for the Open Space (OS) performance standard...;**(met)**
 - d. If the site is on a block adjacent to the Yamhill or Skidmore Fountain/Old Town...; **(met)**
 - e. The increased height will result in a project that better meets the applicable **design guidelines**;
 - f. and Approval of the increased height is consistent with the purposes stated in Subsection 33.510.205.A. **(next page)**

30' Height Request

Zoning Code Requirements

33.510.205 A. Height.

A. Purpose. The maximum building heights are intended to accomplish several **purposes** of the Central City Plan. These include:

- protecting **views**,
- creating a stepdown of building heights to the **Willamette River**,
- limiting shadows on public **open spaces**,
- ensuring building height compatibility and step downs to **historical districts**, and
- limiting shadows from new development on **residential** neighborhoods in and at the edges of the Central City.

30' Height Request

Zoning - Open Space Performance Standard

33.510.205 C. Height.

C. Performance standard for sites adjacent to designated open spaces. (Not applicable to Block 136)

2. The performance standard. Building heights may be increased if the amount of shadow cast by the proposed building on the adjacent open space will be less than or equal to the shadow that would result from an allowed building constructed to the maximum height shown on Map 510-3. (75')

The shadow from an allowed building is based on the shadow that would be cast by a structure covering the entire site at the height limit of Map 510-3. Shadows must be analyzed for noon and **3:00 p.m. on April 21** to determine compliance with this provision.



Riverstone shadow on Jamison Square +/- 6:15 pm May 20

30' Height Request

River District Design Guidelines

River District Design Guidelines

A Portland Personality

- A1-1 Link the River to the Community
- A3-1 Provide Convenient Pedestrian Linkages
- A5-1-1 Reinforce the Identity of the Pearl District Neighborhood
- A5-3 Incorporate Water Features
- A5-4 Integrate Works of Art
- A8-1 Design Fences, Walls, and Gateways to be Seen Over
- A9-1 Provide a Distinct Sense of Entry and Exit

B Pedestrian Emphasis

- B1-1 Provide Human Scale to Buildings Along Walkways
- B5-1 Recognize the Roles of the Tanner Creek Parks

C Project Design

- C1-1 Increase River View Opportunities
- C3-1 Integrate Parking
- C9-1 Reduce the Impact of Residential Unit Garages on Pedestrians

30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

June 21st, 3:00PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

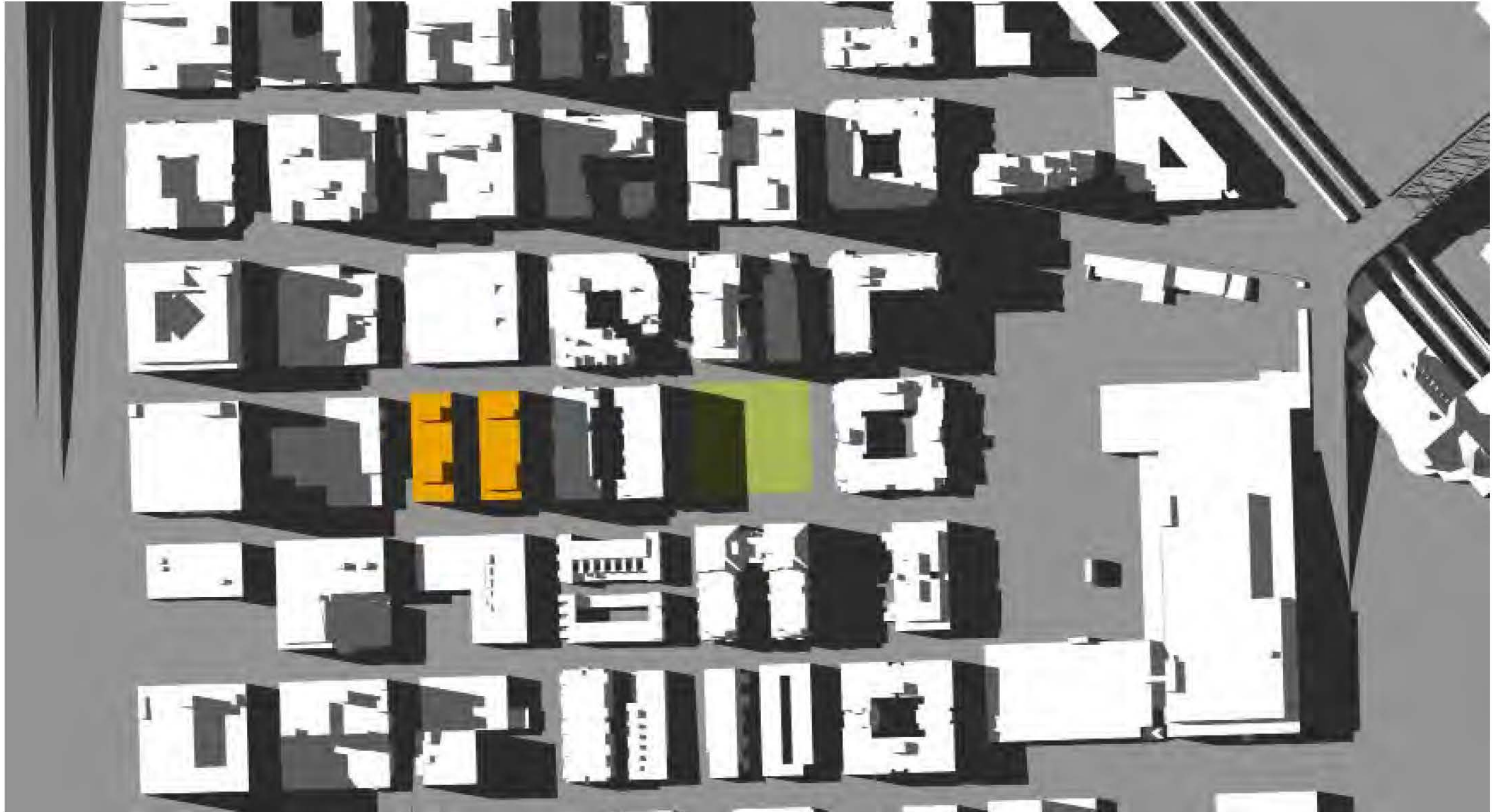
June 21st, 3:00PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

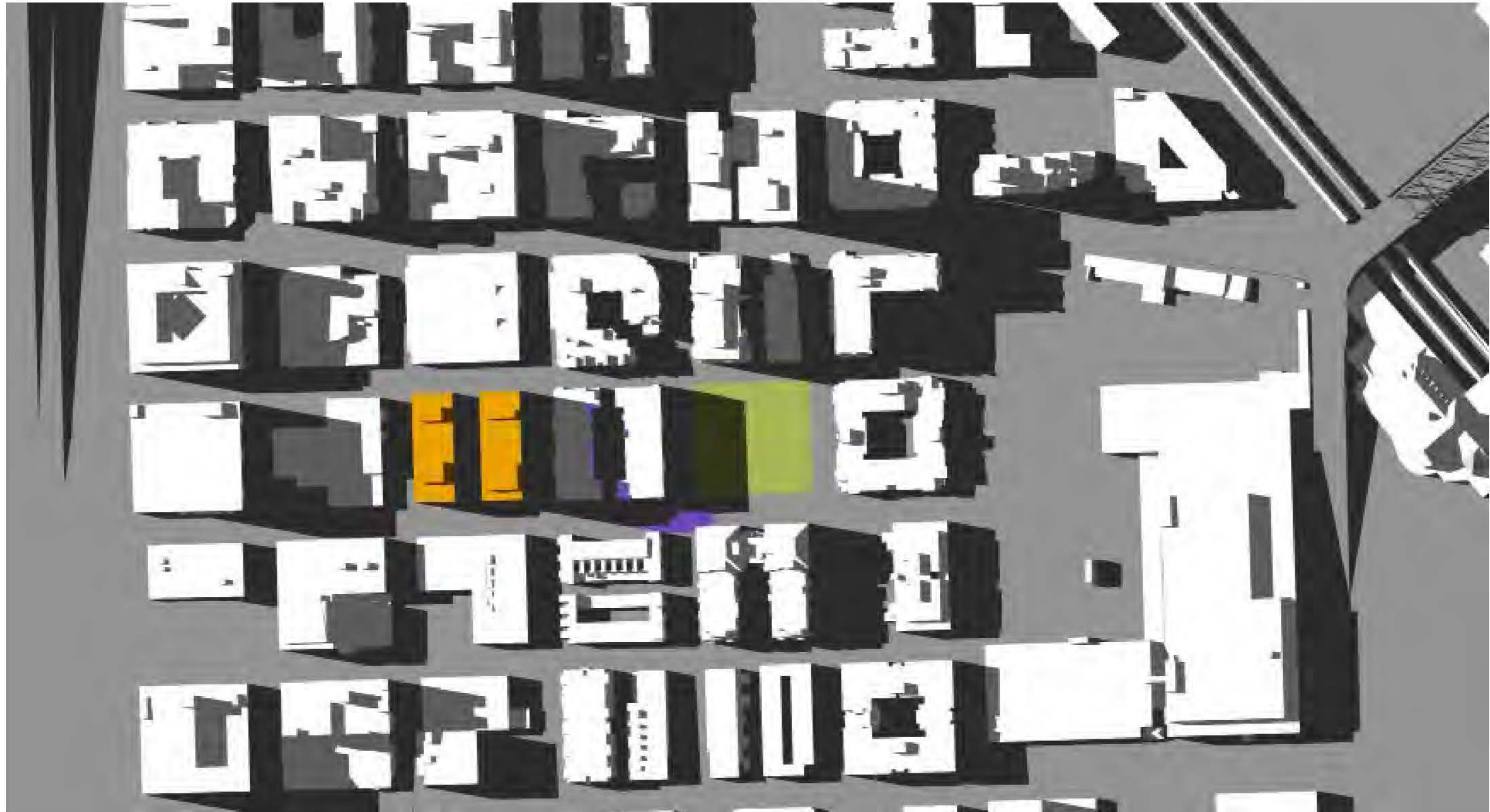
June 21, 5:30 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

June 21, 5:30 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

March 21, NOON



30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

March 21, NOON



30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

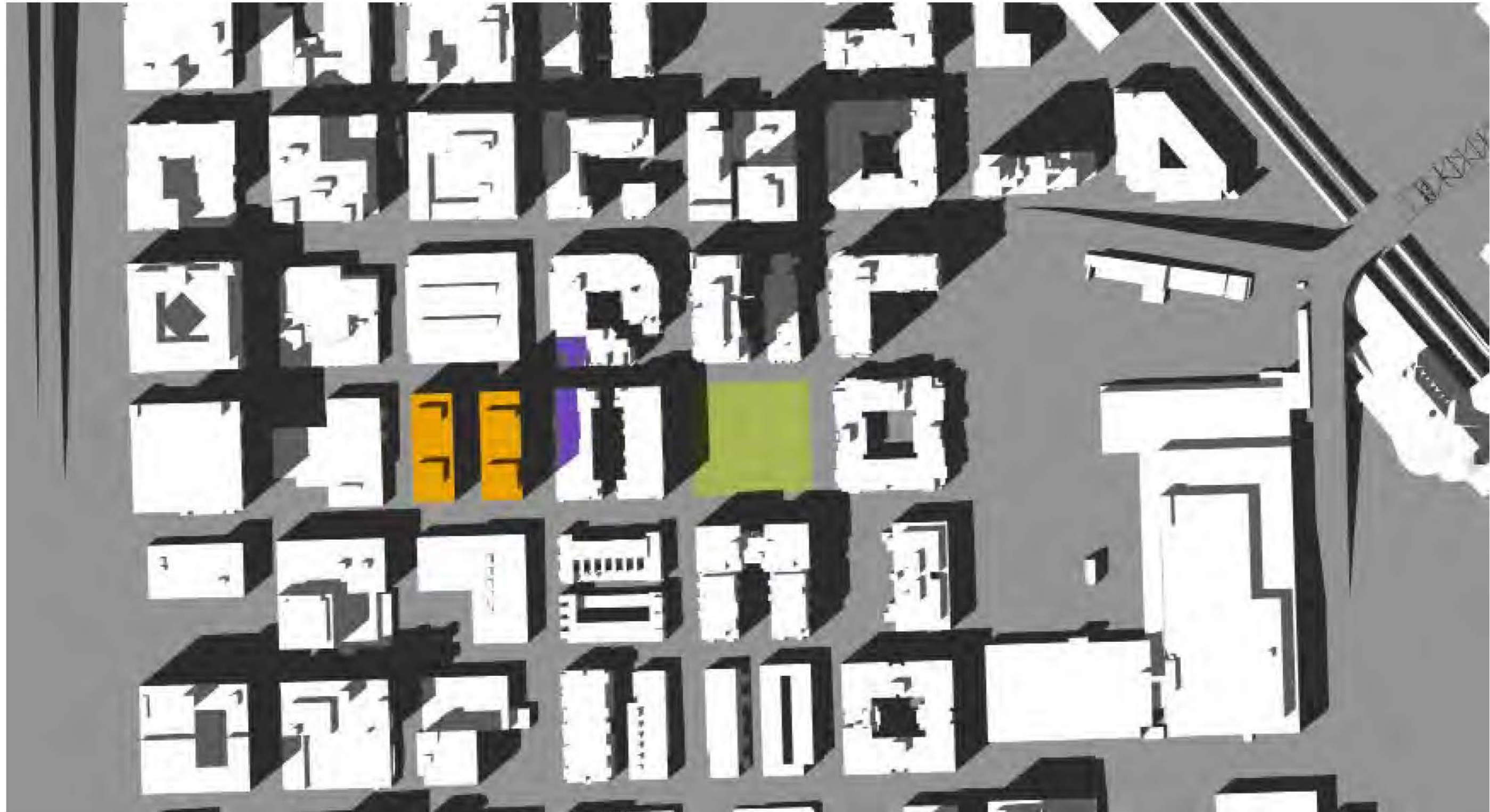
March 21, 3:00 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

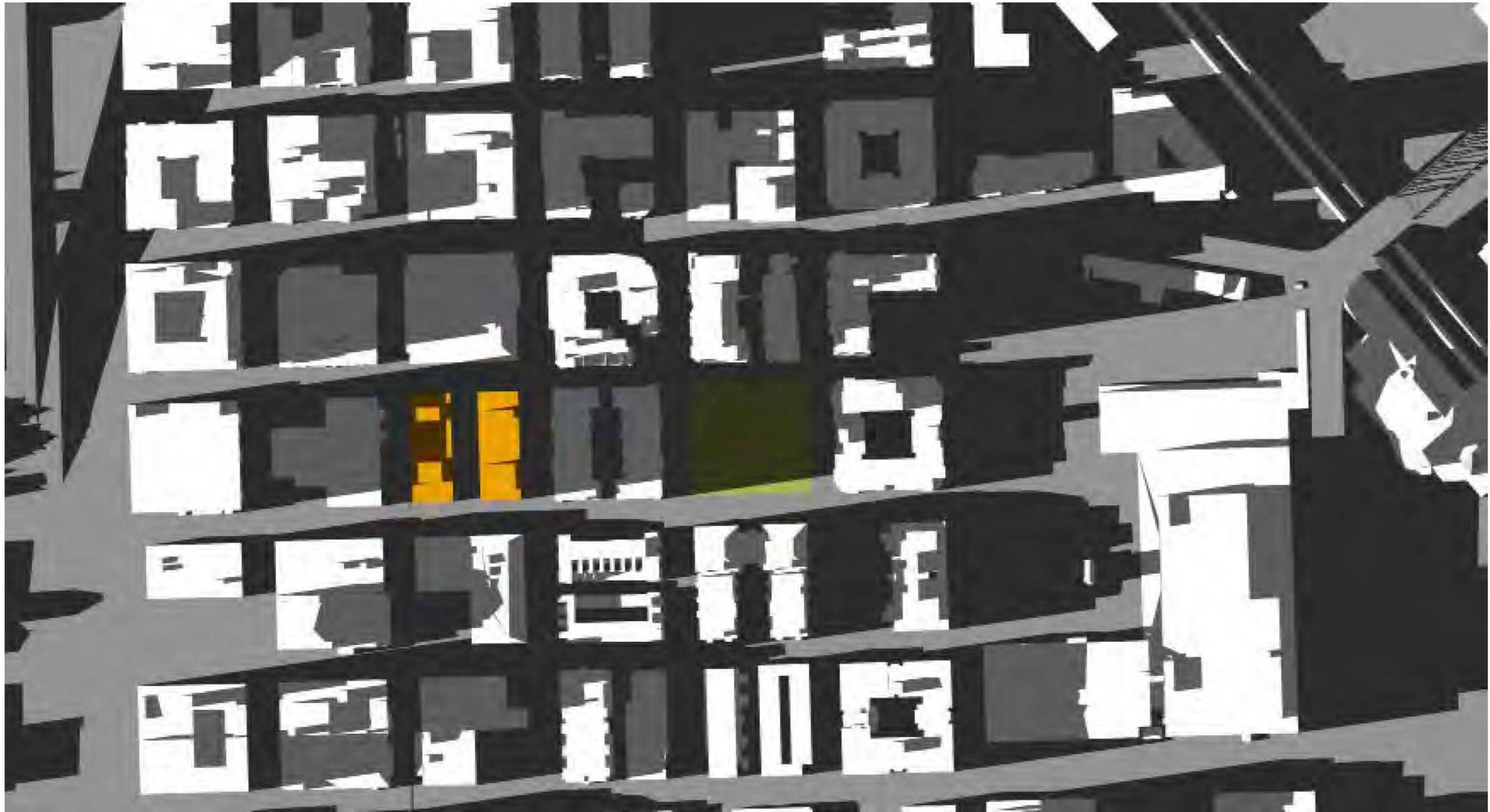
March 21, 3:00 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

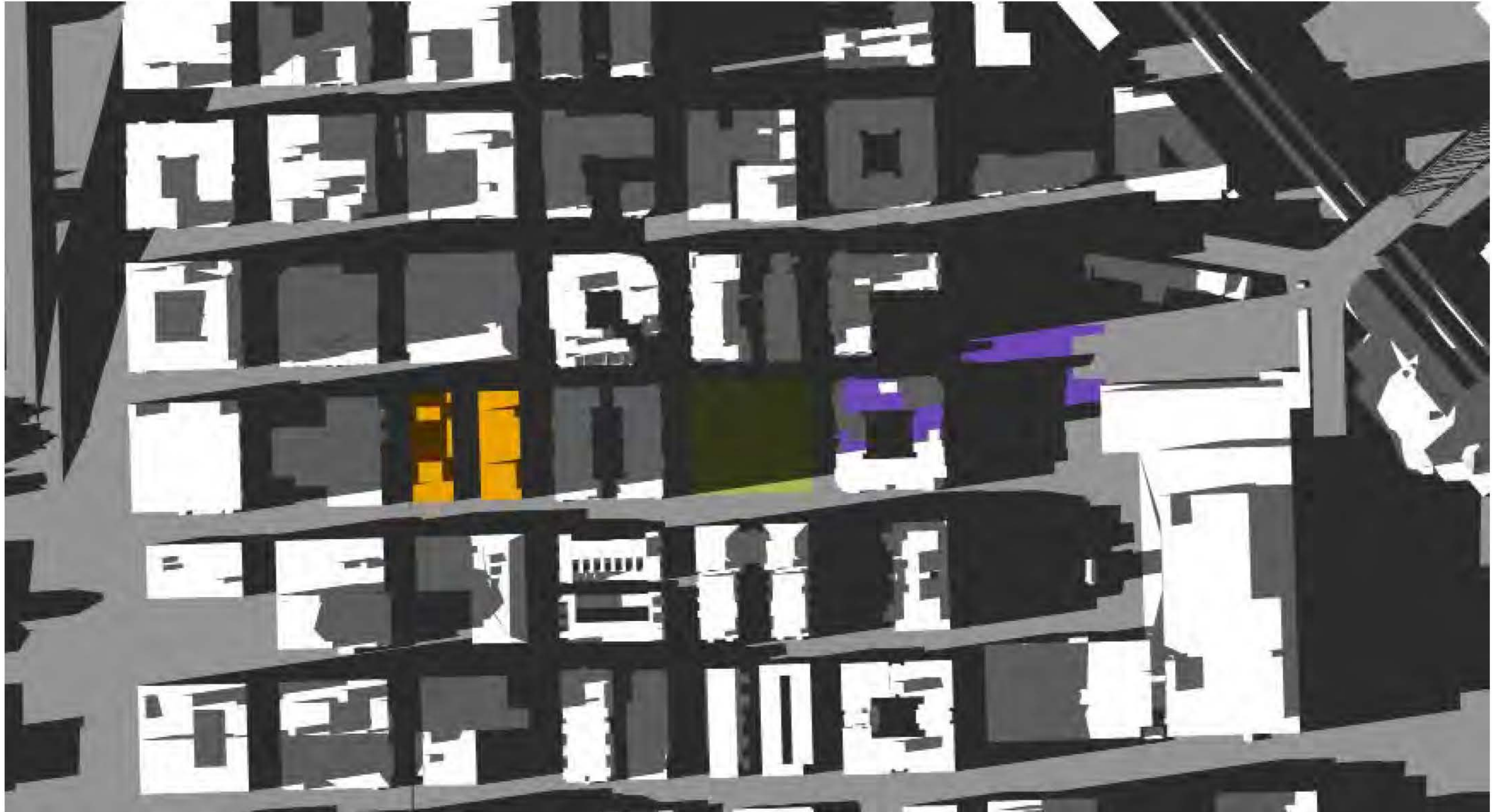
March 21, 5:30 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 150'

March 21, 5:30 PM



30' Height Request

Jamison Square Sun Study at Proposed Height - 120'

December 21, 3:00 PM



30' Height Request

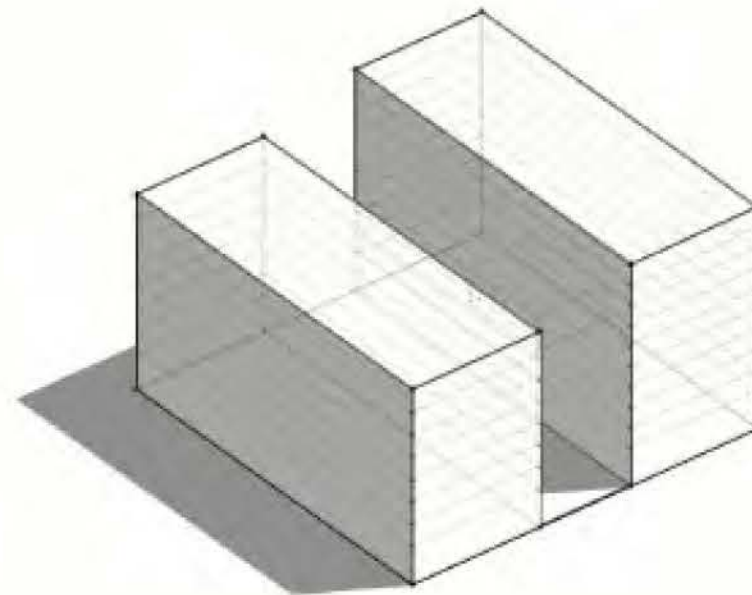
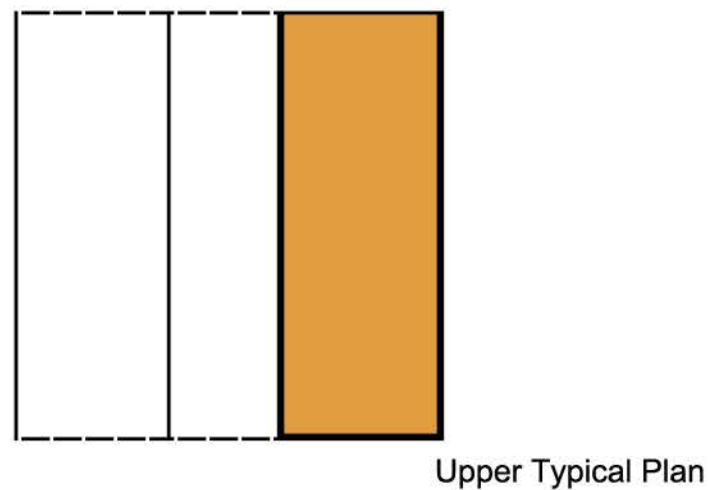
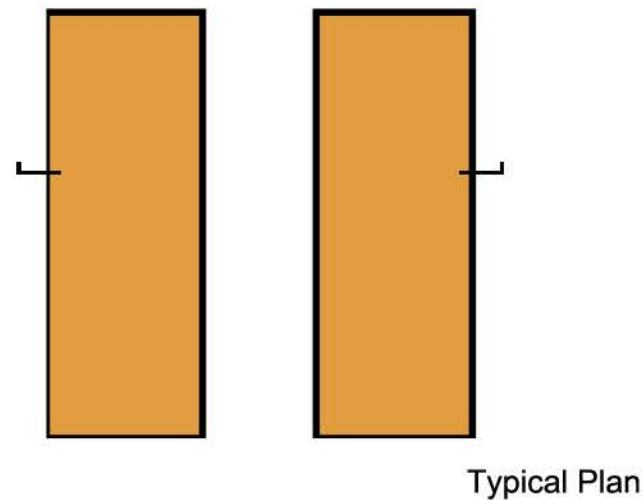
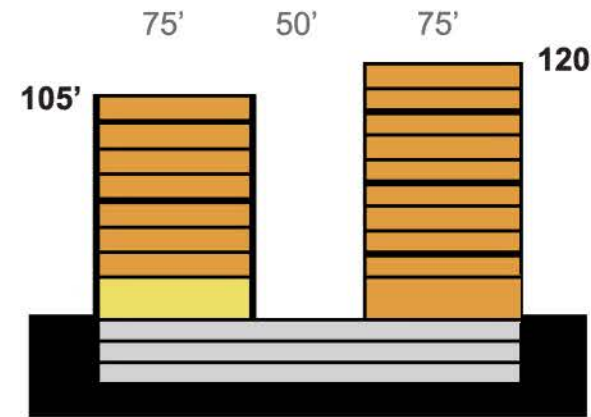
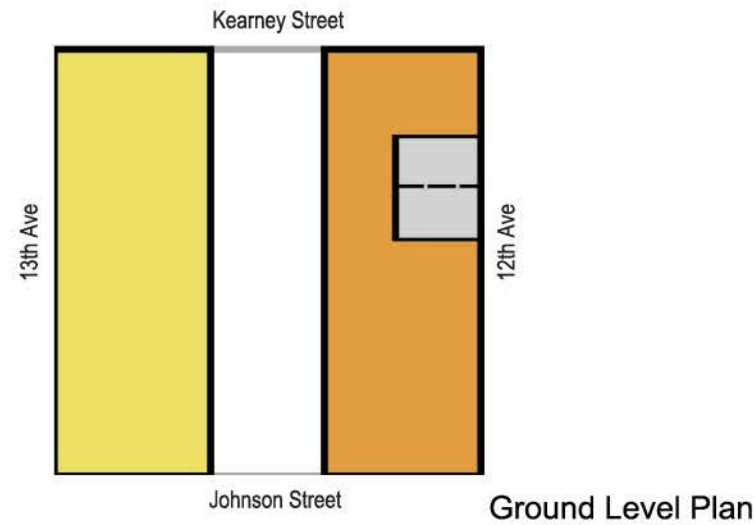
Jamison Square Sun Study at Proposed Height - 150'

December 21, 3:00 PM



120' Height Alternative

Retail Podium + Residential Towers



Project Components:

Raised Retail/ Amenity Podium:

+/- 15,000 sf

Housing:

+/- 265,000 sf

120' tall

+/- 285 units

This alternative puts a 105' height along 13th Avenue which is inconsistent with the Historic District to the south, as well as the 75' height setback along 13th Avenue required in the North Pearl Subarea.

This alternative would make a complicated residential/office mix in the 13th Avenue Building, and would likely turn it into an all-residential use.

Different construction type required for 13th Avenue Building (cannot be wood framed).

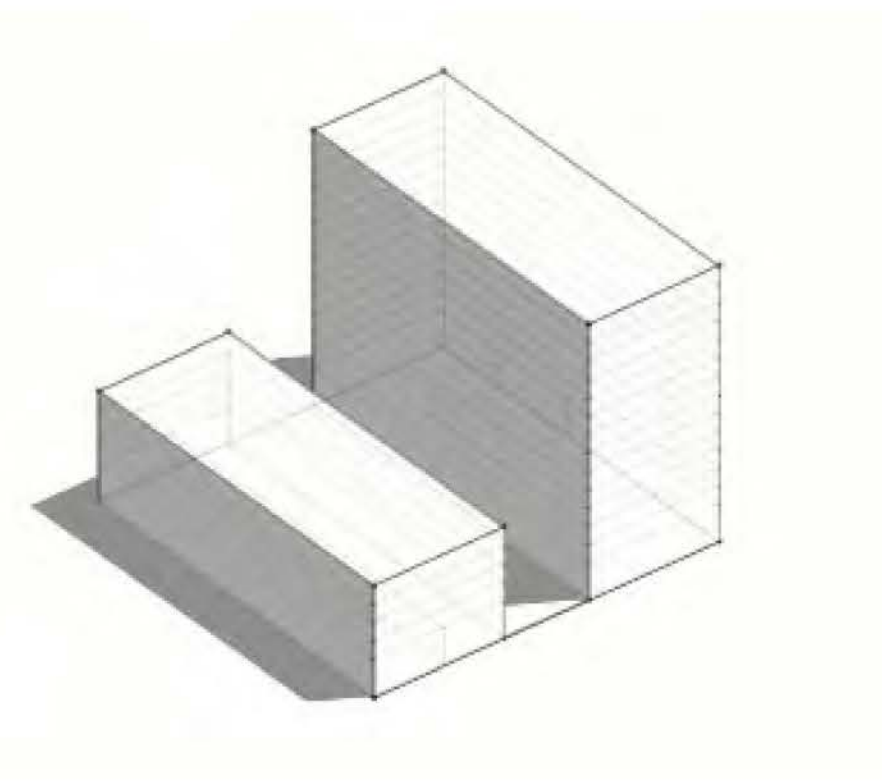
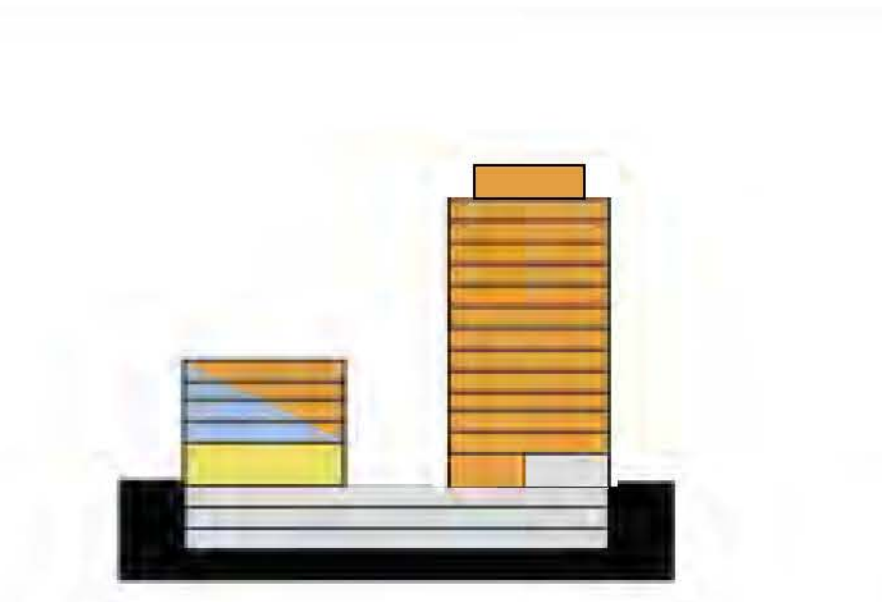
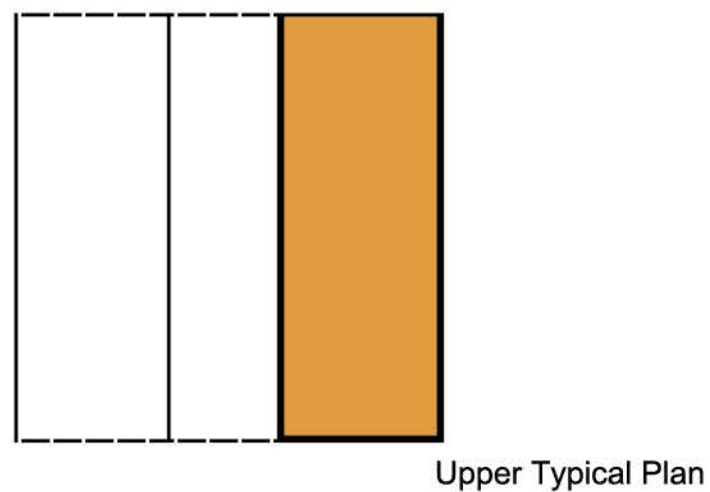
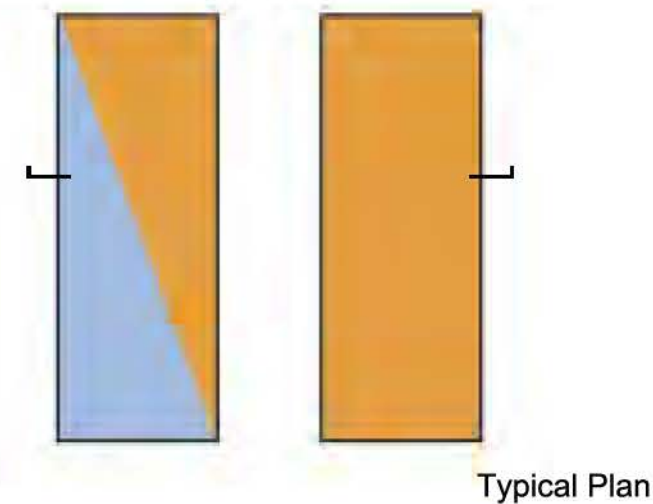
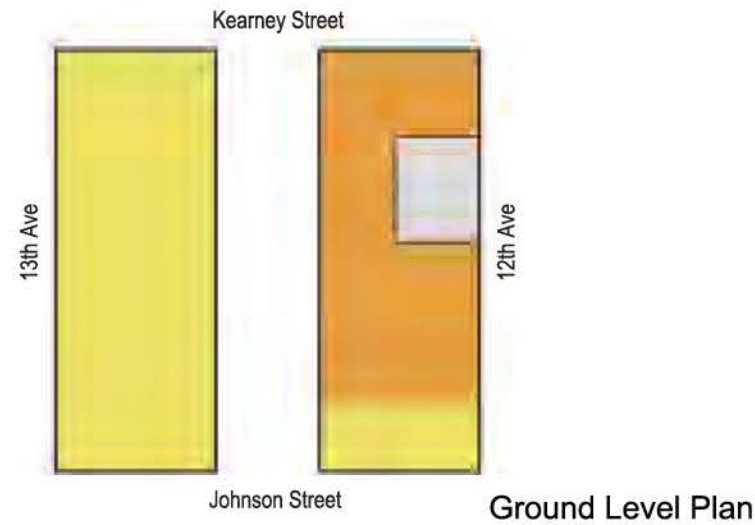
FAR = 7.0

Legend

- Residential
- Retail
- Office / Housing / Retail
- Parking

Proposed Design

Residential Highrise and Office Lowrise with Public Courtyard



Project Components:

Public Courtyard:

+/- 12,000 sf between Johnson + Kearney

13th Avenue Building:

+/- 60,000 sf Office or Residential

+/- 14,000 sf Retail base and dock

75' tall

Wood/steel frame over concrete

12th Avenue Building:

Residential upper floors

Residential amenities + live/work in base

+/- 220 units

150' tall

Concrete structure

Parking Structure:

Below-grade

Access off 12th Avenue

FAR = 7.0

Legend

- Residential
- Retail
- Office / Housing / Retail
- Parking

Proposed Design



An architectural rendering of a modern building with a public plaza. The building features a mix of brick and glass facades. The plaza is an on-grade public space with several people walking. The background shows a city skyline under a blue sky with light clouds.

Additional height on 12th Avenue
is best way to keep 13th Avenue
character intact.

On-grade public plaza is an asset
to the neighborhood.

Proposed massing is the best
configuration for community-
desired office use.

MORE INFO

SUN STUDY PROCESS

The existing context model was a purchased 3D Studio Max file (<http://www.3dcadbrowser.com/download.aspx?3dmodel=29359>) from 3dcadbrowser.com. This includes the base topography and existing buildings. GIS information from the City of Portland is not easily available.

We then compared the model to current conditions and added new construction and some elevated roads and bridges (between 2009 when the model was created and July 2013) using whatever readily available information we could find. We downloaded some models from Google Warehouse.

The basic envelope models for the shadow studies for Block 136 were built and located in Sketchup.

We cross-checked the building heights in the model with the information provided by the City for reasonable accuracy. In the case of discrepancies, we verified as necessary. (One discrepancy at building south of Jamison Square.)

We used Sketchup for the shadow studies, with manual geo-location using specified Portland latitude and longitude

We used Revit to visually verify the consistency of the shadow results for randomly selected times / dates. The Revit shadow studies match those in Sketchup.

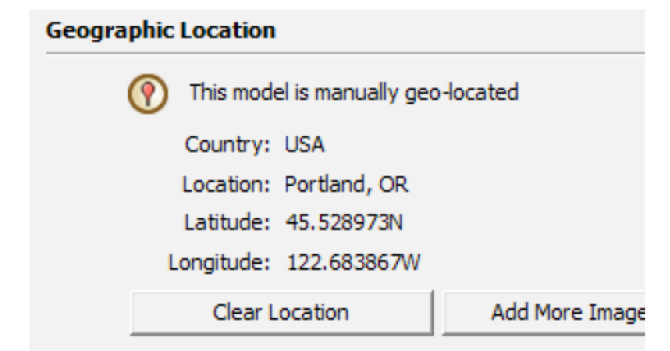


EXHIBIT F

EXHIBIT F: SUMMARY OF APPLICABLE APPROVAL

Requirement (Reference)	Standard	Proposal/Notes
Uses		
Allowed Uses (33.140)	Table 140-1	Household Living, Retail Sales and Service, Office, Parks + Open Areas. Complies.
Accessory Uses (33.140.110)	Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory uses and all development standards.	Growth Parking. Complies.
Lot Size		
Minimum Lot Dimensions Standard (33.140.200; see 33.614.100)	EX zone. Standard A: 20,000 sf, as single lot.	Complies.
Floor Area Ratio		
Floor Area Standards (33.140.205, Table 140-3, 33.510.200)	Max FAR = 3:1 per base zone, 4:1 per Central City Plan District. Limit of 3:1 for all FAR bonuses.	Bike Mezzanine is more than 4' below NW 13 th Avenue grade so does not count toward FAR. See bonuses below. Complies.
Bonus Floor Area (33.510.210.C)	<p>1. Residential Bonus: Earns 1 sf for 1 sf of floor area developed and committed as housing, up to an additional FAR of 3:1. May be used entirely for housing, or up to 1/2 of their bonus floor area to nonresidential uses.</p> <p>4. Rooftop Gardens Bonus: Less than 30% of roof coverage in gardens earns 1 sf per 1sf of garden. No maximum.</p> <p>10. Eco-Roof Bonus: Over 60% roof coverage in eco-roof earns 3 sf per 1 sf of ecoroof. No maximum.</p>	Total earned FAR: 4.00 base FAR + 4.94 bonus FAR= 8.94 total FAR. Capped at 7.0. Complies.
Height		
Height (33.140.210, Table 140-3, 3.510.205, Map 510-3)	Table 140-3. Base height = 65' per base zone, 75' per Central City Plan District	Base height = 75'. See bonuses below.
General Bonus Heights (33.510.210.D, Map 510-3)	<p>1. The height bonus allowed is based on the floor area bonus options of 33.510.210.C:</p> <p>2. For achieving a bonus floor area ratio of 3 to 1, a height bonus of 45 feet is earned.</p>	General Bonus Height = 45'. + Base height of 45' = 120'.
Bonus Height Option for Housing (33.510.210.E, Map 510-3)	1. Generally...this subsection allows the review body to approve bonus height, the review body may also require reconfiguration of the building, including reducing its height,	

	<ul style="list-style-type: none"> - protecting views, - creating a stepdown of building heights to the Willamette River, - limiting shadows on public open spaces, - ensuring building height compatibility and step downs to historical districts, and - limiting shadows from new development on residential neighborhoods in and at the edges of the Central City. 	<p>Johnson Street.</p> <ul style="list-style-type: none"> - Because of its immediate adjacency to the NW 13th Avenue Historic District, the priority is to step down to the historic district rather than the river. - Limits shadows on Jamison Square. See shadow studies in the Appendix. - Preserves the character of the NW 13th Avenue Historical District. - The site is in a mixed-use central city neighborhood, not a residential neighborhood, and is not at the edge of a neighborhood. Complies.
Height Standard – Rooftop mechanical equipment (33.140.210)	Rooftop elevator mechanical equipment 16' above height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10' above the height limit.	Mechanical coverage is 16% of the roof. Requires modification—see modification narrative.
Setbacks		
Setbacks (33.140.215)	No setbacks required per base zone.	Complies
Building Coverage (33.140.220, Table 140-3.)	Allows 100% coverage.	Complies.
Required Building Lines (33.510.215, Map 510-6)		Required on NW 13 th Ave, Johnson St and Kearney Street. Complies.
Ped + Street Facades		
Landscaped Areas (33.140.225, Table 140-3)	Not required per base zoning.	Complies.
Ground Floor Windows (33.140.230, (33.510.220)	Must comply with base zone: Ground level windows must be at least 50% of the length and 25% of the ground level wall area.	<p>12th Ave Building: Windows along 62.37% of length, and 52.82% of ground level wall area. Complies.</p> <p>13th Ave Building: Windows along 65.73% of length, and 63.31% of ground level wall area. Complies.</p>
Pedestrian Standards	1. Connection between streets and entrances. There must be a connection between one main	13 th Avenue Building has main entrance from NW 13 th Avenue. 12 th

(33.140.240)	<p>entrance of each building on the site and the adjacent street. The connection may not be more than 20' longer or 120% of the straight line distance, whichever is less.</p> <p>4. EX zones. Land between a building and a street lot line must be landscaped to at least the L1 level and/or hard-surfaced for use by pedestrians.</p>	<p>Avenue Building has main entrance from the new courtyard. The entry door is 17' from the NW Kearney sidewalk. Complies.</p> <p>2.5' setback on NW Johnson and 4' setback at NW 12th Ave includes areas of expanded sidewalk and planning areas with low shrubs and groundcover. Complies.</p>
Required Windows above the Ground Floor (33.510.221, 510-12)	Not required—one block away.	Complies.
Ground Floor Active Uses (33.510.225)	Not required—one block away.	Complies.
Minimum Active Floor Area (33.510.226)	Not required—one block away.	Household living, retails sales and services. Complies.
Parking		
Map 510-8	Site is in the RD2 sector.	
Minimum Spaces (33.266.110.D)	Sites well-served by transit: None, except housing living with 51 or more units = 0.33 spaces per unit.	Superseded by Central City Parking Requirements.
Maximum Spaces* (33.266, Table 266-1, Table 266-2, "Std A")	<p>Retail: 1 per 200 sf (n/a)</p> <p>Office: 1 per 400 sf (n/a)</p> <p>Restaurants/Bars: 1 per 75 sf (n/a)</p> <p>Household Living: 1 per unit (n/a)</p>	Superseded by Central City Parking Requirements.
Accessible Spaces (OSSC, 1106, Table 1106.1)	<p>Group R-2: 2% accessible spaces</p> <p>Van Spaces: 1 per 6 accessible spaces.</p> <p>Exception for R-2 in private garages: 7' clear height for route, entrances, spaces and aisles.</p> <p>One accessible passenger loading space per 100' of loading zone.</p>	Complies with OSSC.
Setbacks / Landscaping (33.266, Table 266-5)	5' of L2 (low screen) at surface parking.	No surface parking proposed. Complies.
Central City Parking Requirements		
<p>Growth Parking (33.510.265.A, Table 510-15,16)</p> <p>Residential/Hotel Parking (33.510.265.E,</p>	<p>Growth Parking is allowed. Non-office growth parking: more than 60 spaces is subject to CCPR.</p> <p>Office growth parking max: 2.0 spaces per 1,000 nsf</p> <p>Residential/Hotel Parking max: 1.7 spaces per</p>	211 spaces per 216 units. Complies.

Table 510-19)	unit.	
All Parking (33.510.265.F)	None of the limitations in 265.F apply to the site--parking is Allowed. Restrictions for parking structures that are >50% of gross floor area.	Complies.
Roads + Drives		
Sidewalks (33.140.B) (PBOT Pedestrian Design Guide Sect. A)	Must have connection between main entrance of each building and the adjacent street. May not be more than 20' longer or 120% of straight line distance, whichever is less.	Complies.
Sight Triangles (PBOT Pedestrian Design Guide Sect. B)	City of Portland Street Tree Planting Guidelines call for street trees to be placed no closer than 25' to the curbline of an intersecting street. No obstructions within 5' of corner.	Complies.
Driveway Location (17.28.110.B) (Map 510-8)	Commercial driveways 25' from corner of two intersecting streets None allowed on NW 13th Avenue	Complies.
Driveway Width+Number (17.28.110.C)	20' min to 30' max for each 100' frontage. Allowed two driveways if separate with 5' of straight curb.	Complies.
Loading		
Loading Required (33.266.310.C.2.c)	Two Standard A spaces for > 50,000sf of non Household Living.	2 required, 3 proposed. Requires adjustment—see narrative.
Loading Sizes (33.266.310.D)	Standard A: 35' long x 10' wide x 13' clear height	Requires modification—see narrative.
Loading Setbacks + Perimeter Landscap'g (Table 266-7)	Lot Line abutting street: 5ft / L2 (low screen) or 10ft / L1 (low landscaping)	No loading setbacks in projects. Complies.
Forward Motion (33.266.310.F)	OK to back out if not on transit street.	Complies.
Bicycles		
Minimum Bicycle Parking Spaces (33.266.210, Table 266-6)	Long term: Retail: 1 per 12,000 nsf Office: 1 per 10,000 nsf Household Living: 1.5 per unit Short term: Retail: 1 per 5,000 nsf Office: 1 per 40,000 nsf Household living: 1 per 20 units	Retail: 15,000 nsf / 12,000 nsf = 2 Office: 60,000 nsf / 10,000 nsf = 6 Household Living: 1.5 * 216 units = 324 Total required = 332 Total long term provided = 332, Complies. Retail: 15,000 nsf / 5,000 nsf = 3 Office: 60,000 nsf / 40,000 nsf = 2 Household living: 216 units / 20 = 11 Total required = 16 Complies.

Bicycle Parking Sizes (33.266.220.C)	Space min: 2' x 6' Aisle min: 5'	Modification requested—see narrative.