



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

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REVISED STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-187119 DZM AD
PC # 14-225350
Meriwether 510
REVIEW BY: Design Commission
WHEN: October 22, 2015 1:30 pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

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

Bureau of Development Services Staff: Jeff Mitchem 503-823-7011 /
Jeffrey.Mitchem@portlandoregon.gov

GENERAL INFORMATION

Applicant: Kevin Valk
Mara Indra
Holst Architecture
110 SE 8th Ave
Portland OR 97214

Owner: Robert Briscoe
Meriwether Partners
1136 NW Hoyt St Suite 220
Portland, OR 97209

Site Address: 510 NW 15TH AVE

Legal Description: BLOCK 99 LOT 5&8, COUCHS ADD; BLOCK 99 LOT 6&7
LAND & IMPS SEE R624028 (R180209221) FOR MACH & EQUIP,
COUCHS ADD

Tax Account No.: R180209160, R180209220, R180209160
State ID No.: 1N1E33AD 04700, 1N1E33AD 05200, 1N1E33AD 04700
Quarter Section: 2928

Neighborhood: Pearl District, contact Patricia Gardner at 503-243-2628.
Business District: Pearl District Business Association, contact Carolyn Ciolkosz at
503-227-8519.

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

Plan District: Central City - River District

Zoning: EXd, Central Employment with a Design Overlay

Case Type: DZM AD, Design Review with a Modification and Adjustment
Procedure: Type III, with a public hearing before the Design Commission.
 The decision of the Design Commission can be appealed to City Council.

Boxed Text indicates new/revised information from Hearing #1 on October 1, 2015.

Proposal:

Renovation of two existing buildings to include seismic upgrades and an addition of four levels on the west building for creative office space. Ground floor creative office space is proposed on NW 14th Ave. Proposed total gross floor area is 82,975 square feet. Proposed FAR is 3.6:1 (6:1 is allowed). Base height (Map 510.3) allowed is 100'. The proposed height is 85'. Key components of the proposal include:

- Rooftop Amenity Decks (2) on level 6. See Sheet C.36.
- Long-term bike parking – 125 spaces, 7 required.
- Short-term bike parking – 2 proposed, 2 required.
- Bike station, lockers and showers provided. See Sheet C.32.
- Loading is proposed in existing service bay accessed from NW 14th Ave. See Sheet C.33.
- No auto parking required, nor proposed.
- Existing PGE vault to be preserved in NW Hoyt ROW (see Condition of Approval B). See Sheet C.74.
- Rooftop mechanical units set-back, ganged and screened (profile metal panel to match cladding elsewhere on building). See Sheets C.60-61.
- Primary cladding material acrylic plaster, profile metal panel (1 ½", 20 ga, backed, concealed fasteners). Accent flat metal panel (20 ga, backed, concealed fasteners) on upper level east end wall. See Sheets C.40-43.
- Inset strip lighting integrated with profile metal panel on upper level east end wall. See Sheet C.53.

Design review is required because the proposal is for non-exempt exterior alterations in a design overlay zone.

The following **Modifications** are requested:

1. **Ground Floor Windows (33.140.230)**. Required: 50% of ground floor window length, 25% of area. Proposed: NW 15th Ave elevation is 39% of length and 22% of area. Staff Supports this Modification (Please refer to Section 3. Modification Request on page 10 of this Staff Report.)
2. **Required Building Lines (33.510.215.D.)**. Required: The building must extend to within 12' of the property line on NW Glisan St for at least 75% of that frontage. The building wall fronting NW Glisan St is set back further than 12' from the property line. (Please refer to Section 3. Modification Request on page 10 of this Staff Report.)

The following **Adjustment** is requested:

1. **Quantity of Loading Spaces (33.266.310.C.)**. Required: two (2) Standard A. Proposed: zero (0).

Relevant Approval Criteria:

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

- 33.420, Design Overlay
- 33.825, Design Review
- Adjustment Criteria (33.805.040)
- 33.825.040, Modifications That Will

- River District Design Guidelines
 - Central City Fundamental Design Guidelines
- Better Meet Design Review Requirements

ANALYSIS

Site and Vicinity: The subject property is a 20,000 square-foot half block, located in the River District, fronted by NW 14th and NW 15th Avenues and by NW Hoyt and NW Glisan Streets. Presently under the ownership of Meriwether 510 LLC, the property encompasses the northern half of the block and supports two warehouses – the east building is a single-story tilt-up concrete structure with a wood roof and the west building is a two-story (plus basement) cast in place reinforced concrete structure.

Both buildings will be renovated and seismically upgraded with a 4-story addition over the west building. The full project will support approximately 83,000 sf and will be a warm shell tenant space supporting retail at the ground floor fronting NW 14th Ave and creative office in the new addition to the west building. The proposal includes a shared lobby gallery, and a bike room including lockers, showers, changing rooms and 125 long-term bike parking spaces. Rooftop amenity decks are proposed on both buildings facing both eastward with views of Mt Hood and westward with views of the west hills.

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, adjacent developments include the seven-story Avenue Lofts Building (a Landmark supporting retail/residential), the 7-story Irving Street Lofts (retail/residential), the single-story Block 119 building (a contributing structure in the NW 13th Ave Historic District), and two single-story tilt-up concrete buildings (retail, food services.) The southern half of the subject block supports a re-purposed gas station structure and a adaptively reused fire station currently housing the Touche Restaurant.

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.

The site is located adjacent to western edge of the NW 13th Avenue Historic District, lies within The Central City Plan District and the River District Subdistrict, as well as the Northwest Triangle Pedestrian District. A streetcar stop is located three blocks to the southwest at 11th and NW Glisan Street. Frequent buses serve NW Glisan Street to the south. NW 14th Avenue is designated a Community Corridor and a Major City Traffic Street by the City of Portland Transportation Master Plan, as well as a City Bikeway. The surrounding streets binding the block are designated Local Service Bikeways and Enhanced Pedestrian Streets.

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 there are no prior land use reviews for this site.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **August 17, 2015**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E.1)
- Water Bureau (Exhibit E.2)
- Site Development Section of BDS (Exhibit E.3)
- Fire Bureau (Exhibit E.4)
- Life Safety (Exhibit E.5)

The following Bureaus have responded with comments:

- Portland Bureau of Transportation (Exhibit E.6)
 1. Based upon the data submitted in the analysis there is support for reducing the required number of on-site loading spaces from 2 to 0.
 2. Supportive of a Condition of Approval that the Applicant continue to work with PBOT and PGE to ensure that the PGE vault be located within the public right-of-way abutting the project site.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **August 17, 2015**.

- Yvonne Alderman and Mitchell Burghart, September 9, 2015, opposition to loading adjustment (Exhibit F.1)
- Yvonne Alderman, September 17, 2015, comments related to loading analysis (Exhibit F.2)

Land Use Review Record: At the October 1, 2015 hearing the record was requested to remain open. Accordingly, the following information was received (please refer to Exhibit H of the Staff Report):

- Information Received Prior to October 8, 2015, 4:30pm
 1. Yvonne Alderman
 2. PBOT Information
 3. Applicant Information
- Information Received Prior to October 15, 2015, 4:30pm
 1. Yvonn Alderman
 2. PBOT Information
 3. Applicant Information
- Record Closed October 15, 2015, 4:30pm

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (33.825)

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

River District Design Guidelines and Central City Fundamental Design Guidelines

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

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

River District Design Goals

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

Central City Plan Design Goals

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

9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

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

A3-1. Provide Convenient Pedestrian Linkages. Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from the river, and to and from adjacent neighborhoods. This guideline may be accomplished by:

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

Findings for A3 & A3-1: The proposal respects the Portland block structure by maintaining the existing building footprints at the public rights-of-way on all frontages. The proposal strengthens the link with the pedestrian segments to the east by orienting building entrances to the public right-of-way. *These guidelines have been met.*

A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

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

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

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

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

concentration.

Findings for A4, A5, A5-1 and A5-1-1: The regular pattern of large window openings and the variegated texture of the concrete and acrylic plaster cladding material are evocative of the historic warehouse buildings prevalent in the surrounding area and their highly textured masonry exteriors. The proposed glazed storefront and steel canopies are also common elements found in the area. *These guidelines have been met.*

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

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

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

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

Findings for A7, A8, B1 & B1-1: The structure is located on the property line along all of its street frontages on NW 14th, 15th and NW Hoyt providing a consistent building edge along the right-of-way with buildings in the immediate area. The entrances and ground floor windows are set back from the face of the masonry piers several inches, creating recesses and articulation. Canopies at various heights create an appropriate scale for the street, and a more intimate, protective scale at entrances. The building concept, with uniform piers from ground to parapet, creates a more comfortable scale at the street which is enhanced by the highly textured surface of existing board-form concrete.

The surface parking lot at the corner of NW Glisan St and NW 15th Ave does not allow the building to comply with Required Building Lines standards (33.510.215) which requires that the building extend to within 12' of the property line for at least 75%. A Modification is required therefore (please refer to Section 2, Modification Requests). As configured, the surface parking lot will not maintain a sense of urban enclosure, increase space for public use, nor reinforce the pedestrian system.

Therefore, with a Condition of Approval requiring that the parking lot will at least be brought into compliance with the standards per 33.266 (which includes minimum standards for screening, landscaping and setbacks.) these guidelines have been met.

B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular

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

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

Findings for B2 and B3: The proposed changes improve pedestrian safety in the immediate area by rebuilding sidewalks on all frontages to standards. Non-period cobrahead street lights will be removed and twin ornamentals installed along all frontages. Recessed lights in the canopies above the entrances and pole fixtures along the walkway in NW Hoyt Street provide a safe environment for people.

Ventilation and exhaust systems are proposed to be vertically routed out of view from vicinity public right-of-way. The existing loading has been maintained on NW 14th Avenue, at the southern edge of the building. The generator and water / fire riser are consolidated in the basement away from the pedestrian environment.

At the time of publication of this Staff Report, the location of the PGE vault was unresolved. In order to ensure that the vault is entirely underground within the right-of-way or the surface parking lot fronting NW Glisan St, a condition of approval is required.

Therefore, with a Condition of Approval that the Applicant continue to work with the Portland Bureau of Transportation and PGE on a vault location solution prior to Foundation or Main Building Permit Approval (whichever is first), these guidelines have been met.

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

Findings: The project proposes a large entry canopies on the east and north elevations. At approximately 4' deep by 15' wide, the canopies will provide ample entry cover at the mid-block entrances. *This guideline has been met.*

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

Findings: The building's primary entry at NW Hoyt St has been designed for full access for people of all abilities. *This guideline has been met.*

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

C1-1. Increase River View Opportunities. Increase river view opportunities to emphasize the River District ambiance. This guideline may be accomplished by:

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

Findings for C1 & C1-1: The main building entrance is oriented towards the activity of the NW Hoyt pedestrian street, with an additional tenant entry at NW 14th. Continuous large, glazed storefronts along the east, south and west facades provide visual connections to the surrounding pedestrian activities. The two proposed roof terraces are oriented to the east and west, granting views towards the river, Mt. Hood and the West Hills on clear days. *These guidelines have been met.*

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

Findings: The building's primary exterior finish materials of masonry, stucco and metal are durable materials of permanence with a quality finish. Entry alcoves are finished with cedar siding. The existing concrete walls will be re-finished and painted, and the dark painted metal canopies and aluminum storefront systems are of high quality. As is the acrylic plaster rainscreen system to be used at levels 3-6.

The profiled metal panel employed on the core tower is a 20-gauge backed metal (Zincalume coated steel) panel cladding that will be intermittently penetrated with vertically-oriented (floor to floor) laminated glass panels concealing LED lighting. The offset profile corrugation of the panel will provide a more textured surface that should avoid any "canning" effect. The colors of the metal panels will be factory applied for a quality finish that will last. *These guidelines have been met.*

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

Findings: Specific characteristics of the renovation and new construction are inspired by the historic warehouse buildings of the district. These full or half block masonry structures are characterized by regular large window openings and subtle changes in surface to modulate the façade. While designed as warehouses, many of these buildings have been successfully adapted to housing and offices, so they present an appropriate model for Meriwether 510.

The monolithic masonry / stucco facade, articulated by uniform vertically continuous piers and the regular pattern of simple punched window openings tie the building into the historic architectural context. *This guideline has been met.*

C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings: The use of a very limited pallet of materials; a single color of stucco, concrete, metal panel and glass, and the regular rhythm of "punched" openings bring a calm unity to the building. The building entrances area unified with glass and metal canopies with recessed lights. The terraces on the east and west sides of the 6th floor are the only departure from the regularized window bays on the upper façade. As such, they have been extended along the both the upper east and west façades, for a more consistent pattern and to erode the massing along these elevations. The other massing anomaly is the vertically expressed profiled metal clad core. The location at the southern most end wall, allows a continuity of the regularized, glazed bays at the ground level to extend along the most public and

pedestrian active facades while orienting the metal to mid-block. *These guidelines have been met.*

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

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 for C7 and C10: The historic use of the building includes a corner entry at NW 14th Ave and Hoyt St. and a loading dock on NW 15th Ave. The corner entry will be retained with the renovation, while the loading dock will be removed. Staff finds that retaining the loading dock would be infeasible due to noise and pedestrian safety impacts – proximity of NW 15th Ave to the I-405 on-ramp (Urban Throughway TSP designation) and the corresponding high traffic volumes, speeds and noise, as well as the lack of a pedestrian-friendly streetscape (continuous sidewalks, one-sided development, parking access, etc.) *These guidelines have been 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: Though material references to the original concrete building are subtly maintained through texture and color, the sidewalk level of the project is differentiated by a higher floor-to-floor height, larger storefront glazing, changes in the rhythm of the concrete cladding and the tapered masonry piers resulting in larger openings, and the broad canopies on the north and west sides. *These guidelines have been 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: Rooftop mechanical equipment on both buildings is enclosed by simple rectangular metal screens set back from the all building edges by between 15 and 75 feet. On the taller addition, the north wall of this screen is coplanar with the metal clad north wall of the light court, integrating the rooftop screen with the overall building composition. The finish on the screens matches the metal color for all exposed metal work (trim, canopies, metal panel, etc.) *This guideline has been met.*

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

night.

Findings: Recessed linear lights mounted within the steel canopies will illuminate all of the building entrances. Four twin ornamental street lights will be located along the walkway and outdoor areas south of the building. Ceiling-mounted fixtures on the rooftop terraces will create a warm glow against the wood soffits. These fixture types focus light downward and are not expected to adversely impact the nighttime skyline or adjacent properties. *This guideline has been met.*

(2) MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

The following two modifications are requested:

Modification #1 - To not meet the required ground floor window length (50%) and 25% of window area on the west elevation; 39% and 22% proposed respectively (Section 33.140.230 and 33.510.220).

Findings: The building's three frontages require ground floor windows since they abut public spaces. The requirement of 50% of the length and 25% of the area of the ground level is being exceeded on the east and north facades. On the west elevation however, the grade change precludes using the façade's full glazing length because sill height is over 4' above the sidewalk (ranging from approximately 4'-1" to 4'-6".) Lowering these window sills by the necessary few inches would detract from the building's original character and significantly alter the common sill datum. For this reason, the design better meets the design guideline C5 (Design for Coherency). *The modification warrants approval.*

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

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- Encourage continuity of retail and service uses;
- Encourage surveillance opportunities by restricting fortress-like facades at street level; and
- Avoid a monotonous pedestrian environment.

Findings: As stated above the proposed project would meet the ground floor window standard if the sill heights of the windows on the east and north facades were

between 1” and 6” lower. This incremental dimension is relatively insignificant considering that the project is preserving the original character which includes ample glazing with views into and from active floor area. Therefore, the purpose of this standard is met.

Modification #2 – Required Building Lines: The building must extend to within 12’ of the property line on NW Glisan St for at least 75% of that frontage per 33.510.215.D. The surface parking lot fronting NW Glisan St is set back further than 12’ from the property line.

Findings: In order to ensure that the parking lot enhances the urban quality of the Central City Plan District regardless of ownership, a Condition of Approval is required that the parking lot will at least be brought into compliance with the standards per 33.266 (which includes minimum standards for screening, landscaping and setbacks.) Compliance with these standards will ensure that the surface parking lot will better meet the following guidelines: A7. Establish and Maintain a Sense of Urban Enclosure; A8. Contribute to a Vibrant Streetscape; B1. Reinforce and Enhance the Pedestrian System; and, B1-1. Provide Human Scale to Buildings Along Walkways. *The modification warrants approval.*

Purpose Statement: Required building lines are intended to enhance the urban quality of the Central City Plan District.

Findings: Title 33 implements Portland’s Comprehensive Plan and the Central City Plan. These planning documents convey a vision and implementing provisions for a high-quality urban environment which is safe, humane and prosperous. Therefore, complying with chapter 33.266 will ensure that the parking lot meets standards for enhancing the quality of the Central City Plan District.

(3) ADJUSTMENTS (33.805)

33.805.010 Purpose

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

33.805.040 Approval Criteria

All adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F., below, have been met.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and
- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and
- D. City-designated scenic resources and historic resources are preserved; and
- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and
- F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or

Adjustment (33.266.310.C.), Quantity of Loading Spaces. Two (2) on-site loading spaces meeting Standard A are required for the project. The project proposes no on-site loading.

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.

Findings:

- A. *Granting the adjustment will equally or better meet the purpose of the regulation to be modified.* PBOT required the Applicant submit a Loading Analysis* which demonstrated to PBOT's satisfaction that the provision of zero (0), rather than two (2) loading spaces, meets the purpose of the standard. PBOT found that the Adjustment would reduce the potential for conflicts between loading vehicles, other vehicular traffic, and pedestrians, and, reduce the negative effects of additional curbcuts and blank wall surfaces and free up the square footage to provide areas for more active leasable uses. Therefore, this criterion is met.
- B. *If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.* Does not apply.
- C. *If more than one adjustment is being requested, the cumulative affect of the adjustments results in a project which is still consistent with the overall purpose of the zone.* Does not apply.
- D. *City-designated scenic resources and historic resources are preserved.* Does not apply.
- E. *Any impacts resulting from the adjustment are mitigated to the extent practical.* Based upon the results of the applicant's Loading Demand Analysis, and in consult with the Bureau's Parking Operations Section, PBOT finds that there is sufficient on-street loading capacity in the vicinity of this project to accommodate the needs of the proposed development. Additionally, by eliminating on-site loading at this location, numerous existing curb cuts/driveway will be closed. This reduces the potential for conflict between pedestrians and vehicles crossing the sidewalk corridor to access the site. Therefore, this criterion is met.
- F. *If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable.* Does not apply.

*Loading Demand Analysis (DKS Associates, 9/14/2015) submitted by the Applicant concludes the following:

Truck deliveries to the proposed development are expected to be provided on a recurring as-needed basis. Based on the 24-video data collected for the VESTAS and

MERCY CORPS buildings, the following truck loading can be anticipated for the 510 NW Hoyt Street site development:

- *Delivery vehicles with a vehicle classification of 6 or less*
- *Up to 10 truck deliveries are anticipated in a 24-hour period*
- *An estimated length between 14 and 26 feet for a majority of vehicles*
- *An average length of stay of 10 minutes or less*
- *Most deliveries occur during normal business hours (8:00 a.m. to 5:00 p.m.)*
- *One delivery service provided at a given time*
- *No large scale truck deliveries are anticipated for the proposed commercial office use.*

Based on these observations, we recommend the following:

- *Maintain the 60-foot on-street truck loading zone on NW Hoyt Street located west of the proposed main lobby (SE corner of the NW Hoyt Street/NW 15th Avenue intersection, see Appendix C). This will support and minimize impacts to pedestrian connections into the Pearl District via the main lobby access. Maintaining this truck loading zone will also accommodate a larger than typical delivery vehicle should the need arise.*
- *Eliminate on-site truck loading docks for the proposed development. Based on the 24-video data collected for the VESTAS commercial office building with no retail present, all deliveries via trucks and vans use the on-street 50-foot truck loading zone on NW 15th Street, even with an on-site loading dock present.*

PBOT finds that this analysis demonstrates that conditions for support of the Adjustment are met to PBOT's satisfaction. BDS Staff finds that Approval Criteria A-F have met. *Therefore, approval of an Adjustment to 33.266.310.C. Quantity of Loading Spaces is warranted.*

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 most 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. As such, this project warrants approval with conditions.

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends Design Review **approval with conditions** to construct the following:

Renovation of two existing buildings in the Northwest Plan District to include seismic upgrades and an addition of four levels on the west building for creative office space. Proposed total gross floor area is 82,975 square feet. Proposed FAR is 3.6:1 and proposed height is 85'.

Staff recommends **approval** of the following Modifications and Adjustment.

Two (2) **Modifications:**

1. **Ground Floor Windows (33.140.230).** Required: 50% of ground floor window length, 25% of area. Proposed: NW 15th Ave elevation is 39% of length and 22% of area.
2. **Required Building Lines (33.510.215.D.).** Required: The building must extend to within 12' of the property line on NW Glisan St for at least 75% of that frontage. The building wall fronting NW Glisan St is set back further than 12' from the property line.

One (1) **Adjustment:**

1. Quantity of Loading Spaces (33.266.310.C.). Required: 2 Standard A. Proposed: zero (0).

If approved, staff recommends the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.83. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 15-187119 DZM AD. No field changes allowed."
- B. The Applicant shall continue to work with the Portland Bureau of Transportation and PGE on a vault location solution prior to Building Permit Approval. If the vault is entirely underground within the right-of-way, no further Design Review is required. If the vault location involves any exterior alteration on private property then a Type II Design Review is required.
- C. The surface parking lot at the intersection of NW Glisan St and NW 15th Ave shall at least be brought into compliance with the standards per 33.266 (which includes minimum standards for screening, landscaping and setbacks.)

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Procedural Information. The application for this land use review was submitted on June 19, 2015, and was determined to be complete on July 16, 2015.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on June 19, 2015.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless extended by the applicant, **the 120 days will expire on December 30, 2015.**

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

the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

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

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

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the review body, only evidence previously presented to the review body will be considered by the City Council.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000 will be charged.**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

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

Recording the final decision.

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

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

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

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208.

The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder’s office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

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

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

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

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

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

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

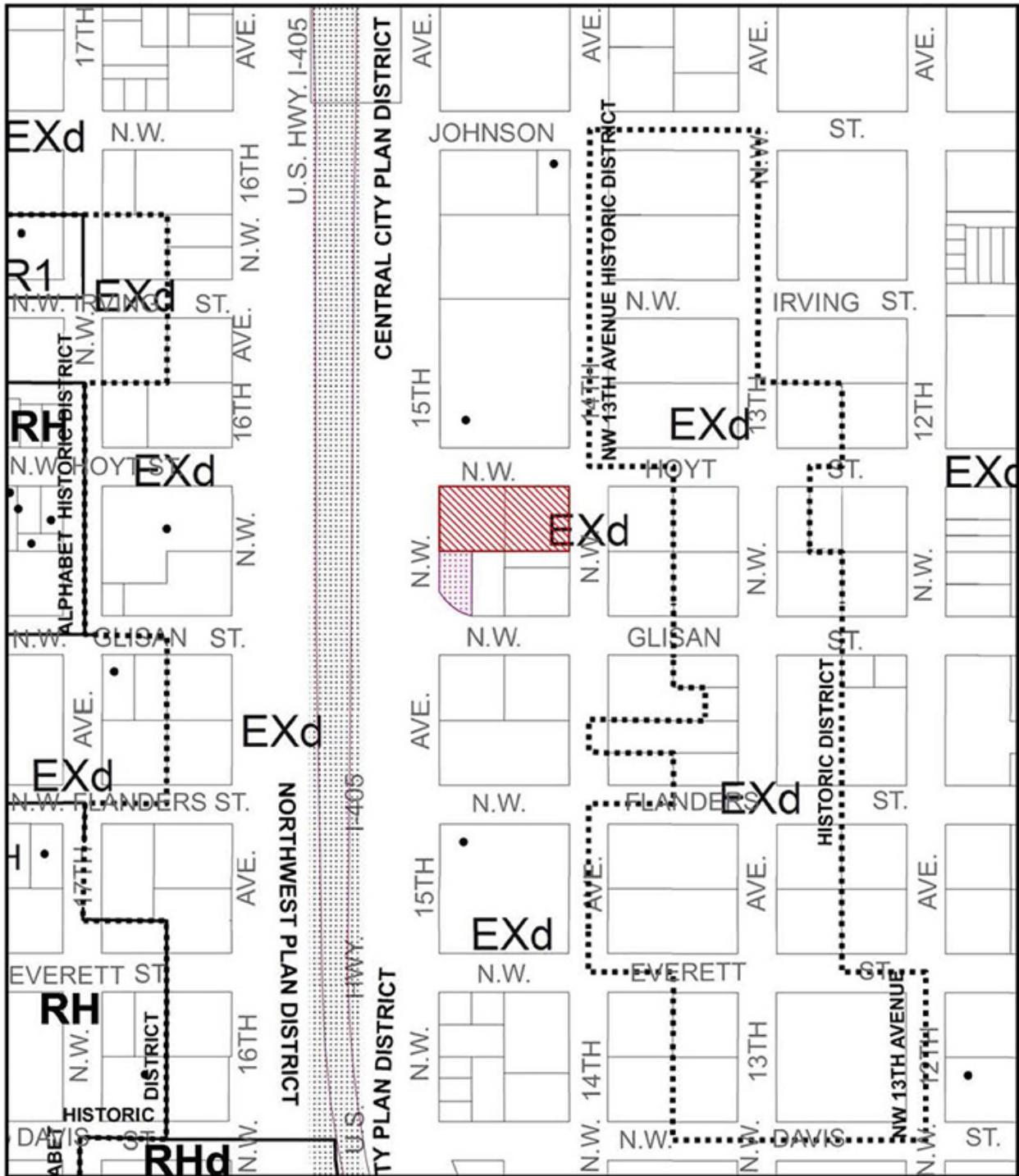
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Jeff Mitchem
October 16, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant’s Statement
 - 1. Staff Report, Land Use Review Hearing, October 1, 2015
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Design Review Drawing Set (Sheet C.1-C.83)
 - Sheet C.12, Site Diagrams (attached)
 - Sheet C.40, North Elevation (attached)
 - Sheet C.42, East Elevation (attached)
 - 2. Conforming Parking Study
- D. Notification information:
 - 1. Request for response

2. Posting letter sent to applicant
 3. Notice to be posted
 4. Applicant's statement certifying posting
 5. Mailed notice
 6. Mailing list
- E. Agency Responses:
1. Bureau of Environmental Services
 2. Water Bureau
 3. Fire Bureau
 4. Bureau of Parks, Forestry Division
 5. Site Development Review Section of BDS
 6. Bureau of Transportation Engineering and Development Review
- F. Letters
1. Mitchell Burghart, September 9, 2015, opposition to loading adjustment
 2. Yvonne Alderman, September 10, 2015, opposition to loading adjustment
- G. Other
1. Original LUR Application
- H. After First Hearing – Record Held Open Until October 22, 2015
- Information Received Prior to October 8, 2015, 4:30pm
1. Yvonne Alderman, Email in Opposition Citing Loading
 2. Neighborhood Information
 3. PBOT Information
 4. Applicant Information
- Information Received Prior to October 15, 2015, 4:30pm
5. Yvonn Alderman, Email in Opposition Citing Loading
 6. PBOT Information
 7. Applciant Information
 8. 120-Day Extension



ZONING

-  Site
-  Also Owned
-  Historic Landmark

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

File No. LU 15-187119 DZM,AD
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State_Id 1N1E33AD 5200
 Exhibit **B** (July 21, 2015)

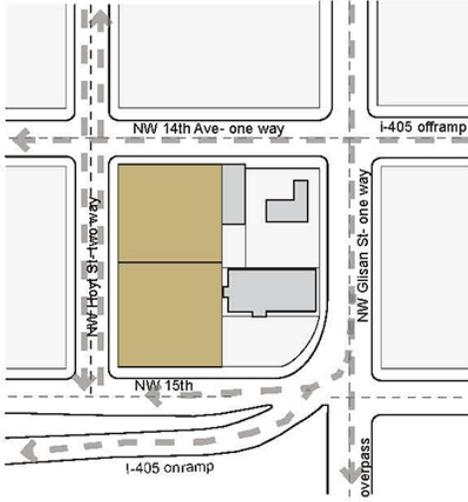
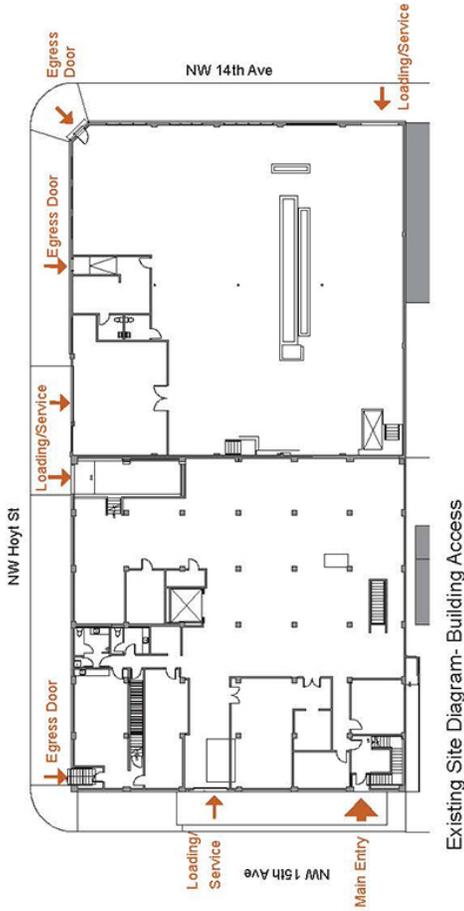


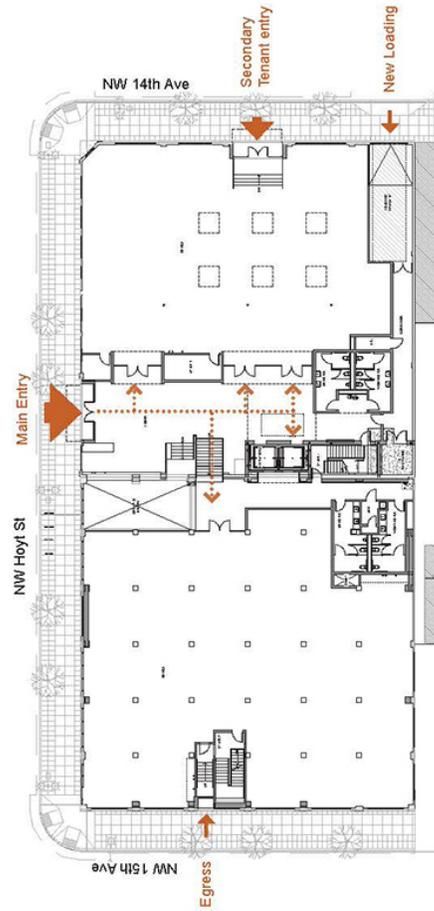
Diagram- Vehicular Traffic



Diagram- Pedestrian Access



Existing Site Diagram- Building Access



Proposed Site Diagram- Building Access

- ① Existing Concrete Wall - Medium Grey
- ② Existing Concrete Wall - Charcoal Grey
- ③ Acrylic Plaster Rainscreen System - Charcoal Grey
- ④ Profiled Metal Panel - Medium Grey
- ⑤ Flat Metal Panel - Charcoal Grey
- ⑥ Aluminum Curtain Wall System - Charcoal Grey
- ⑦ Aluminum Curtain Wall System - Dark Charcoal Grey
- ⑧ Roof Deck - See C.56 - C.57
- ⑨ Mechanical Louver



North Elevation at Hoyt Street

- ① Existing Concrete Wall - Medium Grey
- ② Existing Concrete Wall - Charcoal Grey
- ③ Acrylic Plaster Rainscreen System - Charcoal Grey
- ④ Profled Metal Panel - Medium Grey
- ⑤ Flat Metal Panel - Charcoal Grey
- ⑥ Aluminum Curtain Wall System - Charcoal Grey
- ⑦ Aluminum Curtain Wall System - Dark Charcoal Grey
- ⑧ Roof Deck - See C.56 - C.57
- ⑨ Core Light Fixture - See C.53



East Elevation at 14th Ave