



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 15-209034 DZM HR AD
PC # 14-222438
SW 4th & Harrison
REVIEW BY: Design Commission
WHEN: December 3, 2015, 1:30pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 /
staci.monroe@portlandoregon.gov

GENERAL INFORMATION

Applicant: Chad Matesi | Core Spaces, LLC | (773) 227-2850 | 2234 W North Avenue | Chicago, IL 60647

Architects: Megan Zack | Hartshorne Plunkard Architecture | 232 N Carpenter Chicago, IL 60607
Don Sowieja | Myhre Group Architects | 620 SW 5th Ave, Suite 500
Portland, OR 97204

Owners: Goodman Generations LLC and Bay City LLC | 920 SW 6th Avenue #223 Portland, OR 97204

Site Address: 325 SW HARRISON STREET

Legal Description: BLOCK A LOT 1, SOUTH AUDITORIUM ADD; BLOCK A LOT 2 TL 1600, SOUTH AUDITORIUM ADD

Tax Account No.: R777500010, R777500110, R777500010, R777500010

State ID No.: 1S1E03CB 01500, 1S1E03CB 01600, 1S1E03CB 01500, 1S1E03CB 01500

Quarter Section: 3229

Neighborhood: Portland Downtown, contact Rani Boyle at 503-725-9979.

Business District: None

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

Plan District: Central City - Downtown/South Auditorium

Zoning: CXd - Central Commercial zone with a design overlay

Case Type: DZM AD HR - Design Review with Modifications, Adjustments and a Historic Resource Review

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

Proposal:

The applicant seeks Design Review approval for a 15-story mixed-use development in the South Auditorium and Central City plan districts. The 175' tall building will provide 424 residential units on the upper floors, a 33,000 SF supermarket, and a 5,000 SF retail space on the ground floor. Parking for 151 vehicles (80 for residential, 66 for supermarket and 5 for retail) will be provided within two basement levels and accessed from SW Harrison Street. An optional 3rd level of parking for 81 additional spaces is also proposed. One large, Standard A (35' long x 10' wide x 13' vertical) loading space will be provided on-site adjacent to the garage entry on SW Harrison. Additional loading and parking will be provided along both street frontages. The L-shaped tower will align with the street frontages while a lower podium and two levels of townhomes will occupy the north and east portions of the site adjacent to the pedestrian mall and Pettygrove Park. Outdoor common spaces are proposed atop the 2nd, 4th, and 15th floors. Exterior finishes include glass curtain wall, aluminum windows and storefront system, several types of metal panels (flat, perforated, chevron), and cast-in-place and vertical board-formed concrete.

A series of oriel windows that project 3'-6" into the right-of-way on SW 4th Avenue is also proposed. The projecting bays along SW 4th Avenue range from 21'-8" to 24'-3" in width. An exception to the maximum 12'-0" width of each bay is requested.

The following Modifications are requested:

1. *Building Setbacks* – To reduce the depth and landscaping of the required building setbacks along all four frontages (street and pedestrian mall) as follows (PCZ Section 33.580.100):
 - SW 4th Avenue – from 6' to 0' and no landscaping.
 - SW Harrison Street – from 15' to 5' with no landscaping.
 - SW 3rd Avenue & SW Montgomery – not provide some of L2 landscaping within portions of the 6' deep setback at the northwest, northeast and southeast corners).
2. *Loading* – To allow the loading space in the building on the SW Harrison Street frontage to be accessed in a reverse motion along the streetcar alignment (PZC 33.266.310.F).
3. *Rooftop Projections* – To allow the rooftop elements to exceed: height limit exceptions of 10' (15' for cooling tower and up to 16'-0" for mechanical screens), and 10% of roof coverage (10.9% proposed) (PZC Section 33.140.210.B.2)
4. *Bike Parking* - To reduce the width of the 656 long-term bike parking spaces provided from the required 2' to 17.69" (PZC Section 33.266.220.C.b).

The following Adjustments are requested:

1. *Maximum Parking* – To allow the maximum number of parking spaces provided on-site for the supermarket to be 2 spaces per 1,000 SF (66 spaces for the 33,000 SF supermarket) rather than 1 space per 1,000 SF (PZC Section 33.510.263, Table 510-6).

2. *Access Restricted Street* – To allow both the garage and loading bay to be accessed from SW Harrison Street, which is an Access Restricted Street due to the Streetcar Alignment (PZC Section 33.510.263.G.6.c)

A Historic Resource Review is also requested for the changes within the pedestrian mall frontages of SW Montgomery and 3rd, which are within the Halprin Open Space Sequence Historic District. The changes proposed include:

- Within 3rd Avenue pedestrian trail - Removing existing trees and ground cover and replacing both with alternative species.
- Within SW Montgomery pedestrian trail - Removing and replacing ground cover and adding trees, adding a transformer vault, and relocating the monument at NW corner.
- Within both pedestrian trails – Reduce the planter areas along the north and east frontages to allow access to seating and at the northeast corner for building access.

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:

- Central City Fundamental Design Guidelines
- Modifications – Section 33.825.040
- Adjustments – Section 33.805.040
- Other Approval Criteria – Section 33.846.060.G

ANALYSIS

Background: In 1958, the South Auditorium Urban Renewal Plan was adopted for an 83.5 acre site, generally bounded by SW Market Street on the north, SW Front Avenue on the east, SW Fourth Avenue on the west, and SW Arthur Drive on the south. By the late 1980s, the City was adopting a Central City Plan to update and expand the old Downtown Plan. Because the urban renewal plan regulations governing the South Auditorium Renewal Area were set to expire by the early 1990s, the Portland Development Commission proposed that the area be converted to a Plan District with distinct land use regulations reflecting those of the renewal plan.

In June 1988, the City Council accepted the Planning Commission recommendation to establish the South Auditorium Plan District whose regulations are currently encoded in Chapter 33.580 of the Portland Zoning Code. The Plan District protects the unique character of the former South Auditorium urban renewal district. This is accomplished by requiring new development to meet additional landscaping requirements, preserve existing trees, screen roof-top equipment, and limit the type, number, and size of signs.

On March 6, 2013 the four public parks (Lovejoy Fountain, Pettygrove, Forecourt Fountain/ Ira Keller Fountain, Source Fountain) connected by a system of pedestrian malls within the South Auditorium plan was designated as a historic district known as the Halprin Open Space Sequence after Lawrence Halprin, the noted landscape architect who designed the spaces.

Site and Vicinity: The site is located at the west edge of the South Auditorium District. This District is formed along the 2nd and 3rd Avenue pedestrian-only malls that create a unique north-south pedestrian corridor at the core of this 1960's urban renewal project. Equally unique to this District is the series of public fountain and parks, designed by Lawrence Halprin, that form a progression of open spaces and urban oasis along this pedestrian corridor. The three primarily open spaces that make up this

sequence are Lovejoy Park, Pettygrove Park and the Ira Keller Fountain. Pettygrove Park, adjacent to the site and in the middle of this progression of open spaces, is a small, sequestered park with berms, meandering paths and dense plantings.

The site is within the Downtown Pedestrian District and bounded on two sides by pedestrian malls – SW Montgomery Street to the north and SW 3rd Avenue to the east. The site's street frontages both include a Streetcar alignment and are designated as follows:

- SW 4th Avenue (west) - Traffic Access Street, City Walkway, Local City Bikeway
- SW Harrison (south) – Traffic Access Street, Regional Transitway/Major Transit Priority Street, Central City Transit/Pedestrian Street, City Bikeway

The surrounding area consists primarily of more newly developed buildings that are a mix of institutional, commercial and residential and vary in height. The district itself, an award-winning development, is noted for its plain, light-colored concrete buildings as objects set in a lush landscape, connected by a well developed pedestrian system buffered by generous setbacks and landscaping and numerous plazas and fountains.

Zoning: The Central Commercial (CX) Zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

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 prior land use reviews including:

1. CU 061-81 – Approval of a Conditional Use for a surface parking lot.
2. LUR 96-00408 PR – Approval of a Central City Parking Review for an existing surface parking lot.
3. LU 02-110910 CCPR – Approval of a Central City Parking Review for the renewal of approval of an existing 63-space surface parking lot, located at 1820 SW 4th Avenue. The lot was granted approval for Central City Parking status under LUR 96-00408 PR.
4. LU 06-155204 DZM - Approval of corner wall sign and changes to the previously approved design review (LU 06-155204 DZM) for a temporary sales office with numerous modifications to development standards.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **November 13, 2015**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E.1)
- Water Bureau (Exhibit E.2)
- Fire Bureau (Exhibit E.3)
- Plan Review Section of BDS (Exhibit E.4)
- Site Development Section of BDS (Exhibit E.5)
- Bureau of Parks-Forestry Division (Exhibit E.6)
- Bureau of Transportation Engineering (Exhibit E.7) – Added a Condition of Approval

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **November 13, 2015**. A total of 8 written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Nikki Dennis, 10/30/15, in opposition to the project stating concerns related to trees, grocery use, modifications, traffic, size of building.
- Bill Bowling, 11/5/15, stating concerns with scale, ground level, and design
- James Perry, 11/6/15, stating concerns with project impacts on movement of private vehicles, public transportation systems and bicycles.
- Dorothy Aeto, 11/6/15, stating concerns with the design, impacts on historic district and pedestrian systems, and scale.
- Steven Koch, 11/11/15, stating concerns with proposed changes in pedestrian trails (historic district).
- Penny Rush, 11/17/15, stating concerns with setbacks, landscaping, and parking and loading.
- Jack Hardman, 11/18/15, stating concerns with traffic and pedestrian, bicycle and transportation systems.
- Alicia Rossini, 11/20/15, stating concerns with Modification (loading) and Adjustment (access from Harrison).

Staff Response: Responses to the concerns related specifically to impacts on traffic and pedestrian, bicycle and transportation systems have been addressed by Transportation in the Modification (loading) and Adjustment (Access from Harrison) findings in Section 2 and 3 below. The remaining concerns are addressed throughout the approval criteria responses.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW (CHAPTER 33.825)

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Central City Fundamental Design Guidelines

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

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and

enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

Central City Plan Design Goals

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

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

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

A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development's overall design concept.

Findings: The proposal incorporates several Portland-related themes. Firstly, the integration of a series of outdoor courtyards and amenity spaces into the full block scheme extends the tradition of integrated outdoor space so prevalent in residential buildings within the Central City. Secondly, the building embraces stormwater management techniques with a large green roof and stormwater planters in the courtyard atop the 4th floor, which also emphasizing Portland's movement towards a more environmentally responsible city. Thirdly, the project provides more than the required bike parking, which supports the City's nationally recognized bike culture. And finally, the proposed residential tower extends and reinforces the theme of higher density and the livable urban experience that is starting to emerge by providing high quality residential and commercial space in the area. *This guideline is therefore met.*

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

Findings: The proposed full block development maintains the traditional 200-foot block pattern within the pedestrian mall layout of the South Auditorium Plan District. *This guideline is therefore met.*

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

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

Findings for A4 and A5: The proposed project is located within the South Auditorium District. This neighborhood is filled with mid-century modern buildings and the Halprin Open Space Sequence of pedestrian trails and parks. The project's overall massing and character have developed in direct response to the unique character of the pedestrian trails, predominant massing approach of the district, and prominence of open space provided in the surrounding developments. The proposal's architectural aesthetic is derived from its neighbors – the Cyan to the north and Harrison Towers to the east and is intended to be complementary as opposed to repetitive. A unified and singular architectural character is provided along 4th and Harrison, embracing the urban edge. Where the mass addresses the 3rd and Montgomery rights-of-way, the façade steps down in scale in response to, and in acknowledgement of, the pedestrian trails. This shift in architectural approach both embellishes the architecture of the proposal, and identifies the unique character of the pedestrian trails where they interface with the typical vehicular streets.

Setbacks and activated corners demarcate the 3rd Avenue and Montgomery pedestrian trails which line the north and east sides of the site. Grade level planters, which continue the pattern of the existing stepped planters found throughout the Halprin sequence, connect the activated corners to both enhance the existing walkways, and embellish their connection points at 4th & Harrison.

Over the course of four DAR hearings with the Commission, the massing of the building significantly changed from a full block form to an L-shape tower atop a podium to better respond to the different frontage conditions and the tower forms in the district. At the 4th DAR hearing on June 18th, 2015, it was stated that building was still pushing the limits of the site and one more pass at the massing was needed. Several suggestions were noted including increasing the depth of the setback from the glass to the metal façade where the additional depth carves back into site, removal of the townhomes atop the podium at the northeast corner to reduce the mass along the open space frontages, and a more generous width for the 6' wide terraces at the northwest and southeast corners. Given that no changes have occurred in response to this concern, this item remains outstanding and further discussion with the Commission is needed.

Given this outstanding concern, guideline A5 has not 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.

Findings: The new building's walls lining the south and west right-of-ways successfully define a sense of urban enclosure. Canopies along the street frontages further establish a feeling of enclosure. In addition, terraced planters, low walls, bench alcoves and trees will create a strong edge and sense of enclosure along the pedestrian trail frontages of the block. *This guideline is therefore met.*

B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture

zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

Findings: The proposal will enhance the pedestrian system in several ways. On the SW Harrison, the public sidewalk will be extended 5' back into the property for a total of 17'-3" deep pedestrian area (see Modification #1) to abut the building edge. This increase in sidewalk width creates a more urban street environment that corresponds to the sidewalk areas in most of the Downtown area and provides direct access to the sidewalk zone from retail entrances. The location of retail along both SW 4th and SW Harrison at the ground level with large expanses of glass, canopies and recessed entries will further encourage the use of the sidewalks.

The remainder of the site is bounded by pedestrian malls on the north and east sides. While the width of the paved pedestrian pathway within the trails will remain the same as part of this project, the pedestrian experience along these malls will be enhanced by the addition of terraced landscaping elements and seating areas. At the northeast corner a building entry that accesses the bike room and grocer tenant will facilitate movement through the area, particularly to and from the pedestrian mall and Pettygrove Park. *This guideline is therefore 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.

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.

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

Findings for A8, B2 and B4: Street trees between the curb and sidewalk zone will help to create a physical barrier between pedestrians and moving vehicles. Shared access to the parking garage and loading space along SW Harrison minimizes the amount of driveway area crossing the pedestrian space and thus reducing the potential for pedestrian/vehicle conflicts, which is discussed in much more detail in Section 2 (Modifications – Loading) and Section 3 (Adjustment – Access) of this report. Light from the retail storefronts as well as recessed fixtures in the entry canopies will help illuminate the sidewalk, in addition to increasing the pedestrian's sense of security during evening hours. Street lighting for 4th and Harrison and the public pedestrian malls will conform to city standards.

Retail lining the ground floor of the SW 4th and SW Harrison façades consists of clear glazed storefronts, establishing a direct visual connection between the sidewalk and the interior. This visual connection encourages the active use of the sidewalk and invites pedestrians into the building. The main entry to the residential component is at the north end of the block on 4th Avenue and is also highly transparent and accessible. The continuous canopy along both of these frontages also provides protected places to stop along the sidewalk. The 5' deep

setback along SW Harrison that results in a 17'-3" deep paved sidewalk for pedestrian (see Modification #1), integrates the building with the sidewalk and increases the amount of space available for public use along the southern frontage.

Along the pedestrian mall several seating opportunities are provided by both the additional of concrete benches into the tiered planters and the northwest and southeast corners where 6' deep outdoor terraces are proposed that will offer will offer places for people to sit and view the activity within the pedestrian trail and adjacent Pettygrove Park. A large building entry at the northeast corner creates a protected area to gather.

Mechanical and ventilation equipment are proposed to be screened with a perforated metal panel throughout the building façade. A clear understanding of where all the mechanical/ventilation is located, particularly on the podium, is needed to evaluate potential impacts on the pedestrian system and ground floor transparency and to ensure they are well-integrated. Furthermore, a full detail or mock-up is needed to understand if the large perforated openings within the panel will adequately screen the equipment or systems behind and result in a consistent appearance through the panel. In addition to this concern, the amount of active use and transparency along the north and east frontages is a concern discussed in the below.

Given these outstanding items, guidelines A8 and B2 have not been met.

B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

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.

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

Findings for B5, C1 and C6: Beyond the shifted mass of the tower to the southwest corner, the development acknowledges its adjacency to the Pettygrove Park and pedestrian trail in several ways. As encouraged by the Commission, a building entry has been located at the northeast corner to provide direct access for the building residents and visitors to and from the pedestrian mall and park. A large 2-story volume glazed area surrounds the entry allowing for views into the building's entry. Outdoor terraces, rooftop amenity spaces and balconies on the north and east sides will afford views of the park and engage the building with the public spaces below. At the ground level seating areas and lush landscaped planters enhance the pedestrian trail by providing a human scale edge and encourage passersby to stop, sit and enjoy the views of the park.

There was much discussion at the prior DARs about ways to maximize transparency and activity along all of the frontages. While the interior floor level and exterior grade transitions have been resolved along 4th and Harrison, the 3

levels of podium above grade along both pedestrian trail frontages remain rather solid due to the interior program of the garage and mezzanine. With the exception of the building corners, the facades appear to be comprised of mostly metal, spandrel and perforated panels. Given that these façades front onto public pedestrian systems and a park, ways to increase the transparency along these facades is needed.

Given this outstanding concern, these guidelines are not 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: All building access points will be protected from rain, wind and sun by a combination of canopies (4'-0" deep) and recessed entries. In addition, a continuous canopy element will wrap the entire base of the tower along SW 4th Avenue and SW Harrison and return along the pedestrian trail frontages to extend over the outdoor terraces at the northwest and southeast corners, providing full weather protection for pedestrians. *This guideline is therefore met.*

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

Findings: All entry points to the proposed development are at-grade with adjacent public sidewalks, and will provide barrier-free access to the interior of the structure. *This guideline is therefore 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: The proposed development will be constructed of cast-in-place concrete for both its below grade and above grade structural system and vertical board formed concrete for the stepped retaining and landscape walls. The exterior cladding will consist of aluminum storefront and glazed window wall, and high-quality metal panels with metal stud wall construction.

The proposed project is located within the South Auditorium District. This neighborhood is filled with mid-century modern buildings and the Halprin Open Space Sequence of pedestrian trails and parks. The project's façade has taken a direct influence from its neighbors – the Cyan to the north and Harrison Towers to the east. A large glass box on the 4th responds to the modern glass façade of the Cyan. It integrates a series of vertical reveals – simple and elegant that is reminiscent of the large vertical reveals of Harrison Towers. This Façade turns the corner onto Harrison, embracing the urban edge. The façade steps down in scale as it gets to the pedestrian trails. The side and pedestrian trail façades are composed of a series of frames – this is very similar to the vernacular of the mid-century office buildings throughout the South Auditorium District. The building mass is focused on the urban corner of 4th and Harrison in a fashion similar to the Cyan to the north of the site.

The parti for the proposed design is of a unified single development, and is composed of a clearly defined base on which sits an L-shaped tower pulled to the south and west of the site in deference to Pettygrove Park and the SW 3rd Avenue and Montgomery Pedestrian Pathways. The building base contains active use spaces, and pedestrian entry points at its four corners which interact with the four sides of pedestrian frontage. It is primarily glazed, and is provided with a continuous and unifying projecting canopy along SW4th and SW Harrison. This continuity and consistency of cladding, glazing, and entry design reinforces the unified character of the building base as a distinct element.

The tower above is articulated as a singular form composed of beam and pier cladding. Along the SW4th & Harrison frontages, an aesthetic framing element ties glazed bays and vertical balcony reveals together to create a form that projects from the tower as a singular element. At the north east corner of the site, the base of the building is clad in a rhythm of alternating glazed and opaque panels, and supports a short mass which is set apart from the remainder of the structure as a type of “penthouse” to reduce the scale of the overall mass which fronts onto and relates to Pettygrove Park.

Outstanding concerns and additional details needed:

- Massing – As previously mentioned, the Commission expressed concern with the massing at the 4th DAR stating increasing the depth of the setback from the glass to the metal façade from 3’-6 to 6’-0” (where the additional depth carves back into site) and removing the townhomes were ways to scale back the building. The proposal remains the same as the previous design.
- Overall composition - At the 4th DAR there was a lot of discussion regarding the quality of the grid façade (flat, complicated, relentless) and the need to minimize the pieces in the composition (particularly where the tower meets the podium on north and east facades). Changes have been made to simplify pieces within, and increase the depth of, the grid openings. However, Staff finds the following items are still in need of attention:
 - Window and metal panel system within the grid openings could be further simplified and the depth of the setback could be further increased from 4.5” to be more consistent with the deeper punches of the buildings in the district and provide more articulation on these large facades.
 - Minimize the pieces in the composition (particularly where the tower meets the podium on north and east facades) to better integrate the elements into a cohesive whole.
- Materials – At the 4th DAR hearing, the Commission noted the number of materials needed to be reduced. The material palette remains the same. In addition:
 - Composite wood along the ground level of both street frontages in not a high-quality finish and is incongruous with the building design and material palette. The applicant has agreed to remove the composite wood from the proposal.
 - 18-gauge, unbacked metal panels have been the Commission’s baseline for the past several years, which have shown to be rigid and result in a

quality finish. The applicant has agreed to change the proposed 20-gauge unbacked metal panels to 18-gauge and revise the detail.

- Additional details/information/revisions needed:
 - PBOT's Design Exception approval to allow the garage door to be within 4' of the face of the building requires the parking garage door to remain open the majority of the time. Since the interior of the garage ramp will be visible throughout the day and experienced by pedestrians, elevations and lighting details of the interior space is needed.
 - Enlarged elevations with material details are needed for the garage and loading bay area and the entry at the northeast corner.
 - Detail of the canopy that includes the recessed light and excludes the landscape component on the top, which the Commission expressed maintenance concerns with at a prior DAR.
 - Enlarged building sections, particularly through the podium and where materials and wall planes shift.

Given this outstanding concerns and the additional information needed, these guidelines have not 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.

Findings: The proposed development concentrates its mass with a unified and singular architectural character at 4th and Harrison, embracing the urban edge and the most corner of the site. This primary corner is further articulated with a framed projecting glazed “box” which focuses the architectural expression toward the main entry point of the ground floor commercial tenant space. The other three building corners include active ground level uses, building entrances and highly transparent facades. *This guideline has 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.

Findings: The majority of the building's base contains active use spaces, and pedestrian entry points at its four corners which interact with the four sides of pedestrian frontage. It is primarily glazed, and is provided with a continuous and unifying projecting canopy along SW 4th and SW Harrison. This continuity and consistency of cladding, glazing, and entry design reinforces the unified character of the building base as a distinct element, and differentiates the sidewalk level of the building from the upper stories. *This guideline has been met.*

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

Findings: The proposal provides for a large scale tenant (grocer) for the majority of the ground floor commercial space, however, the space can be subdivided to accommodate a variety of uses at the pedestrian level if needed. In addition, a secondary commercial space is provided at the southeast corner of the development which has the ability to be tenanted in a variety of configurations. *This guideline is therefore met.*

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

Findings: The project includes two types of projections into the SW 4th Avenue ROW, a canopy along the building base and a series of oriel windows. The canopy is a continuous element that complements the materials and clean lines of the south and west facades and enhances the pedestrian environment by providing weather protection. The oriel windows that comprise the western portion of the glass "box" along the south and west facades, comply with items A-E and G of the City's Window Projections into the Public Right of Way, Code Guide. The width of the individual bays, however, exceeds the 12' maximum established in item F, which can be modified through this design review. The proportions of the projecting windows on SW 4th are a continuation of the architectural expression along SW Harrison, and are an integral part of the overall project design. At the 4th DAR the Commission expressed support for the projecting bays stating they were appropriately scaled for the building, successfully modulate the street-facing facades, and better than what may result if all the all oriel window standards were met. Lastly, PBOT has not stated any objection to the proposed projection. *This guideline is therefore 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: The majority of the roof area of the proposed development will include occupied roof areas as amenities for either the overall development, or individual tenants. Floors 2-3, on the north and east façades of the proposed development step back an additional 10' from the already set back base creating private terraces for activated exterior uses with additional eyes on the park, and minimizing the mass of the proposal along the trails. At floor 2, behind the setback townhomes, is a common use roof deck, which will include storm water management facilities. A large outdoor active green space will be provided on the 4th floor. This space will overlook Pettygrove park, providing still more eyes on the park. At the eastern end of the 14th level, another outdoor terrace is provided as a common use amenity with distant view.

Atop the tower, a mechanical penthouse and an elevator overrun are provided along with mechanical equipment and screen enclosure. These elements are setback from the street edge, utilize materials from the building (solid and perforated metal panels), are integrated into the east facades of the towers and are grouped to create to unified elements. As indicated in Section 2 (Modifications – Rooftop), however, enlarged elevations are needed to ensure these elements are well detailed.

With the additional information requested, this guideline will be 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: Lighting at the ground level has been noted as recessed fixtures within the soffits of the canopies and recessed entries. Street lighting for 4th and Harrison and the public pedestrian malls will conform to city standards. Light from the within the retail storefronts will also help illuminate the sidewalk. At the upper levels bollard lights will illuminate the outdoor terrace on the 4th floor. As a residential tower, the units will be lit from the interior side at night, casting a varied yet unobtrusive light pattern. The fixture types and locations ensure no adverse impact on the nighttime skyline.

A section details of the recessed lights within the canopy and soffits is needed, which the applicant is preparing. If additional lighting is desired for the townhomes, other rooftop amenity spaces or in the landscape planters along the building frontage, details should also be submitted. *Given the outstanding details needed, this guideline has not been met.*

C13. Integrate Signs. Integrate signs and their associated structural components with the building’s overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Findings: No signage is proposed at this time. *Therefore, this guideline does not apply.*

(2) MODIFICATION REQUESTS (SECTION 33.825.040)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

The following Modifications are requested:

1) Building Setbacks – To reduce the depth and landscaping of the required building setbacks along all four frontages (street and pedestrian mall) as follows (PCZ Section 33.580.100):

- SW 4th Avenue – from 6’ to 0’ and no landscaping.
- SW Harrison Street – from 15’ to 5’ with no landscaping.
- SW 3rd Avenue & SW Montgomery – not provide some of L2 landscaping within portions of the 6’ deep setback at the northwest, northeast and southeast corners).

Purpose: *The South Auditorium plan district protects the unique character of the former South Auditorium urban renewal district. The district is an award-winning development, with its high-rise buildings, generous setbacks and landscaping, numerous plazas and fountains, and elaborate pedestrian walkway system. Maintenance of this character is achieved by requiring additional landscaping requirements, the preservation of existing trees, screening of roof-top equipment, and additional sign regulations which limit the type, number, and size of signs.*

Findings: The proposed development will include a fully paved area between the building and sidewalk along SW 4th and SW Harrison and will also have some paved areas between the building and pedestrian trails for building access and outdoor seating. The majority of the 6’ deep setbacks provided along both pedestrian mall frontages contain the required landscaping. Despite the additional paved areas, the proposed design thoughtfully maintains the South Auditorium Plan District’s character through the preservation of the pedestrian malls and the landscaped areas along SW Montgomery Street and SW 3rd Avenue. By retaining the unique character of the District, the new development meets the purpose of the standard.

The site is located at the western most edge of the South Auditorium plan district, which is where the most urban conditions along the streetscape occur. On the most urban edge of the site, SW 4th Avenue, the sidewalk will be widened to abut the building edge, mimicking typical downtown Portland sidewalks, in close alignment with the most recent development in the plan district immediately north of the site (Cyan), and encouraging a more active relationship between the building and pedestrian space. Along SW Harrison, the 5’ deep setback will provide a transition from the deeper setbacks of the developments in the plan district to the east, to the more urban conditions along 4th. This setback, when combined with the sidewalk, results in 17’-3” of pedestrian accessible space along this frontage, allowing passers-by to engage with the building and the ground floor uses, which are intended spill out into this space via the overhead glass doors. The combination of hardscape and landscape along the pedestrian trail frontages incorporates seating areas and a primary building access at the northeast corner that activate these edges and offer a variety of experiences along the pedestrian malls. By providing more active and usable area in the pedestrian environment, the proposed design better meets Design Guidelines A8 – Contribute to a Vibrant Streetscape and B1 – Reinforce and Enhance the Pedestrian System.

At the 4th DAR, a Commissioner stated the building was still stretching the limits of the site, with the shallow 6’ depth of the outdoor terraces at the northwest and southeast corners as contributing elements to this larger concern. The terraces remain at 6’ and are intended to be used for outdoor seating for the abutting commercial spaces. The applicant intends to show how seating

can be accommodated at the upcoming hearing. If the Commission finds these space to still not be adequate in depth, they could also be considered for bike parking and additional landscaping.

In response to comments received from Parks and the public, Staff and the project's landscape architect have been working together to address outstanding concerns. The applicant is working on revised landscape and site plans are reflect the following changes:

- Lower the height of the landscape and seatwalls along 3rd Avenue
- Add more planting on the SE corner in back of the tree well to keep people from shortcutting through the plant bed to Harrison.
- Add another Hinoki Cypress in the planter within the building setback along Montgomery.
- Provide enlarged elevations with height dimensions for landscape and seatwalls.

Given the outstanding concern from the DAR and the revised plans needed, the approval criteria have not been met.

- 2) **Loading** – To allow the loading space in the building on the SW Harrison Street frontage to be accessed in a reverse motion along the streetcar alignment (PZC 33.266.310.F).

Purpose: *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: Since the on-set of this land use proposal, at the early assistance stage, City staff and the applicant recognized challenges to site access for both passenger and loading vehicles. The abutting streets, SW 4th Ave and SW Harrison carry volumes of traffic entering the downtown area from the south and east, with recognized congestion during peak periods. Further, the City's Street-car operations have track alignments along both site frontages. Lastly, given the site's location in the core of the downtown area and in proximity to Portland State University, there is a high volume of pedestrians along (and beyond) the site's frontages.

At PBOT's direction, the applicant brought on a traffic consultant to weigh in on site access options. There were a series of options including separating the garage access and loading access points to both street frontages and combining them on both frontages as well. In an effort to minimize the potential impacts to the extent practicable, it was initially determined that combining the garage/loading access points to one site frontage was preferred. Next, consideration was given to which site frontage would result in the greater number of conflicts if the access points were assigned thereto. SW 4th Ave, with its additional travel lane and direct access from I-5/I-405, carries a higher volume of vehicles (and likely greater speeds) than SW Harrison. PBOT has no current data on file, but comparable data from 2008 indicates that volumes along SW 4th Ave are twice that of SW Harrison. Further, SW Harrison also has a median island which eliminates conflicts with east-bound travel lanes. A

concern with garage access along SW 4th Ave that PBOT expressed was with the potentially unsafe and dangerous movement of exiting vehicles from the site attempting to cross the 3 travel lanes of SW 4th Ave to access SW Montgomery. SW Montgomery leads to SW 5th Ave which is a commonly utilized southbound route leading to the freeway connections with I-5/I-405. Exiting drivers from a garage point (at the northern end) of the SW 4th Ave frontage might make unsafe decisions about adequate gaps in conflicting pedestrian and vehicular traffic along SW 4th Ave. Additionally, turning movement analyses were performed to study trucks accessing the required on-site loading bay(s) with a curb cut/driveway along SW 4th Ave. Although trucks were shown to be able to maneuver into the loading bays within the confined ROW (due to Streetcar infrastructure), the concern here was relative to the similar potential conflicts with the volumes of pedestrian and vehicle traffic along SW 4th Ave (compared to those along SW Harrison). Additionally, loading vehicles would be required to back across the existing marked (and legal) crosswalk across SW 4th Ave at SW Montgomery to access the potential loading bays along this site frontage.

With significant resources and time spent on the access issue, PBOT (along with the Design Commission's initial support) ultimately identified that all vehicle access to the site would be from SW Harrison. Similar truck movement analyses were performed for loading access from SW Harrison. It was at this time, also, that PBOT and the applicant began discussions about accommodating some loading activities associated with the anticipated grocer user along the site frontages (in addition to the on-site loading spaces). Accordingly, and although it would impact the proposed building on the subject site, the applicant offered to widen the roadways along both site frontages (by 10-ft along SW Harrison and 8-ft along SW 4th Ave) to accommodate parking/loading lanes [the roadway widening will result in property dedication]. Along SW Harrison, the expected largest loading vehicles will utilize the on-street truck loading zone for a specified period of time throughout the day; this will be an efficient location for loading activities to occur because it aligns with the on-site loading bay and first level floor plan. After the limited time frame for loading expires, this lane will revert to general on-street public parking (which does not currently exist along either site frontage). Similarly along SW 4th Ave, an on-street truck loading zone will be established by widening the roadway, for utilization of smaller loading vehicles and with the same reversion to on-street parking.

The above referenced information is provided in context to address the requested Modification to the forward motion requirement. By reducing the access point to the site parking garage and on-site loading bay to one street frontage and within a shared curb cut/driveway, potential vehicular conflicts with pedestrians along the abutting sidewalks are reduced. Given the dimensions associated with the required on-site loading space, providing the necessary maneuvering area on-site to allow a large loading vehicle to enter and exit in a forward direction would effectively either significantly impact the programming of the first level floor plan or trigger a second access point. The second access point would need to be accommodated on the other street frontage, thereby further impacting pedestrians and vehicle traffic (that has now been reduced by limited site access to SW Harrison, only). Allowing loading vehicles to back into the on-site loading bay will permit the drivers of said vehicles to more easily view pedestrians (and passenger vehicles along SW Harrison) as they carefully maneuver into the space also taking into consideration the existing median in the street. This maneuver, as compared with entering the loading bay in a forward motion and exiting it in the reverse motion with no available line of sight (of either pedestrians or vehicles) is a safer movement.

As shown on the submitted site plan, there is a full length wall separating the on-site loading space from the parking garage ramp. If a truck entered the loading space in a forward motion, it would need to back out of the space with no opportunity for the truck driver to see pedestrians or queued or approaching motorists until the truck was virtually entirely out of the loading bay. In this scenario, access to and from loading facilities would have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way, therefore, this is not a maneuver that PBOT would endorse.

PBOT is in receipt of public testimony that was submitted by nearby neighbors expressing concerns about many elements of the proposed project, including several transportation-specific issues. Most of the transportation issues expressed were addressed in the findings noted above. However, there was a concern about the proposed on-street truck loading zone along SW Harrison and its location within 50-ft of the SW 4th Ave/SW Harrison intersection. This limitation is referenced from City Code Section 16.20.220.D which states that “truck loading zones should not be located within 50-ft of an intersection in order to facilitate traffic safety. This does not apply to the area of the street where the direction of traffic is leaving an intersection on a one-way street”. Since it is not further defined, PBOT assumes that for the benefit of protecting pedestrians to the extent possible, that the “50-ft of an intersection” limit is measured from the abutting site’s property line intersection. If this is the case, a portion of the western end of the proposed truck loading zone along SW Harrison is within 50-ft of the property line intersection. However, pedestrians will be protected by the resulting curb extension which will be created by virtue of the proposed shifting of the curb along SW Harrison further north (10-ft) that will be necessary to create the parking/loading lane. Pedestrians will not be any further endangered by the creation of the proposed parking/loading lane than they currently are awaiting to cross the intersection (across SW Harrison); they will be in the same position (on the sidewalk/ramp) as they are today and will continue to have a protected signalized crossing while traffic on SW Harrison is stopped. The Code language cited previously does not outright prohibit a truck loading zone from being closer than 50-ft of an intersection and in this case, PBOT does not find that pedestrians will be further impacted by the creation of said truck loading zone along SW Harrison. Additionally, the applicant is proposing a similar truck loading zone along the site’s SW 4th Ave frontage. With this proposal, the above referenced second statement quoted from the Code section is relevant (the 50-ft limitation does not apply to the area of the street where the direction of traffic is leaving an intersection on a one-way street). In both cases, the loading activities within the proposed on-street truck loading zones will be time restricted (to be determined by PBOT’s Parking Control Section) and will revert to general public on-street parking opportunities thereafter. The on-street parking opportunities (which do not exist today) will be a public benefit.

In supporting the applicant’s Modification request, PBOT acknowledges that the resulting loading maneuvers may potentially create some additional delay and congestion along SW Harrison. However, all on-site loading activities (trucks entering/exiting the on-site loading space) must be completed by noon each day as required in the Driveway Design Exception (15-247120 TR) approved for the loading by PBOT. This will alleviate further impacts along the street and nearby intersection during the afternoon peak period of travel. PBOT is supportive of the requested Modification.

As stated above, reverse motion loading access on Harrison allows the truck driver to see pedestrians when maneuvering back into the space. If the truck entered the loading space in a forward motion, it would need to back out of the space with no opportunity for the truck driver to see pedestrians until the truck was virtually entirely out of the loading bay. This Modification therefore better meets design guideline B2 (Protect the Pedestrian). *For these stated reasons, the approval criteria are met.*

3) Rooftop Projections – To allow the rooftop elements to exceed: height limit exceptions of 10’ (15’ for cooling tower and up to 16’-0” for mechanical screens), and 10% of roof coverage (10.9% proposed) (PZC Section 33.140.210.B.2)

Purpose: *The height limits are intended to control the overall scale of buildings. The height limits in the CN1, CN2, and CO1 discourage buildings which visually dominate adjacent residential areas. The height limits in the CO2, CM, CS, and CG zones allow for a greater building height at a scale that generally reflects Portland’s commercial areas. Light, air, and the potential for privacy are intended to be preserved in adjacent residential zones. The CX zone allows the tallest buildings, consistent with its desired character.*

Findings: The building will be constructed at the maximum allowed height of 175’ and the rooftop elements that project above this height are beyond the 15’ setback from roof edges along the street. The L-shape of the building tower results in a more slender form than a typical full block development, and thus has less overall bulk. As a result, the rooftop area is smaller than typically found on the full block towers, causing the coverage of mechanical equipment to be higher than 10%.

The mass of these elements are reduced in a number of ways: they are setback from the street edges, grouped to create two distinct elements with a rectilinear form that aligns with the tower and use perforated metal panels that result in lighter, less solid objects while also obscuring views of the mechanical equipment, as required in the South Auditorium Plan District.

Along with the rectilinear form that complements the tower form, the enclosures utilize materials from the building (solid and perforated metal panels) and are integrated into the east facades of the towers resulting in a coherent overall building design and better meeting Design Guidelines D5 – Design for Coherency and C11 – Integrate Roofs and Use Rooftops. However, as noted in Section 1 above (see C11- Integrate Roofs and Use Rooftops), enlarged elevations of these rooftop elements are still needed to ensure they are well detailed.

With the revisions and additional information requested above, this approval criteria will be met.

Modification #4 (Bike Parking) - To reduce the width of the 656 long-term bike parking spaces provided from the required 2’ to 17.69” (PZC Section 33.266.220.C.b).

Purpose: *Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long-term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City’s goal that 10 percent of all trips be made by bicycle.*

Findings: The Urban Double Stacker bike parking system is proposed for the 656 long-term bike parking for the occupants and tenants of the building and located in bike rooms in parking levels 1 and 2. This two tier system is manufactured with an 18” spacing rather the 2’ required by code. Transportation has considered the reduced 18” width on numerous projects when the mounts include a vertical offset of 6”. The stagger of the mounts allows for the racks to function as well as a rack meeting the 2’ width. Allowing the bikes to be closer together maximizes the number of bikes that can be parked. It would also create extra space within the bike parking room for bike racks that could support larger/or uniquely designed bikes. The pneumatic lift system enables anyone of any agility to store their bike in the upper trays of the rack. The system allows for bikes to be locked by any type of lock.

Because these racks will be used by residents and tenants, it can be assumed that they will have some familiarity with the rack systems. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards. The proposed functional and space efficient system also better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as lobby and retail spaces.

The bike rack detail included in the plans indicates the racks are aligned vertically with no offset. However, the applicant has verified with the manufacturer that the system can be customized to include the 6” vertical offset and will pursue this option, which PBOT has stated they will support. In addition, enlarged floor plans of the bike rooms are needed to ensure the dimension requirements are met. Again, the applicant is preparing this information which is expected to comply with the regulations.

With the revisions and additional information requested above, this approval criteria will be met.

(3) ADJUSTMENT REQUESTS (CHAPTER 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 and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustments are requested:

Adjustment #1 (Maximum Parking) – To allow the maximum number of parking spaces provided on-site for the supermarket to be 2 spaces per 1,000 SF (66 spaces for the 33,000 SF supermarket) rather than 1 space per 1,000 SF (PZC Section 33.510.263, Table 510-6).

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

Findings: The proposed development includes a 33,000 SF supermarket and provides 66 parking spaces for this tenant. Five spaces will be provided for Retail B (5,000 SF), and 80 spaces will be provided for the residential tenants (~424 units), a parking ratio of .18:1. An optional 3rd floor lower level parking plan is shown in the design review submittal drawings. If a 3rd floor is added, it would add 81 residential parking spaces, making the residential parking ratio .38:1. The additional parking was reviewed by the traffic consultant and was determined to not change the outcome of their analysis related to vehicular site access.

The purpose of the regulation is to implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City. Adding additional parking for the grocer, will help alleviate traffic caused by people looking for street parking. Taking the cars off the street and parking under the building would help manage the off-street parking and promote mobility. Although the building is a full city block, it only has two frontages for on-street parking and loading, and two pedestrian trails. The parking underground helps to maintain the urban form of the Central City by creating active uses around the perimeter and especially at the corners of the building at grade.

The 71 parking spaces for the commercial tenants (66 of supermarket and 5 for retail B) still needs to be identified on the basement floor plans and information on how these spaces will operate and be distinguished from the residential parking must be included on revised plans.

With the revisions and additional information requested above, this approval criteria will be 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 a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

Findings: Allowing the addition of 33 more parking spaces on-site for the supermarket takes the cars off the street and puts them in the building and underground. This is consistent with how parking is handled in other buildings in the area. The underground location ensures the additional spaces do not impact the desired character of the area, which is defined by the high-rise buildings, generous landscaping, public plazas and fountains and elaborate pedestrian walkway system. *This approval criterion is met.*

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

Findings: See the response below under Adjustment #2, C.

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

Findings: There are no city-designated scenic or historic resources on this site. This criterion does not apply.

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

Findings: Because there were no impacts identified in the findings, this criterion does not apply.

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

Findings: This site is not within an environmental zone. This criterion does not apply.

Adjustment #2 (Access Restricted Street) – To allow both the garage and loading bay to be accessed from SW Harrison Street, which is an Access Restricted Street due to the Streetcar Alignment (PZC Section 33.510.263.G.6.c)

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

Findings: The purpose of the parking and access standards is found in Code Section 33.510.261.A and is stated as follows: “the parking and access regulations implement the Central City Transportation Management Plan by managing the supply of off-street parking to improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City”. The italicized portion of the purpose statement is the focus of PBOT’s assessment.

The proposed parking garage access from SW Harrison will limit vehicles to right-in/right-out movements only due to the existing median in the street. The use of SW Harrison for access will provide motorists with an efficient option for connecting to SW 5th Ave to then reach the broader transportation system of the I-5/I-405 freeways (and beyond). Vehicles exiting the proposed garage will not directly impact the operations of the Portland Streetcar, which has a track along SW Harrison, since there is a travel lane available for the exiting vehicle that is separate from the Streetcar’s track (lane) – SW Harrison has two lanes in the west-bound direction with the street-car track located closer to the center median.

As mentioned previously in the Loading Modification response, the determination that the proposed garage and loading access should be combined along one of the site’s street frontages and specifically along SW Harrison, was in part to minimize impacts to pedestrians in this highly pedestrian active area of downtown. The location of the proposed garage access along SW Harrison is preferred since a) pedestrians utilizing the pedestrian pathway/mall adjacent to

the east side of the subject site will be upstream of the proposed garage access, b) pedestrians desiring to cross either SW 4th or SW Harrison at the SW 4th/SW Harrison intersection are protected by the signalized and marked crosswalks, and c) the volumes of pedestrians and vehicles along SW Harrison is lower than on SW 4th. Any proposed garage access along SW 4th Ave would be located towards the northern end of the site, in close proximity to the marked (but unsignalized) crossing across SW 4th Ave. PBOT finds that the proposed garage access along SW Harrison therefore “improves mobility and promotes the use of alternative modes”.

This approval criterion is met.

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

Findings: The site is located in the CX zone and the South Auditorium Plan District. The desired character of the CX zone and plan district include intense development with elaborates pedestrian walkway system. Ganging the two vehicle access points together on Harrison reduces the potential for pedestrian conflicts, as noted in the findings for A. above, thereby supporting the pedestrian walkways that characterize the area. *This approval criterion is met.*

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

Findings: The purpose of the CX zone is to provide for commercial development within Portland’s most urban areas. Development is intended to be very intense with high building coverage, large buildings, buildings placed close together, and pedestrian-oriented with a strong emphasis on a safe and attractive streetscape.

Providing additional parking for the grocer as well as providing access off of Harrison will be consistent with this purpose in that the proposal provides an intense and compact development that also enhances the streetscape and pedestrian walkways in a number of ways: locates parking underground and out of site, provides transparent and active uses in the ground floor, mid-block entry on Harrison allows for the building corners to be activated, and provides a buffer from the pedestrian crossing at 3rd Avenue. *This approval criterion is met.*

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

Findings: There are no city-designated scenic or historic resources *on* this site. This criterion does not apply.

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

Findings: Because there were no impacts identified in the findings, this criterion does not apply.

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

Findings: This site is not within an environmental zone. This criterion does not apply.

(4) HISTORIC RESOURCE REVIEW (CHAPTER 33.846)

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: Proposal includes alterations in a designated Historic District in the Central City Plan District, which are non-exempt treatments. Therefore, the proposal requires Historic Resource Review with approval criteria being those listed in *33.846.060 G – Other Approval Criteria*.

The Historic Resource Review is requested for the changes within the pedestrian mall frontages of SW Montgomery and 3rd, which are within the Halprin Open Space Sequence Historic District. The changes proposed include:

- **Replacement of the trees and Ivy along the 3rd Avenue trail** - The 3rd Avenue Pedestrian trail currently has Norway Maple trees and Ivy that are both on the City of Portland nuisance list. They are also spaced approximately 15' on center, which shortens their life span considerably. The current trees health is in decline and the construction of the proposed development would accelerate the decline. The applicant has consulted with the Park's Urban Forester to find the best replacement tree for the historic district, which the Mushashino Zelkova trees have been deemed appropriate. Seven trees of these trees spaced at 20' on center are intended, however, the landscape plans need to be updated and reviewed by Parks to reflect this final count and spacing.
- **Addition of transformer vault and trees in the Montgomery Pedestrian trail:** After considerable discussions with BDS Staff, PP&L (utility provider) and PBOT, the location of the electrical transformer is limited to the pedestrian trails. The Streetcar catenary lines along both 4th and Harrison preclude the placement along these frontages. Locating the transformer vault under the pedestrian trail would require the existing trail be excavated, but the intent is to cut out the concrete and replace with the concrete lid (6'x9') with an exposed aggregate concrete to match the existing concrete, color, aggregate and joint pattern. No electrical equipment or wiring will be added above grade. Revised plans are needed to indicate the lid location and detailing.

Only 3' of the landscape planter within the Montgomery Pedestrian trail lies within the historic district. The remainder where the existing trees are planted, is on private property. To respond to a request from the public, ornamental Japanese Snowbell are intended to be added to the 3' deep planters, as they can tolerate shady and narrow conditions. The applicant has also been told they are used elsewhere in the Halprin sequence so it will help provide continuity with what is planted elsewhere in the district. The landscape plan needs to be revised to incorporate these additional trees.

- **Relocation of the concrete monument at the corner of 4th & Montgomery:** There are three concrete monuments along the site's pedestrian trail frontage. The two existing at the northeast and southeast corners are to remain. The

existing concrete monument at the northwest corner has to be relocated 8' eastward of the current location to align with the relocated property line along SW 4th. Moving the monument back will widen pedestrian corridor as required by PBOT and avoid potential tripping hazards. The monument on the other side of the pedestrian trail was removed, so there will not be an issue with alignment. The site and landscape plans need to be revised to reflect this relocation and provide details on the replacement monument.

- **Provide openings through the historic planters along both SW Montgomery and 3rd & Montgomery:** An opening at the northeast corner is proposed to provide bike parking racks and a pedestrian entrance to the indoor bike parking and grocery store. The additional two openings will provide seatwalls that are integrated into the tiered landscape planters than align the east and north frontages.

Staff has considered all of the approval criteria and addressed only those applicable to this proposal.

33.846.60 - Other Approval Criteria

- 1. Historic character.** The historic character of the property will be retained and preserved. Removal of historic materials or alteration of features and spaces that contribute to the property's historic significance will be avoided.
- 4. Historic features.** Generally, deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and other visual qualities and, where practical, in materials. Replacement of missing features must be substantiated by documentary, physical, or pictorial evidence.
- 5. Historic materials.** Historic materials will be protected. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials will not be used.
- 7. Differentiate new from old.** New additions, exterior alterations, or related new construction will not destroy historic materials that characterize a property. New work will be differentiated from the old.
- 8. Architectural compatibility.** New additions, exterior alterations, or related new construction will be compatible with the resource's massing, size, scale, and architectural features. When retrofitting buildings or sites to improve accessibility for persons with disabilities, design solutions will not compromise the architectural integrity of the historic resource.
- 9. Preserve the form and integrity of historic resources.** New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic resource and its environment would be unimpaired.
- 10. Hierarchy of compatibility.** Exterior alterations and additions will be designed to be compatible primarily with the original resource, secondarily with adjacent properties, and finally, if located within a Historic or Conservation District, with the rest of the district. Where practical, compatibility will be pursued on all three levels.

Findings for 1, 4, 5, 7, 8, 9 & 10: As indicated above the Norway maples on 3rd Avenue are to be replaced and the City's urban forester concurs with the reasons for removal. The replacement species will be differentiated from the existing species on the east side of the trail, however tree variety throughout the sequence is common. In addition, a large effort is getting underway with Parks and interested groups to address repair and maintenance issues within the sequence, which would also establish a list of replacement trees species. A

significant number of trees have been removed from the sequence over the years due to disease. The Mushashino Zelkova is likely to be one of the species approved a replacement tree which will provide continuity throughout the pedestrian mall. The Japanese Snowbell that is to be added to the planter along Montgomery will help provide continuity with what is planted elsewhere in the district.

It should be noted that trees removed from the private property and adjacent public ROW associated with this development that are not replaced will be charged a replacement fee of \$750.00 per tree and applied to the Tree Fund. This requirement is the result of the Tree Code (Title 11) and the South Auditorium Plan District regulation of Zoning Code Section 33.580.130 (Preservation of Existing Trees). Rather than have the trees replaced elsewhere in the plan district, Parks prefers the Tree Fund approach, given the efforts underway to replace and infill trees within the sequence. The total number of trees that will be subject to the replacement fee has yet to be determined, however it will be a minimum of 25 trees.

The monument at the corner of 4th and Montgomery must be relocated per PBOT, however it will match the design, color, texture and other visual qualities of the existing monument. The monument on the north side of Montgomery was removed when the Cyan was constructed, before the historic district designation. Staff inquired about the possibility of replacing it to align with the relocated monument on the south side, however, the location and change in grade with the Cyan patio would cause a tripping hazard and require railing.

Any pavement disturbed during the vault installation will be replaced in design, color, and texture to match the visual qualities of the existing concrete as will the vault's lid. A similar vault lid treatment occurred on the north side of the Cyan which has proven to be very successful at matching the materials, textures and conditions within the trail.

New stepped planters are proposed to be located adjacent to the Halprin pedestrian trails, on the 6' setback private property. Since this planting is adjacent to the historic landscape, great care has been taken to complement the historic pathway elements without mimicking them. Vertical board-formed concrete planters are proposed which is a modern interpretation of the vertical striations found on the concrete planters in the district. The planters will have a mix of flowering plants arranged in single species zones similar to what is found throughout the historic sequence.

Overall, the changes proposed have been designed to be compatible with the conditions within the pedestrian trails, the adjacent properties and the larger open space sequence. As noted above, several revisions and additional details are needed, which the applicant is working on. With the revised information indicated above, these guidelines will be met.

6. Archaeological resources. Significant archaeological resources affected by a proposal will be protected and preserved to the extent practical. When such resources are disturbed, mitigation measures will be undertaken.

Findings: There are no known archaeological resources in the area. However, should they be found they will not be disturbed the appropriate mitigations measures will be undertaken. *This guideline has therefore been met.*

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. Upon review of the plans, staff has identified two primary areas of outstanding items: 1) approval criteria that has not been met due to a prior concern from the Commission or from Staff, and 2) those in need of additional information/details that once provided will meet the approval criteria, which the applicant is aware of and working on.

The outstanding issues to be resolved are related to:

1. **Overall massing** (townhomes, depth of setbacks)
2. **Quality of the ground level** (transparency, active uses, mechanical systems)
3. **Façade composition** (grid, mechanical system screening, number of materials)
4. **Information & details needed** (see below)

The items that require additional information/revisions include:

- Landscape & Site Plans – to reflect changes from recent discussions with Parks, PBOT and to address concerns from the public (transformer vault, landscape planters, trees, monuments)
- Parking – short and long term bike spaces & parking spaces for supermarket
- Details – canopies, lights, rooftop enclosures, garage & loading areas, northeast entry, metal & wood materials, building sections, mechanical/ventilation system & screening

Based on these outstanding items, the following Central City Fundamental Design Guidelines have not been met:

- A5. Enhance, Embellish, and Identify Areas
- A8. Contribute to a Vibrant Streetscape.
- B2. Protect the Pedestrian.
- B5. Make Plazas, Parks and Open Space Successful.
- C2. Promote Quality and Permanence in Development.
- C4. Complement the Context of Existing Buildings.
- C5. Design for Coherency
- C6. Develop Transitions between Buildings and Public Spaces.
- C12. Integrate Exterior Lighting.

The following additional approval criteria have not been met:

- PZC Section 33.825.040 - Modifications
- PZC Section 33.805.040 – Adjustments
- PZC Section 33.846.060.G – Historic Resource Review

TENTATIVE STAFF RECOMMENDATION

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

Staff is *recommending denial* of the Design Review, Historic Resource Review, Modifications (Building Setbacks, Rooftop Projections, Bike Parking) and Adjustment (Maximum Parking) requests at this time based on the unresolved items and necessary revisions and details stated in the conclusion section above.

Staff *does recommend approval* of the following Modifications:

Loading – To allow the loading space in the building on the SW Harrison Street frontage to be accessed in a reverse motion along the streetcar alignment (PZC 33.266.310.F).

Staff *does recommend approval* of the following Adjustment:

Access Restricted Street – To allow both the garage and loading bay to be accessed from SW Harrison Street, which is an Access Restricted Street due to the Streetcar Alignment (PZC Section 33.510.263.G.6.c)

Recommended Conditions of Approval:

1. For each tree removed and not replaced either onsite or in abutting right-of-way under this proposal, a tree replacement fee of \$750 shall be paid into the Tree Fund prior to the main building permit issuance.
2. The applicant shall obtain an annual Angle Loading Parking Permit from PBOT’s Parking Investigations Section/Parking Control Sections.

=====

Procedural Information. The application for this land use review was submitted on July 29, 2015, and was determined to be complete on October 7, 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 July 29, 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 waived the 120-day review period, as stated with Exhibit (Exhibit G.2).

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

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

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

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

Appeal of the decision. The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

Who can appeal: You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

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

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

Recording the final decision.

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

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

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

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

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

Expiration of 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.

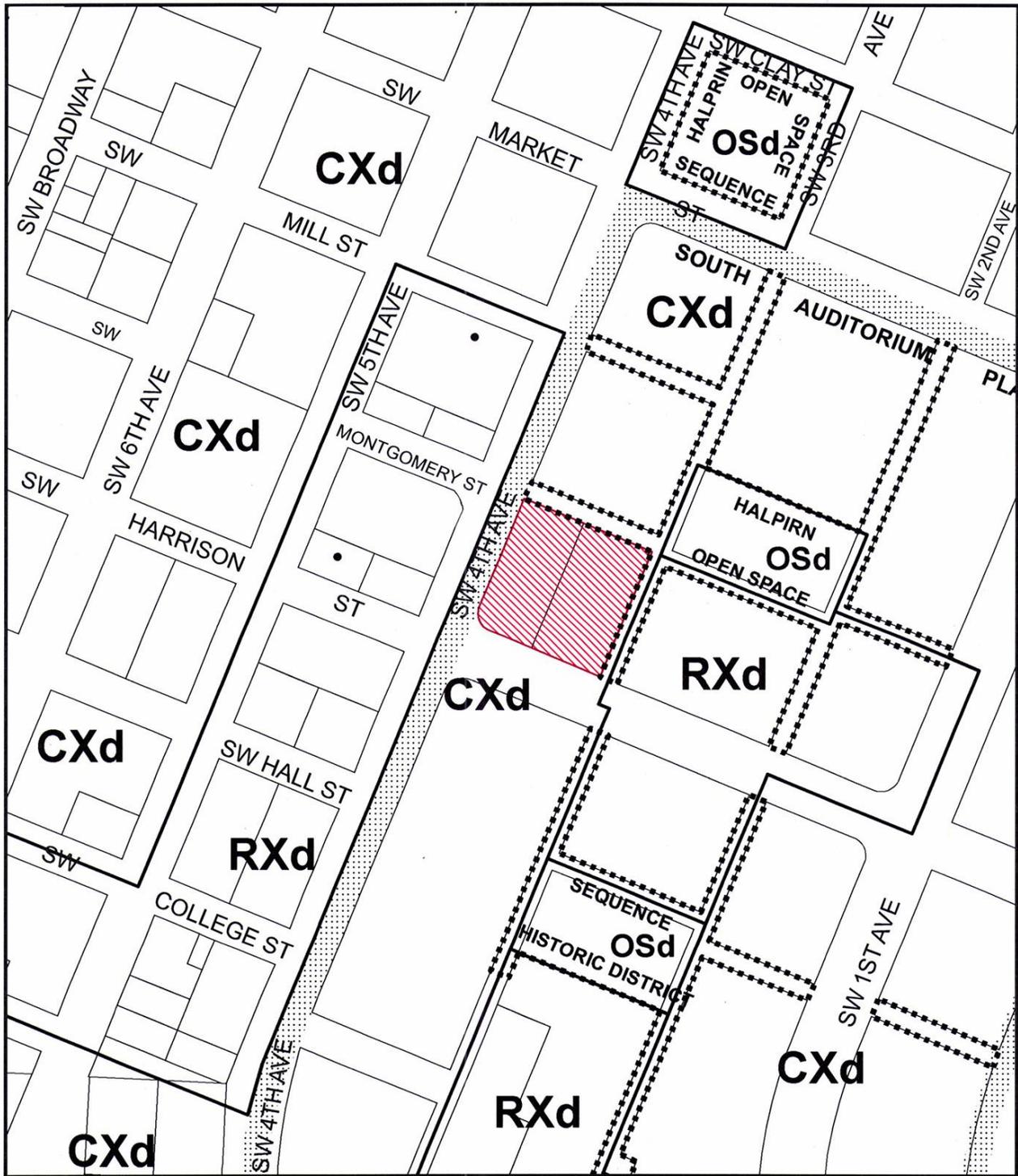
The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).

Staci Monroe
November 25, 2015

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 1. Applicant's narrative & responses to approval criteria
 2. Kittleson Memo dated 10/15/15 regarding Adjustment for Access Restricted Street
 3. Letter from Pacific Power dated 10/14/15 regarding the transformer vault
 4. Letter from Pacific Power dated 11/16/15 regarding the transformer vault

5. Letter from Lango Hansen (landscape architect) dated 11/13/15 regarding alterations in pedestrian malls
 6. Kittleson Memo dated 11/17/15 regarding public comments related to transportation and access
 7. Applicant's response to Incomplete Letter
 8. Applicant's summary of meeting minutes to HLC board member on 11/3/15
 9. Stormwater Memo & Information from KPFF dated 9/25/15
 10. Stormwater Memo & Information from KPFF dated 9/28/15
- B. Zoning Map (attached)
- C. Plan & Drawings
1. through 97 (C.6, C.15, C.20 – 24 attached)
- 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. Plan Review Section of BDS
 5. Site Development Section of BDS
 6. Bureau of Parks-Forestry Division
 7. Bureau of Transportation Engineering
- F. Letters
1. Nikki Dennis, 10/30/15, in opposition to the project stating concerns related to trees, grocery use, modifications, traffic, size of building.
 2. Bill Bowling, 11/5/15, stating concerns with scale, ground level, and design
 3. James Perry, 11/6/15, stating concerns with project impacts on movement of private vehicles, public transportation systems and bicycles.
 4. Dorothy Aeto, 11/6/15, stating concerns with the design, impacts on historic district and pedestrian systems, and scale.
 5. Steven Koch, 11/11/15, stating concerns with proposed changes in pedestrian trails (historic district).
 6. Penny Rush, 11/17/15, stating concerns with setbacks, landscaping, and parking and loading.
 7. Jack Hardman, 11/18/15, stating concerns with traffic and pedestrian, bicycle and transportation systems.
 8. Alicia Rossini, 11/20/15, stating concerns with Modification (loading) and Adjustment (access from Harrison).
- G. Other
1. Original LUR Application
 2. 120-Day Waiver Form (signed)
 3. Incomplete Letter dated 8/21/15
 4. Pre-Application Conference Summary Memo dated 12/15/14
 5. Memo from John Russell dated 9/18/14 regarding the Halpin Sequence tree planting
 6. Driveway Design Exception Decision (15-247120 TR) from PBOT dated 10/9/15
- H.



ZONING

-  Site
-  Historical Landmarks



This site lies within the:
CENTRAL CITY/SOUTH AUDITORIUM PLAN DISTRICT
DOWNTOWN SUB DISTRICT

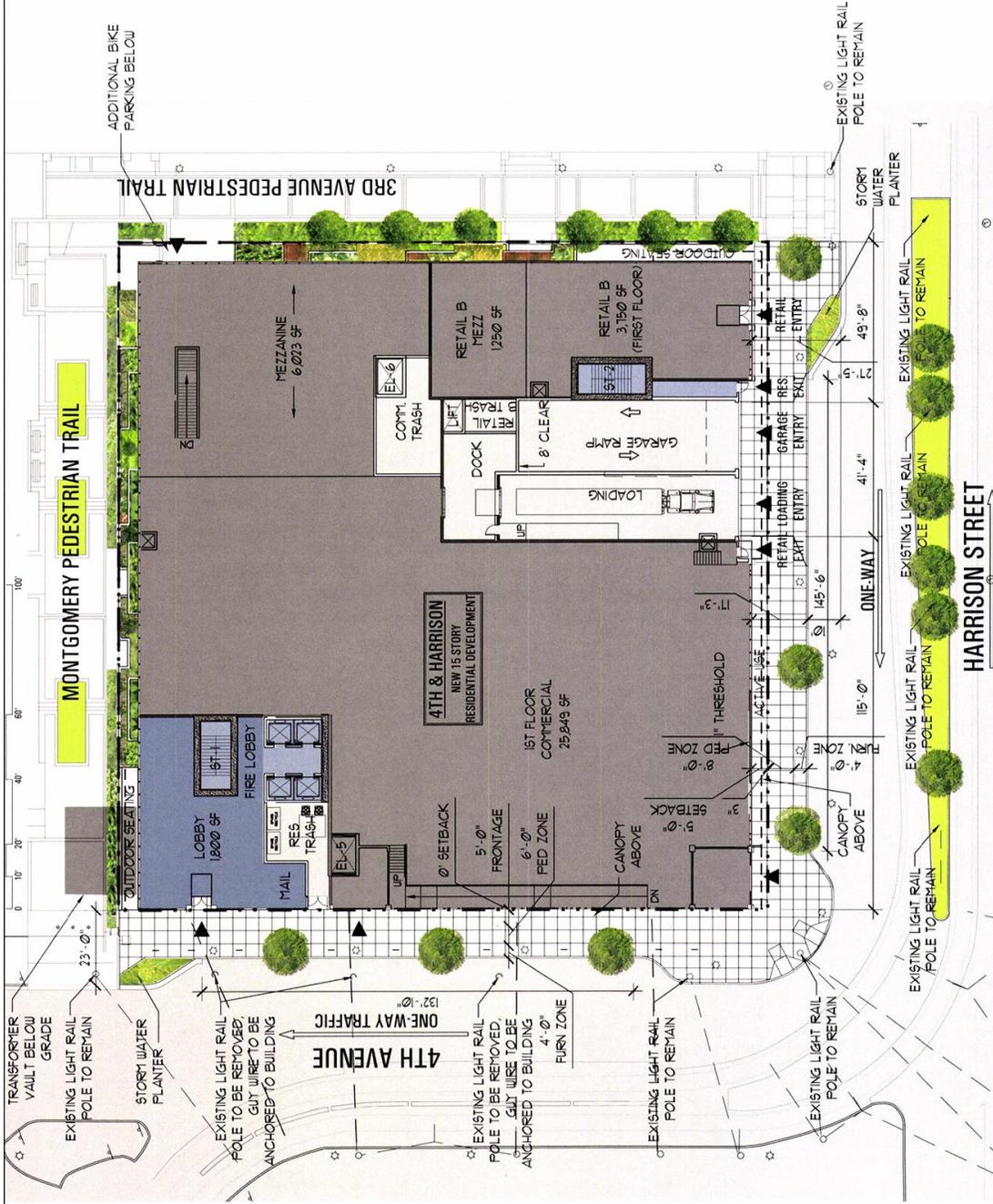
File No. LU 15-209034 DZM HR AC
 1/4 Section 3229
 Scale 1 inch = 200 feet
 State_Id 1S1E03CB 1500
 Exhibit B (Oct 19, 2015)

Proposed Site Plan/Ground Level Plan

- 33,000 SF Grocery Store on the 1st floor with access from 4th & Harrison as well as a pedestrian lobby from 3rd & Montgomery
- 5,000 SF Fast Casual Restaurant
- Four active building corners at grade with direct connections to the adjacent exterior space
- Building design influenced by the South Auditorium District's existing buildings
- Sustainable Design Approach



LU 15-209034 DZM, AD
C.6



Section II: Design Proposal

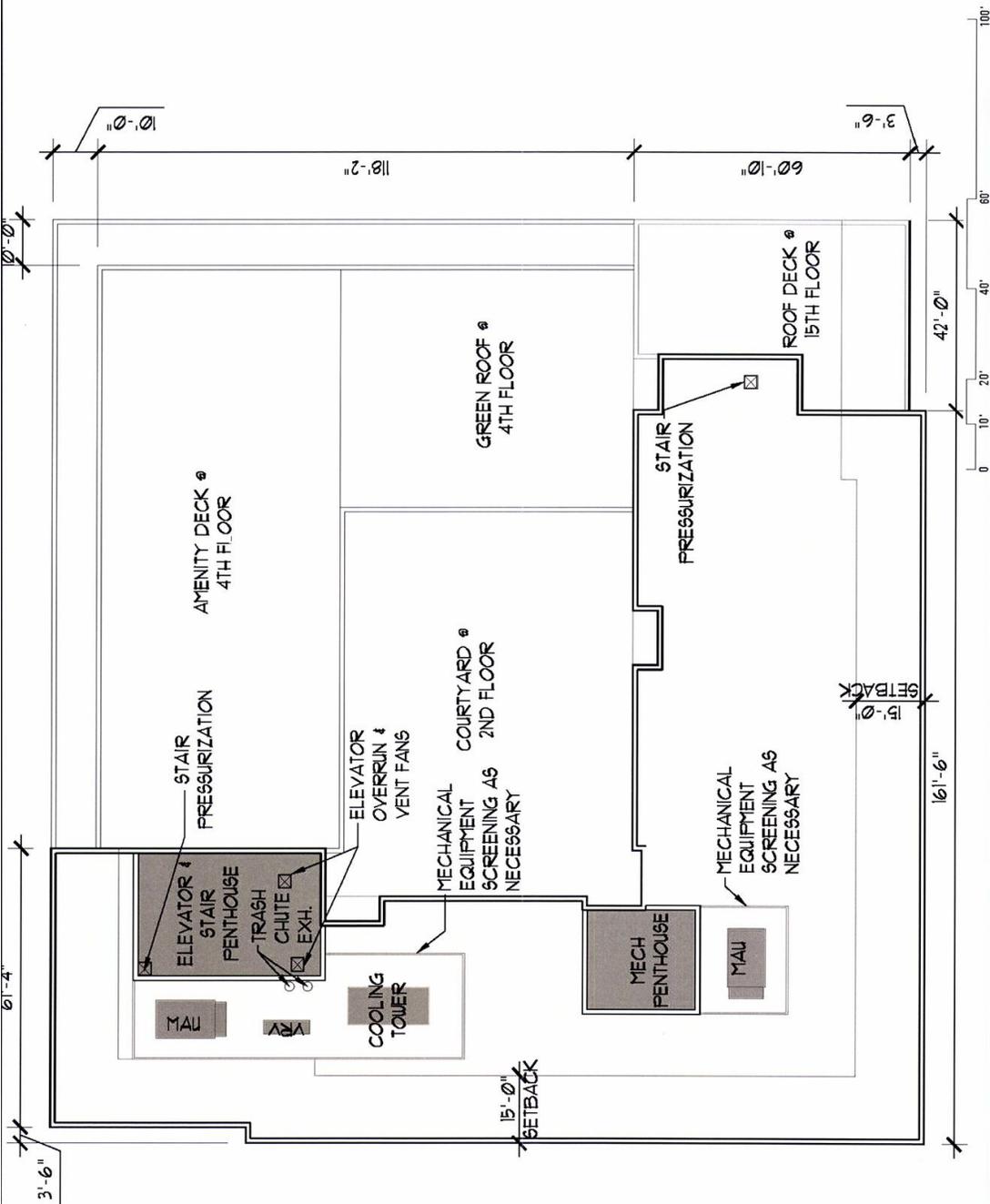
LANDSCAPE ARCHITECTS P.C.

lango.hansen

MGA
MYRNE GROUP ARCHITECTS

HPA

CORE
S P A C E S



Proposed Roof Plan

- Roof Area:
 - Upper Roof: 20,350 SF
 - Lower Roof: 18,525 SF
 - Total: 38,875 SF
- Mechanical Area: 2,225 SF
- **10.9% of Upper Roof**
- 5.7% of Total Roof



LU 15-209034 DZM, AD
C.15

Section II: Design Proposal





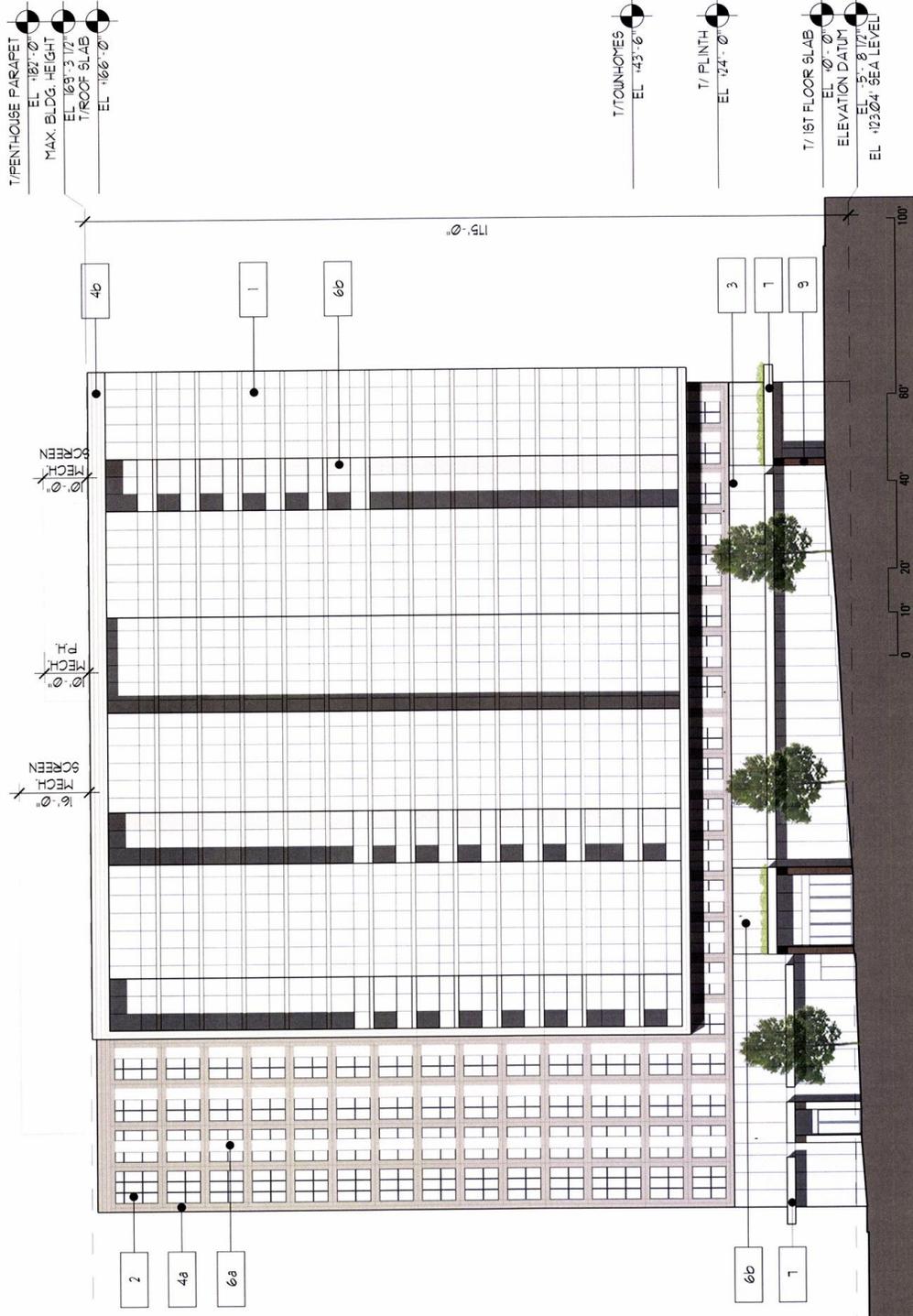
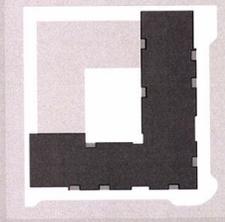


SW 4th Avenue Elevation

Materials:

1. Glass – window wall
2. Glass – punched window
3. Glass – storefront
- 4a. Flat metal panel, color a
- 4b. Flat metal panel, color b
- 5a. Chevron metal panel, color b
- 5b. Perforated chevron metal panel, color b
- 6a. Perforated metal panel, color c
- 6b. Perforated metal panel, color b
7. Metal Canopy, color b
8. Glass & aluminum overhead garage door
9. Composite wood veneer
10. Concrete, vertical board form

ELEVATION DATUM	EL. +113.04'
LOWEST GRADE	EL. +123.04'
ELEVATION DATUM	EL. +123.04'
DATUM = LOWEST GRADE + 10'-0"	
BUILDING 0.0	EL. +128.75'
BUILDING HEIGHT	EL. +298.04'



LU 15-209034 DZM, AD
C.20

Section II: Design Proposal

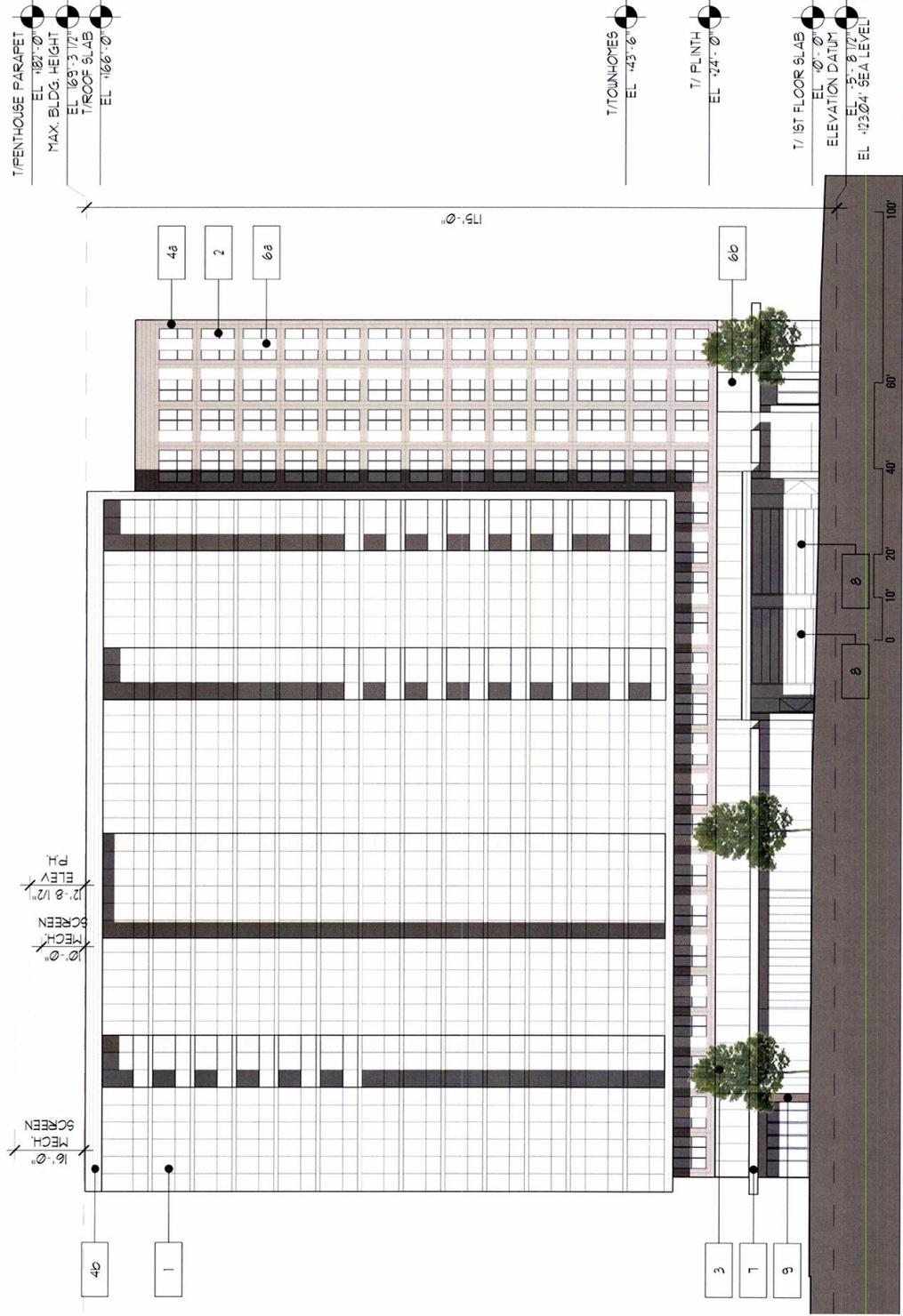
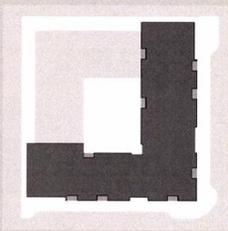


Harrison St. Elevation

Materials:

1. Glass – window wall
2. Glass – punched window
3. Glass – storefront
- 4a. Flat metal panel, color a
- 4b. Flat metal panel, color b
- 5a. Chevron metal panel, color b
- 5b. Perforated chevron metal panel, color b
- 6a. Perforated metal panel, color c
- 6b. Perforated metal panel, color b
7. Metal Canopy, color b
8. Glass & aluminum overhead garage door
9. Composite wood veneer
10. Concrete, vertical board form

ELEVATION DATUM	EL. +113.04
LOWEST GRADE	EL. +123.04
ELEVATION DATUM	EL. +123.04
DATUM = LOWEST GRADE + 10'-0"	
BUILDING 00	EL. +128.75
BUILDING HEIGHT	EL. +198.04



LU 15-209034 DZM, AD
C.21

Section II: Design Proposal





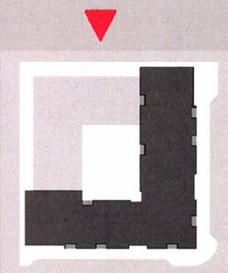


3rd Avenue Elevation

Materials:

1. Glass – window wall
2. Glass – punched window
3. Glass – storefront
- 4a. Flat metal panel, color a
- 4b. Flat metal panel, color b
- 5a. Chevron metal panel, color b
- 5b. Perforated chevron metal panel, color b
- 6a. Perforated metal panel, color c
- 6b. Perforated metal panel, color b
7. Metal Canopy, color b
8. Glass & aluminum overhead garage door
9. Composite wood veneer
10. Concrete, vertical board form

ELEVATION DATUM	EL. +113.04'
LOWEST GRADE	EL. +123.04'
ELEVATION DATUM	EL. +123.04'
DATUM = LOWEST GRADE +10'-0"	
BUILDING 00	EL. +128.75'
BUILDING HEIGHT	EL. +128.04'



LU 15-209034 DZM, AD
C.22

Section II: Design Proposal

lango.hansen
LANDSCAPE ARCHITECTS PC

MGA
MYRLE GROUP ARCHITECTS

HPA

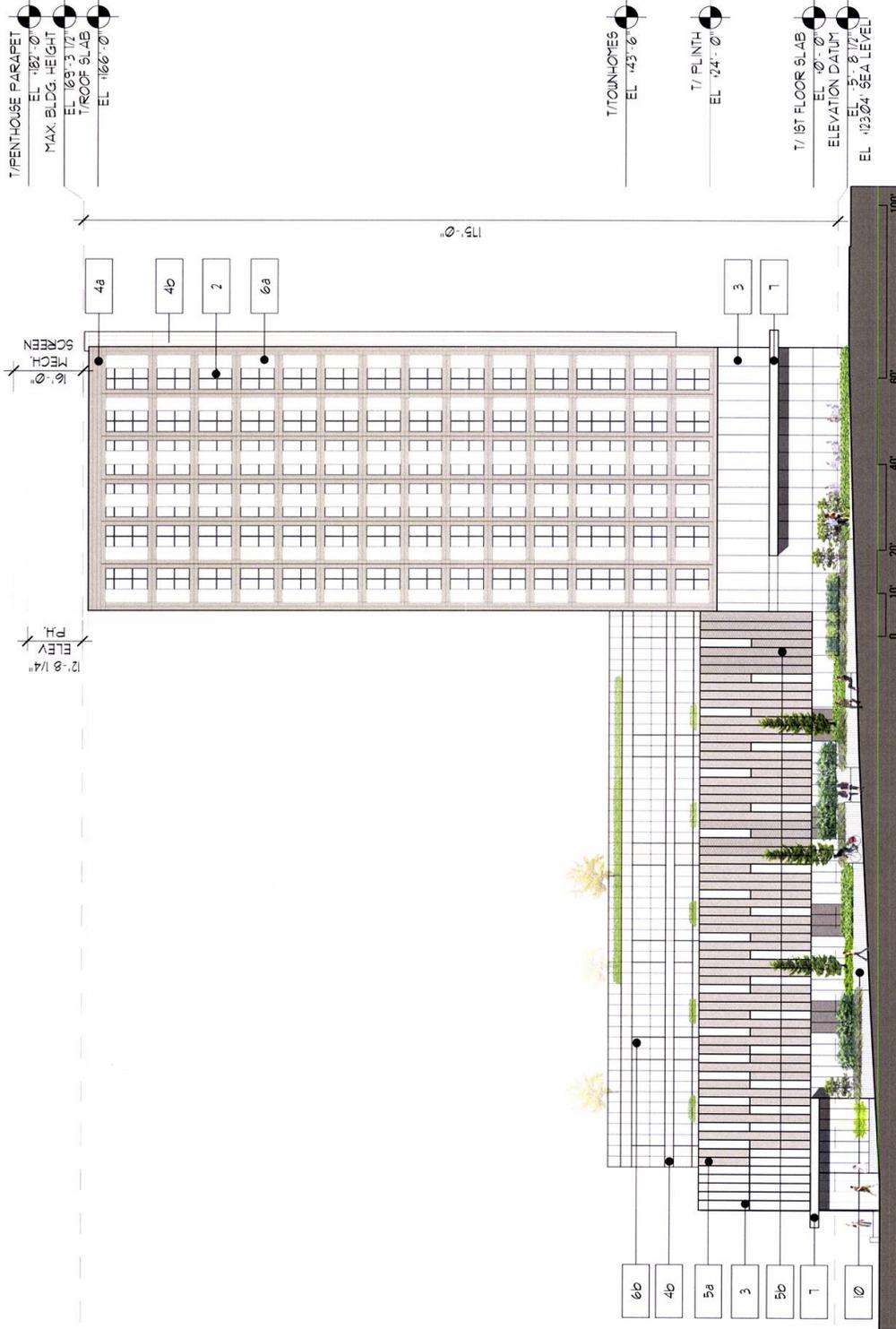
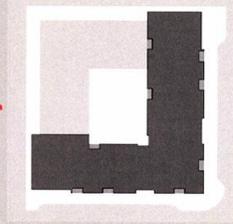
CORE
SPACES

Montgomery St. Elevation

Materials:

1. Glass – window wall
2. Glass – punched window
3. Glass – storefront
- 4a. Flat metal panel, color a
- 4b. Flat metal panel, color b
- 5a. Chevron metal panel, color b
- 5b. Perforated chevron metal panel, color b
- 6a. Perforated metal panel, color c
- 6b. Perforated metal panel, color b
7. Metal Canopy, color b
8. Glass & aluminum overhead garage door
9. Composite wood veneer
10. Concrete, vertical board form

ELEVATION DATUM	EL: +113.04'
LOWEST GRADE	EL: +123.04'
ELEVATION DATUM	EL: +123.04'
DATUM = LOWEST GRADE + 10'-0"	
BUILDING 0.0	EL: +128.75'
BUILDING HEIGHT	EL: +236.04'



Section II: Design Proposal

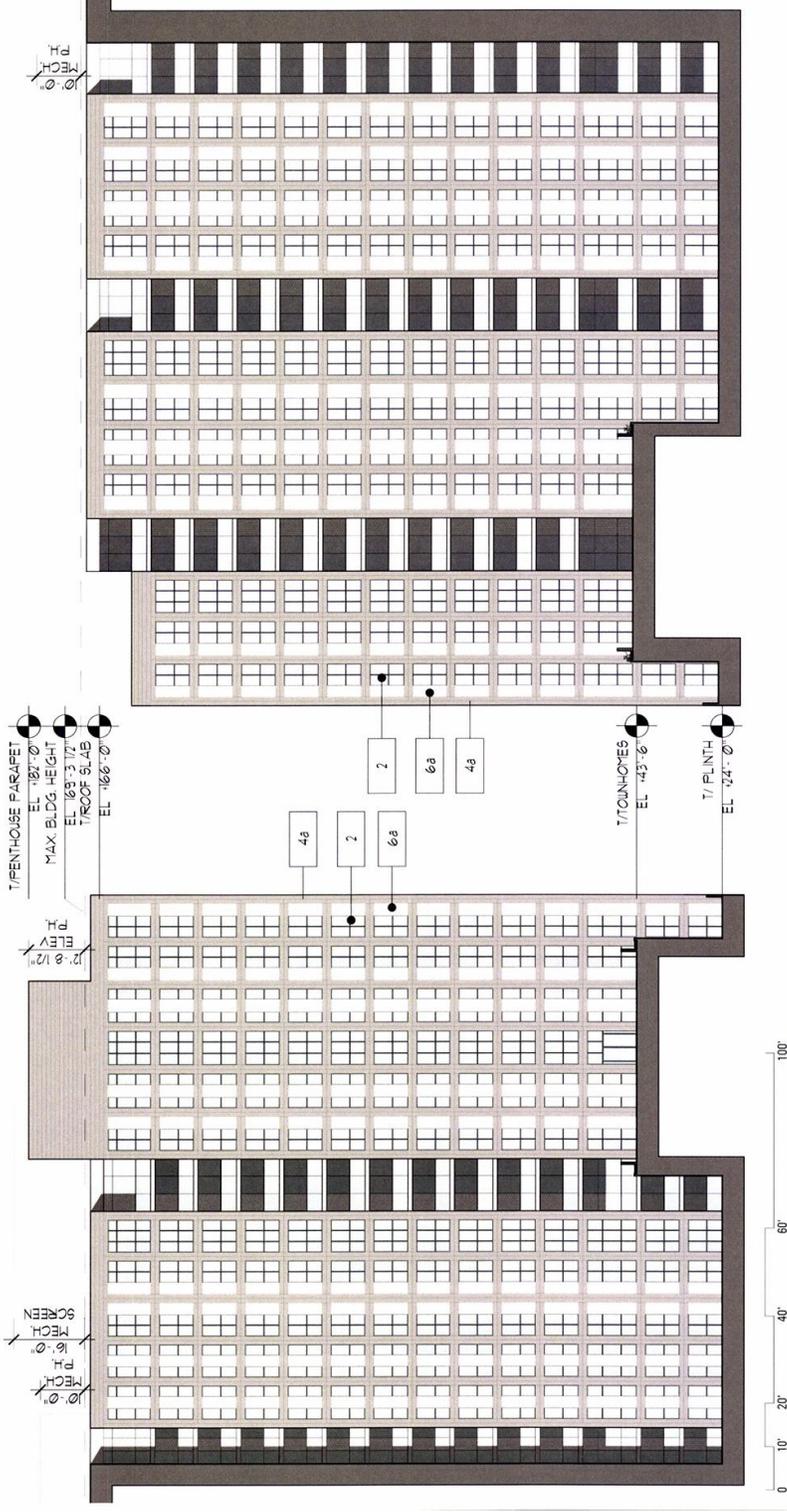
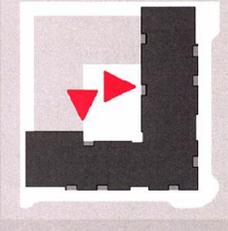
LU 15-209034 DZM, AD
C.23

Courtyard Elevations

Materials:

1. Glass – window wall
2. Glass – punched window
3. Glass – storefront
- 4a. Flat metal panel, color a
- 4b. Flat metal panel, color b
- 5a. Chevron metal panel, color b
- 5b. Perforated chevron metal panel, color b
- 6a. Perforated metal panel, color c
- 6b. Perforated metal panel, color b
7. Metal Canopy, color b
8. Glass & aluminum overhead garage door
9. Composite wood veneer
10. Concrete, vertical board form

ELEVATION DATUM	EL: +113.04'
LOWEST GRADE	EL: +123.04'
ELEVATION DATUM	EL: +123.04'
DATUM = LOWEST GRADE + 10'-0"	
BUILDING 01	EL: +128.75'
BUILDING HEIGHT	EL: +296.04'



LU 15-209034 DZM, AD
C.24

Section II: Design Proposal

lango hansen

MGA
MAYHE GROUP ARCHITECTS

HPA

CORE
S P A C E S

LANDSCAPE ARCHITECTS PC