



STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 16-134889 DZM
PC # 15-260903
Block 20 Residential Tower
REVIEW BY: Design Commission
WHEN: June 2, 2016 at 1:30 PM
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

Bureau of Development Services Staff: Staci Monroe 503-823-0624 /
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GENERAL INFORMATION

Applicant: Leslie Cliffe | Bora Architects | 720 SW Washington St. Suite 800
Portland, OR 97205

Owner: Tiffany Sweitzer | Hoyt Street Properties | 1022 NW Marshall
Street Suite 270 | Portland, OR 97209

Site Address: **Block 20 bounded by NW 11th, Pettygrove, 12th and Quimby
Blocks 23 & 24 bounded by NW 13th and Quimby**

Legal Description: LOT 29, HOYT STREET YARDS NO 2; LOT 30, HOYT STREET
YARDS NO 2; LOT 31, HOYT STREET YARDS NO 2; LOT 32,
HOYT STREET YARDS NO 2, COUCHS ADD, BLOCK
245&246&260 TL 709

Tax Account No.: R405841500, R405841550, R405841600, R405841650, R657531
State ID No.: 1N1E34BB 02635, 1N1E34BB 02636, 1N1E34BB 02637,
1N1E34BB 02638, 1N1E28DD 709

Quarter Section: 2928
Neighborhood: Pearl District, contact Kate Washington at
planning@pearldistrict.org.

Business District: Pearl District Business Association, contact Tracy Morgan at 503-
227-8519.

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

Plan District: Central City - Pearl District - North Pearl Subarea
Zoning: EXd – Central Employment zone with a Design overlay
Case Type: DZM – Design Review with Modifications
Procedure: Type III, with a public hearing before the Design Commission.
The decision of the Design Commission can be appealed to City
Council.

Proposal:

The applicant seeks Design Review approval for a full-block residential building on Block 20 bounded by NW 11th, Pettygrove, 12th and Quimby in the North Pearl sub area of the River sub district in Central City. The 21-story building will contain 149 residential units with amenity spaces (fitness, dog wash), lobbies, and some retail at the ground level. Three levels of parking (two underground and one encircled by ground floor uses) will provide 192 spaces accessed from NW 12th. A loading bay for a small (9'x18') space is proposed adjacent to the garage entry. Bike parking for the building's occupants will be provided in common storage rooms on the 1st and 5th floors and within the individual units. Some visitor bike parking is proposed, however, the bike fund will be utilized at the time of building permit to fully meet the requirement along all frontages with an entrance. An ecoroof garden and an outdoor amenity deck with landscaping and seating areas are proposed atop the lower podium roofs. Continuous balconies will be provided for all of the units along the east and west facades. The exterior finishes of the building will include cementitious plaster (stucco), glass fiber reinforced concrete (Equitone) panel in two textures, glass guardrails, curtain wall glazing, aluminum storefront, aluminum windows, and metal garage doors and façade panels.

The site's location in the North Pearl sub area allows for unlimited height and extra FAR, both of which are provided as follows:

- The 393,681 SF proposed building equates to 9.84:1 FAR for this 40,000 SF block. However, the ownership and thus "site" includes Blocks 23 & 24 to the north across Pettygrove. Based on this larger "site" of Blocks 20, 23 and 24, which equates to 167,631 SF, the 4:1 base FAR allowed is 670,524 SF. Therefore, the FAR proposed across this larger "site" is 2.3:1. The applicant also proposes to utilize the residential bonus FAR for 80,000 SF to reduce the amount of FAR that needs to be moved from Blocks 23 and 24. A covenant will be required at the time of building permit to capture the movement of 153,681 SF of floor area from Blocks 23 and 24 to Block 20.
- The height limitation on the eastern half of Block 20 is 100' and on the western half is 225'. The podium height on the east and south portions of the block is well below both maximums at 62'-2". The tower at the northwest corner, at 246', exceeds the maximum height. Section 33.510.205.H.2.d (2) allows for unlimited height so long as the floors of the building above 100' are 12,500 SF or less in area (12,214 SF proposed) and the length of any façade above 100' does not exceed 120' or up 150' with a Modification (122'-4" proposed). See Modification requested below.

Nonconforming upgrades to the "site" are triggered per Section 33.258.070.D given the project value. Blocks 23 and 24, where no new development is proposed, are both vacant and not improved, therefore no upgrades are required.

The following Modifications are requested:

1. *Loading* - To reduce one large Type A (35'x10'x13') loading space to one small Type B (9'x18'x10') loading space (PZC Section 33.266.310.D).
2. *Bike Parking* - Reduce the required 2' width of the long-term bike parking spaces to 18" for the vertically mounted spaces within the building (PZC Section 33.266.220.B).
3. *Façade Length* – To exceed the 120' façade length dimension for facades above 100' with the 122'-4" long facades proposed (PZC Section 33.510.205.H.2.d (2)).

A Type 3 Design Review is required since the project value exceeds \$437,750 and the new floor area is greater than 1000 SF per table 825-1 of Section 33.825.025.A.

Relevant Approval Criteria:

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

- Central City Fundamental Design Guidelines
- River District Design Guidelines
- Section 33.825.040 - Modifications through Design Review

ANALYSIS

Site and Vicinity: The subject property is a full-block unimproved site, located in the River District, bound by NW 12th and NW 11th Avenues and by NW Pettygrove and NW Quimby Streets. The property was formerly owned by the Spokane, Portland and Seattle Railway Company and housed freight yards, a train shed and office. Over the past several years, the character of the neighborhood has significantly changed, providing opportunities for viable residential, commercial, and open space development.

Nearby developments include the recently-opened Fields Park, the 28-story Cosmopolitan currently finishing construction, NV (a low & high rise residential tower), the 16-story Encore, the 14-story Pinnacle, the 6-story Lexis on the Park, Tanner Springs Park, the 7-story Bridgeport, the 6-story Sitka building. All named buildings are mixed-use buildings with dwelling units over ground floor retail or residential. The area is designated as the Northwest Triangle Pedestrian District in the Transportation System Plan with NW 11th, 12th and Quimby designated as Local Service Bikeways. NW Pettygrove is a designated Green Street from NW 11th to NW 15th.

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

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

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

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by

adding code provisions which address special circumstances existing in the Central City area. The site is within the River sub district, North Pearl sub area.

Land Use History: City records indicate there are no relevant land use case reviews for Block 20, however, there was a prior Design Advice Request for the following:

- EA 06-103275 DA - Design Advice before the Design Commission for a potential master plan of the development of Hoyt Street Properties' 8.5 acres in the northern portion of the River District. The plan included initial concepts for building programming, massing, height, parking and access, pedestrian spaces and community.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed May 13, 2016. The following Bureaus have responded with no issue or concerns:

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

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on May 13, 2013. Two written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Kate Washington, representing the Pearl District Neighborhood Association, 5/8/16, stating concerns with the stucco material, ground floor and the building form.
2. Glenn Traeger, 5/7/16, stating concerns with the stucco material, lack of retail, lack of connection to existing courtyard network and incompatible design.

Staff Response:

- The applicant met with the neighborhood association and incorporated a retail component into the ground floor in response to a desire for more active uses to support the residents, park users and activate the streetscape.
- Staff does not concur with the idea that Block 20 needs to respond to the existing network of courtyards that exist on the blocks to the south for several reasons: Block 20 is the last of the standard City blocks to be developed at the north end and acts as a terminus with no connections to the north, there is an extensive amount of public open space that is accessible in the surrounding area, and the project provides a ¼ block sized courtyard for its residents atop the 4th floor podium.
- Responses to the material and design compatibility concerns are addressed in the findings below.

ZONING CODE APPROVAL CRITERIA

(1) DESIGN REVIEW – CHAPTER 33.825

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

River District Design Guidelines and Central City Fundamental Design Guidelines

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

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

River District Design Goals

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

Central City Plan Design Goals

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

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

A1. Integrate the River. Orient architectural and landscape elements including, but

not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

A1-1. Link the River to the Community. Link the Willamette River to the community reinforcing the river’s significance. This guideline may be accomplished by:

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

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

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

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

Findings for A1, A1-1, C1, & C1-1: Though the proposed building is located two blocks away from the river, visual connections to the Willamette will be made both at the ground level and at the upper levels of the building. Block 20’s tall thin tower provides river view opportunities for a higher percentage of residential units than most 140 unit buildings due to the increased height. The smaller floor plate also helps to preserve some of the existing views of the river from buildings to west and south. The upper levels of the building will provide ample views of the Portland area landscape and river by way of large windows and balconies at every unit on the east and west facades of the tower. The lower podium with a large outdoor terrace at the northeast corner affords views of the river and provides visual connections to the Fields Park immediately east of the site.

Although there is no direct access across the railroads tracks or Naito to the river from the site, the residential entries at the ground level along 12th and the secondary lobby entry at the northeast corner are oriented towards the Fields Park which contains numerous walkways that lead down to Overton and 9th to an at-grade railroad crossing along NW 9th, which leads to the Willamette River Greenway trail two blocks away. *These guidelines are met.*

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

Findings: Rather than incorporating symbols of Portland such as the great blue heron, the rose, bridges, etc., which is what was intended when this guideline was written, more contemporary approaches can be more subtle and also reflect the culture and climate of Portland. As such, the proposed building instead provides extensive views to the surrounding landscape, thereby providing inspiration in the actual built and natural environment rather than in symbols of this environment. The proposal does this through use of large areas of glass, the tall height of the tower and the views it affords, and access to the outdoors at every habitable level. In addition the incorporation of a visible stormwater facility (greenroof) on the upper podium and the large bike rooms are also expressive of Portland themes.

This guideline is met.

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

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

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

Findings for A3 & A3-1: The proposal will be constructed on a standard city block to the edges of the property. Pedestrian connections on all four sides providing an uninterrupted unified connection to Fields Park and the surrounding area. *These guidelines are met.*

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

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

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

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

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

Findings for A4, A5, A5-1 and A5-1-1: Block 20 works with other new and proposed projects in this part of the North Pearl to establish continuity and a new character, distinct from the central or south Pearl District, which have a more

dense fabric of industrial or historic buildings. The Hoyt Master Plan identified this area surrounding the Fields Park as one more contemporary than most of the Pearl District and distinctly lighter in character and architectural materials than the darker fabric of the Brewery Blocks. Block 20 works with the white brick and white mullions of Block 17 and the white brick, white metal panels, and chocolate brown spandrel panels of the Encore to help establish this precinct as one with unity and continuity, yet distinct from the southern part of the neighborhood. This new character is fitting as there is little historic fabric from the Pearl's industrial days and marks this area of the Pearl as the northern edge of the district and the Central City.

While Block 20 building doesn't model itself after the more historic tri-partite model, it does have a strong base with an active streetscape and 5 story podium with a garden that connects with the park landscape below. A strong body to the tower combines with the Cosmopolitan and NV building to create a language of distinct towers in the district. *These guidelines are met.*

A5-3. Incorporate Water Features. Incorporate water features or water design themes that enhance the quality, character, and image of the River District. This guideline may be accomplished by:

- 1) Using water features as a focal point for integrated open spaces.
- 2) Taking cues from the river, bridges, and historic industrial character in the design of structures and/or open space.
- 3) Integrating stormwater management into the development.

Findings: Stormwater management is incorporated in the greenroof and in planters in the courtyard of the lower podium roofs as well as in planters along NW 11th Avenue frontage. A large stormwater planter is also required within the new frontage improvements in NW Pettygrove given its greenstreet designation. The greenroofs will collect and filter stormwater, reducing the amount of stormwater runoff and providing an additional greenscape atop the podium building. *This guideline is met.*

A5-4. Integrate Works of Art. Integrate works of art or other special design features that increase the public enjoyment of the District. This guideline may be accomplished by:

- 1) Integrating art into open spaces or along pathways.
- 2) Incorporating art within the structure of the building.
- 3) Using "found objects" that are remnants from the area's history.

Findings: While the project does not include art (as defined in a traditional sense), it does include a few special design features for the public enjoyment. Along 12th Avenue the ground level façade includes a warm-toned custom perforated art screen wall with varying layers of transparency and opacity that makes building functions more discreet while creating movement and interest for the passerby. In addition, the front entry includes a lit canopy which glows from below, providing a unique visual experience in the district. *This guideline is 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 proposed building extends to the property line, or within 2 feet of the property line, on all sides. Once constructed, it will serve as a backdrop to two of the city's newest public parks, thereby creating a sense of urban enclosure. *This guideline is met.*

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

A8-1. Design Fences, Walls and Gateways to be Seen Over. Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction. This guideline may be accomplished by:

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

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

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

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.

B5-1. Recognize the Roles of the Tanner Creek Parks. Strengthen and enhance the Tanner Creek Parks as both a neighborhood park system and an extension of the North Park Blocks.

- 3) Providing an “eyes on the street” approach with active ground floors where private development faces public open space.
- 4) Creating a semi-private transition zone where private development directly abuts public open spaces. Seating areas, landscaping, artwork, or movement areas can be sited within the transition zone to create a physical and visual separation between public and private spaces.
- 5) Repeating or referring to design elements in the North Park Blocks.
- 6) Fostering an identity along the edges of the Tanner Creek Parks that celebrates the distinct character of the River District.

Findings for A-8, A8-1, B1-1, B5, B5-1: The building responds to each of the four frontages differently. The ground level on Quimby is the most glazed, vibrant and active of the frontages with two building entries, active uses (large lobby, yoga studio, fitness room, dogwash and park lobby) and highly glazed facades. The other three frontages struggle in some regard to appropriately contribute to an active pedestrian environment or respond to the opposing park condition.

Since the original design, the applicant has worked to consolidate the amount of vehicle, loading and service area on 12th. While the current design is an improvement and includes decorative metal panels that screen the service elements for a coherent and textured appearance, the frontage still lacks active transparent spaces, which are currently limited to the lobby at the north and retail at the south ends. The bike parking occupies about a quarter of this façade and, as discussed on numerous occasions with the Commission, the storage of bikes does not contribute to the vitality of the streetscape. Relocating the bike storage inboard of the façade and extending the retail space to the north towards

the garage would help to improve the condition along 12th. Lowering the sill height to increase the glazing at the retail spaces would also provide more views to the interior and better complement the floor-to-ceiling glazing at the non-residential spaces along Quimby.

On Pettygrove, the retail is the primary active component along with a single residential porch. The remainder of this frontage is dedicated to residential units with windows on the property line at or above the sidewalk level. The addition of stoops, enlarging the existing stoop, and increasing the glazing at retail spaces are several ways the frontage could better engage with the pedestrian environment.

Along 11th, extending the residential porch condition that exists along the park frontage to the south is an appropriate response. However, when comparing the stoop conditions of Block 17 that face the park there are some noticeable differences. While the size of the porches are apparently similar on both Block 17 and 20, the units on Block 17 are setback more from the sidewalk on 11th, appear slightly more elevated than the sidewalk level, and do not have bedrooms along the street edge. Together these factors create an environment along the park and sidewalk that provides enough separation between the public and private uses while maintaining clear views of the activities of both. On Block 20, extensive raised concrete planters (stormwater) and bedrooms at-grade within 4' of the sidewalk does not provide the “eyes on the street” envisioned along the Tanner park system or the vibrancy that characterizes the Pearl streetscape. Without a change in the vertical separation, potential solutions could include decreasing the width of the raised planter and expanding the porches (depth and length), relocating the bedroom off the street edge, and/or increasing the setback on the ground floor.

Given these concerns these guidelines are not yet met.

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

Findings: The proposal includes a lighting program that provides a variety of lighting fixtures and effects, based on location and use. The ground floor lighting includes both security lighting (recessed fixtures in soffit), as well as architectural lighting (uplights to wash the residential entry wall and address). Mechanical systems are located at upper levels away from pedestrians. Mechanical louvers are limited on the ground level and above the pedestrian level, with the exception of the large louver near the main lobby on Quimby. This louver is for elevator pressurization relief, which in an emergency condition, the elevator fan at the roof pumps air into the elevator shaft to create positive pressure to keep smoke from entering the shaft. It will also include a fresh air intake for the fire command center. Given the rare instance where the louver would push air onto the sidewalk no adverse impacts on the pedestrian environment are expected. A perforated metal panel similar to the ones used on the garage doors will help to screen the louver and provide a more pleasant and textured surface. An understanding of the opacity of the patterned screen and a section detail with the screen and louver behind is needed to understand the transparency of the large vent along at the building entry.

With this additional information this guideline will be 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.

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

Findings for B1 & B3: Sidewalks are proposed to meet city standards on all frontages. The frontage on NW Pettygrove will include stormwater facilities within this designated greenstreet. No obstacles will occur within the pedestrian through zone on the project. The transformer vault lids will be treated with a non-slip coating to help prevent accidents when wet. *These guidelines are met.*

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

Findings: The recessed entries and 5'-10" deep building projection along the entire NW 12th frontage provide areas where people can stop and rest. *This guideline is met.*

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

Findings: A large canopy extends 5'-0" out above the sidewalk at the main residential lobby entry on NW Quimby providing weather protection for those accessing the building. The park lobby at the northeast corner provides a 5' deep recessed covered area as well. Along NW 12th, the upper floors project 5'-10" above the recessed ground floor and over the sidewalk providing continuous shelter for pedestrians along this entire frontage. The remainder of the weather protection is provided in the form of recessed entries, which does not benefit pedestrians on the sidewalk. In addition, the 5'-10" deep building projection along 11th is occupied by raised planters and private front porches with only 1'-10" of the width unobstructed and usable by pedestrians. The addition of canopies at the commercial spaces at the west end of the Pettygrove frontage would provide opportunity for protection along this frontage, which currently has none.

With the addition of canopies at the commercial spaces along NW Pettygrove, this guideline will be met.

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

Findings: Access for all is integrated into the building's design by direct exterior access to ground floor uses or internal access to some of the ground level and all upper floor units. The building will meet all code requirements for barrier-free design. *This guideline is met.*

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

Findings: Quality and permanence is represented in the proposal’s design principles in that it presents a dynamic, yet straight-forward concept. The two primary materials proposed are stucco and glass fiber reinforced concrete panel (GFRC). The acrylic stucco with integral color will be applied in two coats to a ½” thick cement board.

The Equitone GFRC panels feature integrated color and a “raked” panel creating a rich texture that will engage pedestrians. The panels will not use exposed fasteners rather hung on a vertical furring system. The panels will be factory drilled with undercut fasteners holes in the back of the panel. This “Tergo Secret Fix” as it is called, attempts to ensure the ½” thick panel is not compromised when the fastener is attached. The exposed edges will be factory cut as well to ensure a clean finish. The secondary building materials (aluminum storefront, windows and doors, glass railings, cast-in-place concrete, and 1/8” thick aluminum architectural panels) are all durable and of high-quality. *This guideline is met.*

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

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

Findings: The Block 20 parking garage is on levels 1-4 of the podium and entirely screened from view by residential units. The only evidence of the parking is the garage entrance on NW 12th. The garage doors will be clad in a 1/8” thick powder coated aluminum perforated plate, an architectural cladding designed to be integrated with the loading and service doors to the north for a coherent composition of these elements and interest along the pedestrian environment. The doors will be setback 3’-8” from the façade so as to create a stronger urban edge condition rather than a dark hole along the sidewalk. The design of the perforated doors will be open enough to provide fresh air intake to the garage without the appearance of a louver. *This guideline is met.*

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

Findings: The building context in this area varies in materials to typology. Low rise brick and high rise glass towers can be found representing the warehouse past of the area and the towers of the future. Varying types of masonry, glass and other high quality building materials are prominent in the area. Other neighborhood characteristics include buildings of varying height, including taller towers complemented by lower pavilion or podium buildings, and residential walk-ups units. The proposed building complements this local building fabric with its podium and tower form, residential stoops lining the park frontage, two-story volume glassy facades complementing the towers and the GFRC panels which compliment the masonry used in the area and most recently on Block 17. The proposed GFRC panels constitute a high quality material which provides warmth through the color variations which are integral to the material and the textured finish. Although stucco is not a typical exterior material found in the neighborhood of mostly new buildings, the cementitious plaster provides a clean, quality finish that complements the sculptural form of the east and west facades and adds to the diversity of the district. The tower form also meets the purpose of

the North Pearl height opportunity area, as described under 33.510.205.H, including:

- *Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;*
- *Encourage the development of taller buildings that may accommodate a range and diversity of land uses;*
- *Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living; and*
- *Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm.*

Staff concludes that the proposed building not only complements the local design vocabulary, but also expands on this vocabulary through its sculptural qualities and high quality materials. *This guideline is met.*

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

Findings: Overall, the building presents a coherent composition with the fenestration and materials of the east and west façades markedly differentiated from those on north and south. The east and west facades utilize white stucco to form clean lines and a regularized pattern with a horizontal expression. The north and south facades employ GFRC panels (Equitone) in two textures and shades of grey oriented vertically along with the stacked windows to enhance the height of the tower. The balconies with the projecting apertures and glass railing and the textured and patterned cement panels result in a dynamic design on all sides.

The secondary building materials and elements have been thoughtfully designed and unified as well. All of the doors and windows are dark-grey aluminum, railings are glass, louvers and screening elements are powder-coated aluminum plate in a warm rust tone, and planters along the base and atop the podium are concrete. The placement of louvers and vents on the building are logical and integrated as well. The building strikes a delicate balance of being simple, as well as dynamic. *This guideline has been met.*

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

Findings: The proposed building presents an urban relationship with the public right-of-way. At the public façades, the wall plane meets the ground plane cleanly. At areas where the ground floor wall plane is set back beneath the upper floors, such as at both lobbies, dog wash entry, retail areas and the residential porches, the building appears more accessible and inviting to all by providing shelter within this recessed area. The landscape planters along 11th Avenue between the sidewalk and residential units softens the transition to the sidewalk and defines the porches which allow for gathering and seating opportunities across from the park. *This guideline has 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 building features floor-to-ceiling vision glazing at the northwest and northeast corners at the ground level. A glazed retail space with a recessed entry is located at the southwest corner. At the southeast edge a residential unit with a covered and recessed porch entry helps to activate this corner opposite the park and other residential stoops to the south. The stair has been pulled away from the southeast corner allowing a more active use in this location. The other building core and stair have been internalized preserving the building's perimeter for more lively activities. *This guideline is 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 sidewalk level of the proposed building is differentiated along each frontage according to the uses. On Quimby, glass clad amenity spaces line the ground level creating a rich pedestrian environment. On 12th, storefront windows for the lobby, bike room and retail spaces and the use of artistic custom metal perforated panels with varying degrees of transparency provide interest. The residential porches along 11th step along the façade, a condition that returns onto Pettygrove with the addition of retail storefronts. Unifying elements on all the frontages include the Equitone cement panel, projecting upper floor decks on the east and west facades, canopies and a modest lighting scheme of recessed soffit lighting and uplights at the stoops. *This guideline is met.*

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

Findings: The rooftop of the podium at the northeast corner is landscaped with a fully designed courtyard for passive recreation for residents of the building. The simply design and material palette complement the overall design of the building. Stormwater management is also provided on portions of the northeast podium and and greenroof covers the entire southern podium roof.

The mechanical units are screen by an extension of the façade material. The open well around the units provides enough air flow to eliminate the need for louvers in this mechanical screen. The roof screen steps back to create visual interest at the top of the building. *This guideline is 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: The applicant proposes lighting that highlights the building entries while providing security along the sidewalk. The underside of the main lobby canopy will glow continuously by a lit polycarbonate. The residential unit entries are demarked with an uplight onto the façade. Service areas are discreetly lit with

downlights to provide security an egress lighting levels. Retail spaces include a single downlight for illuminating their entry and signage.

Throughout the podium terrace uplights will highlight the trees and landscaping and accent lights within the ground illuminating the outdoor space in a manner that does not impact the nighttime sky. *This guideline is 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: The proposal does not include any sign details. Building signs can be pursued separately and, if 32-sqaure foot or less in size, be exempt from design review. The applicant has identified in the narrative that future signage will be simple and modern in design, be integrated into the east and west sides of the lobby canopy, and retail signs will be restricted to the side walls in the alcove at the entries. Staff concludes that the applicant’s intent is to fully integrate future signage with the building’s concept. *This guideline is met.*

(2) MODIFICATION REQUESTS - CHAPTER 33.825

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

The following modifications are requested:

Modification #1 Loading - To reduce one large Type A (35’x10’x13’) loading space to one small Type B (9’x18’x10’) loading space (PZC Section 33.266.310.D).

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 of other transportation functions of the abutting right-of-way.

Findings: Buildings with over 100 units require 1 large or 2 small loading spaces. The proposal includes one small loading space within a bay accessed of NW 12th. Transportation has considered a Loading Demand Analysis provided by the applicant (Kittleston 4/11/16) and determined that one small loading is adequate to serve the 149 condominium units and small amount of retail within the

building. The study concludes, and the experience of the developer supports, that the frequency of move-ins and move-outs of ownership units are much less than rental units so one space rather than two is sufficient. The two retail spaces are of such size that any deliveries are typically less often and use smaller trucks. For this reason, the proposed modification meets the purpose of the loading standard. Should the larger penthouse or 2-bedroom units utilize a larger truck, a temporary permit could be obtained from Transportation for loading along the street frontage.

The reduction in the number of required loading spaces reduces the negative effects of an additional curbcut and blank wall surfaces and frees up the square footage to provide areas for more active space along the sidewalk better meeting design guidelines B2 (Protect the Pedestrian) and A8 (Contribute to the Cityscape, Stage and the Action). *This approval criteria has been met.*

Modification #2 Bike Parking - Reduce the required 2' width of the long-term bike parking spaces to 18" for the vertically mounted spaces within the building (PZC Section 33.266.220.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: All bike storage for the project includes the use of a vertical hanging system that allows bikes to be staggered to optimize space requirements. The Dero Bike Rack system proposed is identical to one previously approved for the Block 15 project as well as numerous other projects throughout the City, and allows for the clearance for this system. Clearance includes a 44"x18" space for each bike with bike hangars staggered vertically 6" and mounted at 18" on center. A 5'-0" aisle is provided behind each bicycle rack for ease of storage and removal. All of the 225 long term bike parking spaces will be provided with this system in two secured rooms on the first and fifth floors. 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. *This approval criteria has been met.*

Modification #3 Façade Length – To exceed the 120' façade length dimension for facades above 100' with the 122'-4" long facades proposed (PZC Section 33.510.205.H.2.d(2)).

Purpose: In the North Pearl Subarea, additional building height may be appropriate to support the goals of the North Pearl Plan. The regulations of this subsection:

- *Promote the use of development bonus and transfer provisions to create and support a range of community amenities to serve the diversity of residents and employees in the Central City;*

- *Create a skyline and urban form that is visually permeable by providing visual access to locations within and beyond the subarea;*
- *Encourage the development of taller buildings that may accommodate a range and diversity of land uses;*
- *Result in a dynamic and varied skyline and urban form that contributes to the health, vibrancy, and livability of urban living;*
- *Shape building massings that allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm; and*
- *Provide flexibility to allow a range of uses and building types to be developed in a manner that fulfills the design objectives of this purpose statement.*

Findings: In the North Pearl subarea additional building height above the maximum 225' allowed on the western half of Block 20 is allowed so long as the floor plates above 100' do not exceed 12,500 SF in size and the length of any façade above 100' does not exceed 120'. A façade length of up to 150 feet may be requested through a Modification through design review. The podium height on the east and south portions of the block are well below the 100' height limit at 62'-2". The tower at the northwest corner rises up to 246' with a floor plate of 12,214 SF and façade dimensions of 99'-10" and 122'-4". A Modification is requested for the additional 2'-4" of length on the east and west facades.

The applicant has performed a shadow study that illustrates overall the total area of shadow cast by the 246' tall tower with the additional 2'-4" of façade length is smaller than a code allowed building (half-block tower at 225' and 100' tall podium on the eastern half of the block). The proposed design allows for more light access to the public spaces below, particularly the Fields Park immediately east of the site. The taller tower design also helps to maintain access to views beyond the building in all directions and contributes to a more dynamic and varied skyline. For these reasons the design meets the purpose of the height allowance in the North Pearl sub area.

The tower design also meets Design Guideline C4 (Complement the Context of Existing Buildings) in that it contributes to character of the surrounding neighborhood which include buildings of varying height, including taller towers complemented by lower pavilion or podium buildings. *This approval criteria has 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. While the overall design and quality of the project are strong, three of the ground level frontages struggle in some regard to appropriately contribute to an active pedestrian environment or respond to the opposing park condition. The addition of

canopies and decorative screen details will also help to contribute to the quality of the experience along the sidewalk.

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

- A8 Contribute to the Cityscape, Stage and the Action.
- A8-1 Design Fences, Walls and Gateways to be Seen Over.
- B1-1 Provide Human Scale to Buildings along Walkways.
- B5 Make Plazas, Parks and Open Space Successful.
- B5-1 Recognize the Roles of the Tanner Creek Parks.
- B2 Protect the Pedestrian
- B6 Develop Weather Protection

TENTATIVE STAFF RECOMMENDATION

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

Until the items indentified above are resolved, Staff is not able to support the Design Review and therefore must recommend denial at this time.

Staff does recommend approval of the following Modifications:

- *Loading* - To reduce one large Type A (35’x10’x13’) loading space to one small Type B (9’x18’x10’) loading space (PZC Section 33.266.310.D).
- *Bike Parking* - Reduce the required 2’ width of the long-term bike parking spaces to 18” for the vertically mounted spaces within the building (PZC Section 33.266.220.B).
- *Façade Length* – To exceed the 120’ façade length dimension for facades above 100’ with the 122’-4” long facades proposed (PZC Section 33.510.205.H.2.d (2)).

When approved Staff recommends the following condition:

- A covenant must to be recorded on Block 20 (receiving property) and Blocks 23 and 24 (transferring property) to reflect the transfer of 153,681 SF of floor area. The covenant shall include the unused and available FAR for Blocks 23 and 24. The covenant must be provided to the City for review and be recorded before building permit issuance.

=====

Procedural Information. The application for this land use review was submitted on March 14, 2016, and was determined to be complete on April 8, 2016.

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 March 14, 2016.

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 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:

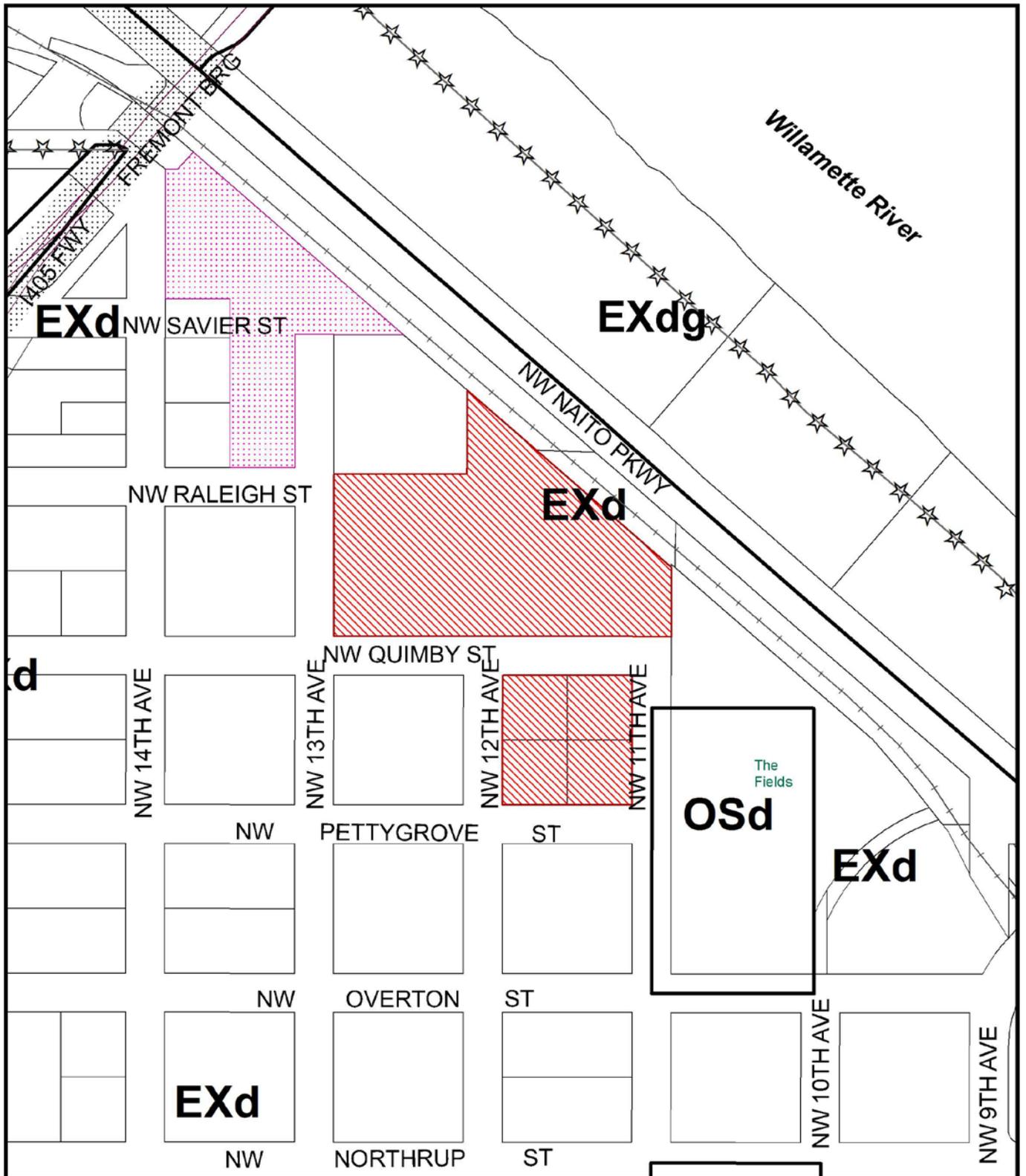
- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations 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
May 26, 2016

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Zoning Summary & Design Guideline responses dated 3/14/16
 - 2. Drawings dated 3/14/16
 - 3. Loading Study dated 4/11/16
 - 4. Zoning Summary & Design Guideline responses dated 4/15/16
 - 5. Drawings dated 4/15/16
 - 6. Utility Plan dated 3/18/16
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. through 100 (C.21, C.22, C.24, C.26, C.33, C.34 attached)
 - 2. Manufacturer Cutsheets
- 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. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Plan Review Section of BDS
- F. Letters
 - 3. Kate Washington (PDNA), 5/8/16, stating concerns with the stucco material, ground floor and the building form.
 - 4. Glenn Traeger, 5/7/16, stating concerns with the stucco material, lack of retail, lack of connection to existing courtyard network and incompatible design.
- G. Other
 - 1. Original LUR Application
 - 2. 120-Day Form signed
 - 3. RFC Routing dated 3/17/16
 - 4. Incomplete Letter dated 3/21/16 and bureau responses.
- H.



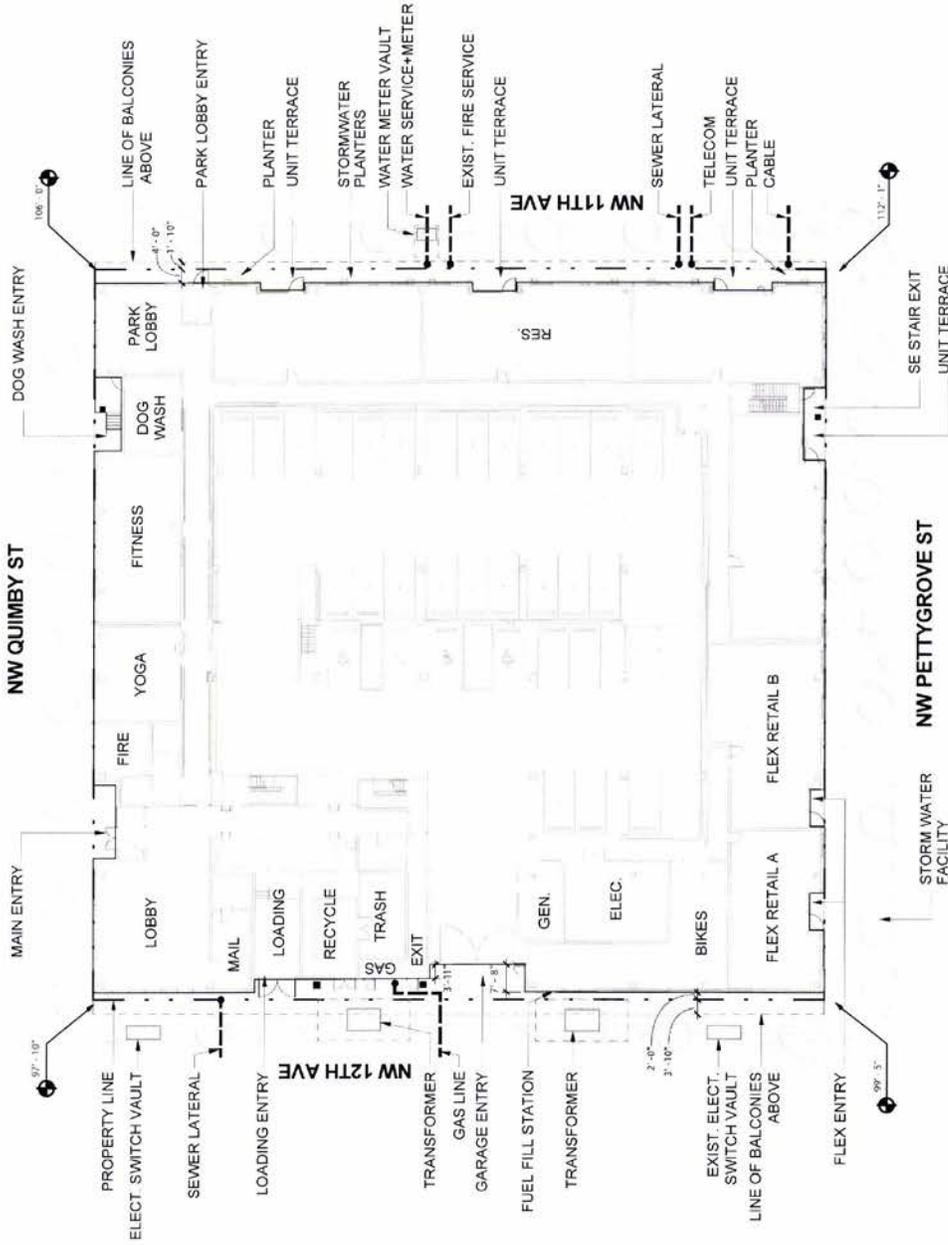
ZONING



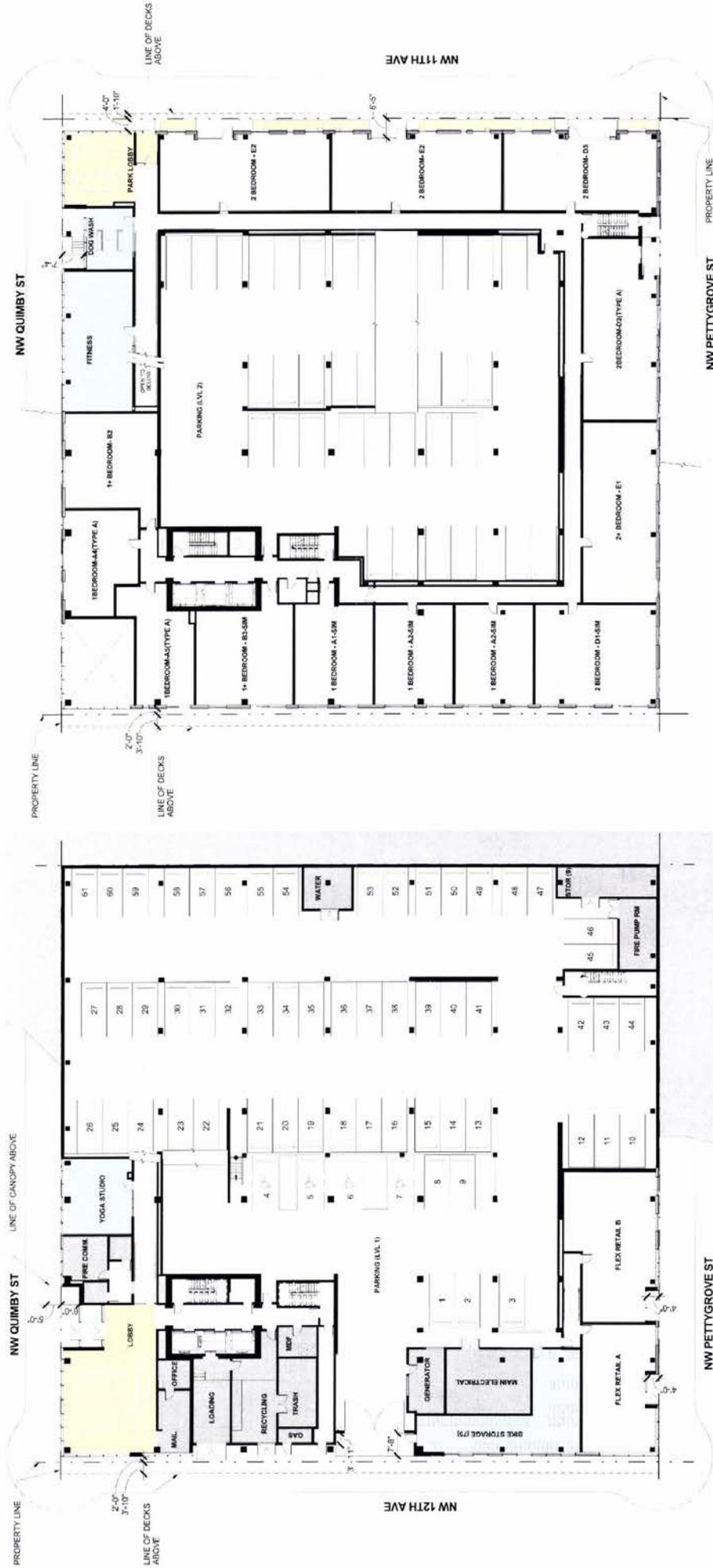
This site lies within the:
 CENTRAL CITY PLAN DISTRICT
 PEARL DISTRICT SUBDISTRICT
 NORTH PEARL SUBAREA

-  Site
-  Also Owned Parcels
-  Recreational Trails

File No. LU 16-134889 DZM
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State_Id 1N1E28DD 709
 Exhibit B (Apr 08, 2016)



NOTE:
COMPOSITE 1ST AND 2ND
LEVEL PLANS FOR CLARITY



LEVEL 2

LEVEL 1

- Residential
- Amenity
- Lobby / Common
- Service / Storage

FILE # LU 16 - 134889 - DZM
April 15, 2016

scale
1/32" = 1'

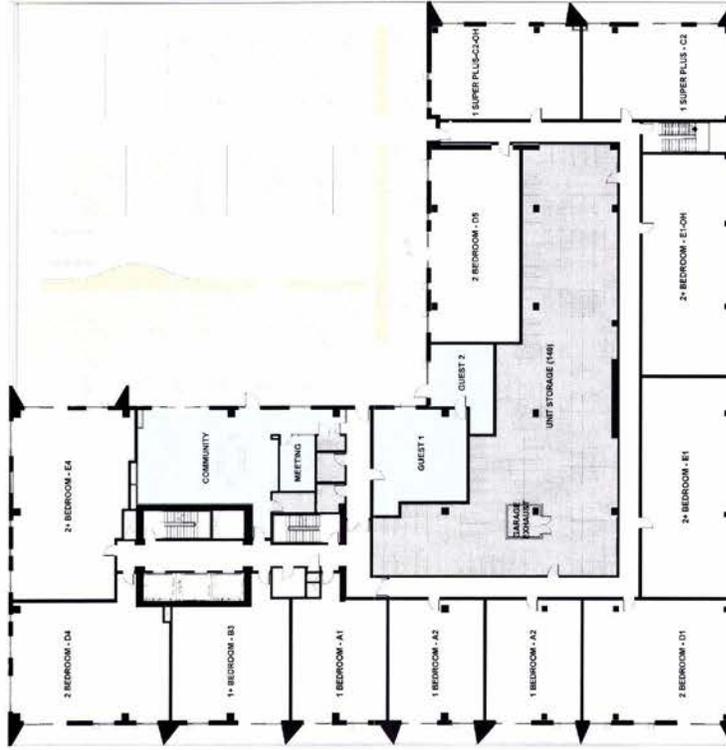
1

exhibit

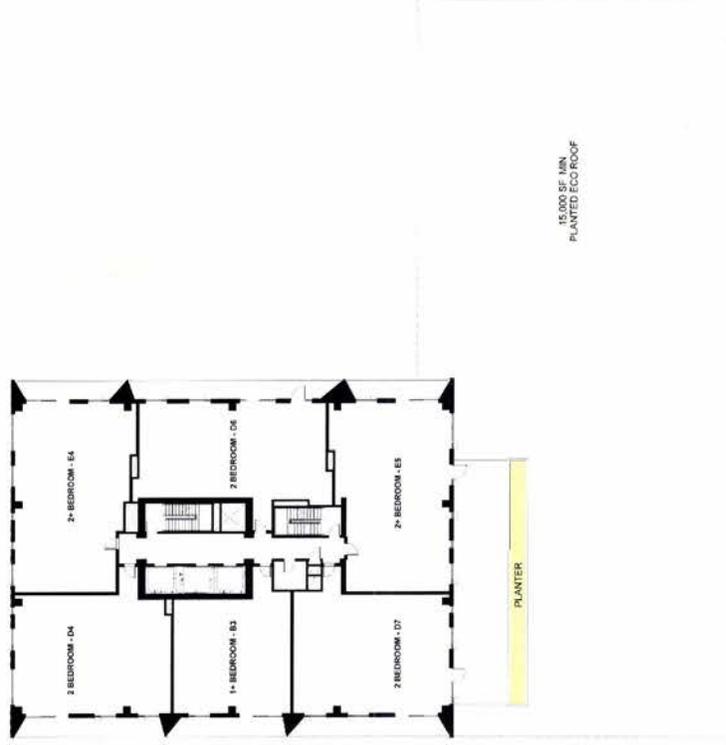
C.22

Levels 1-2

Building Plans



LEVEL 5



LEVEL 6

- Residential
- Amenity
- Lobby / Common
- Service / Storage

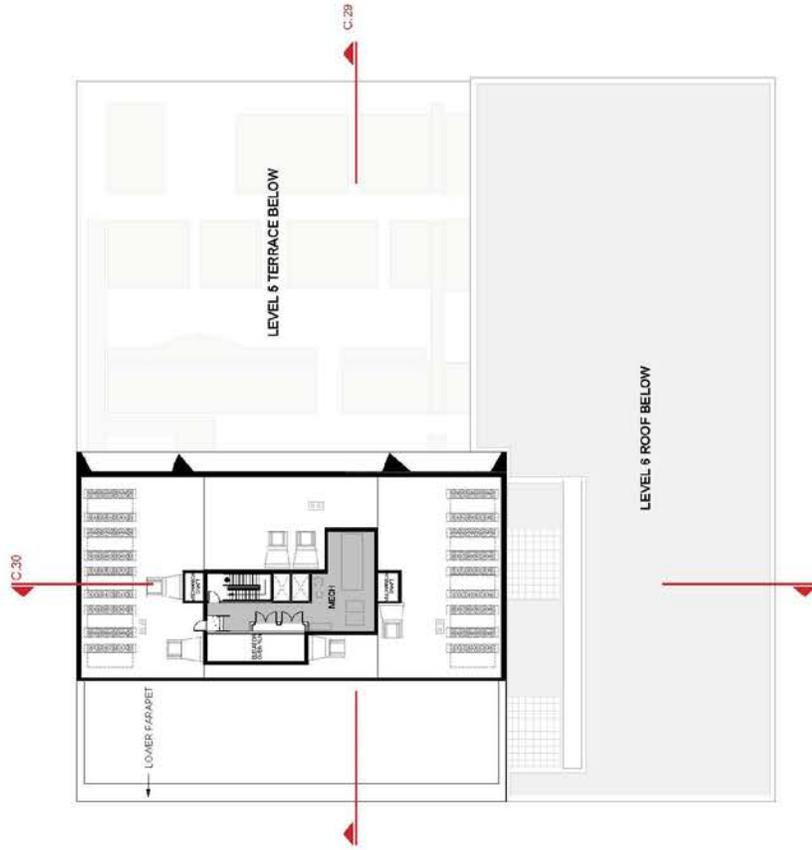
Level 5 & 6

FILE # LU 16 - 134889 - DZM
April 15, 2016

SCALE
1/32" = 1'

Building Plans

exhibit C.24



Scale
1/32" = 1'

FILE # LU 16 - 134689 - DZM
May 13, 2016

exhibit **C.26**

HOYT. BLOCK 20
Bora

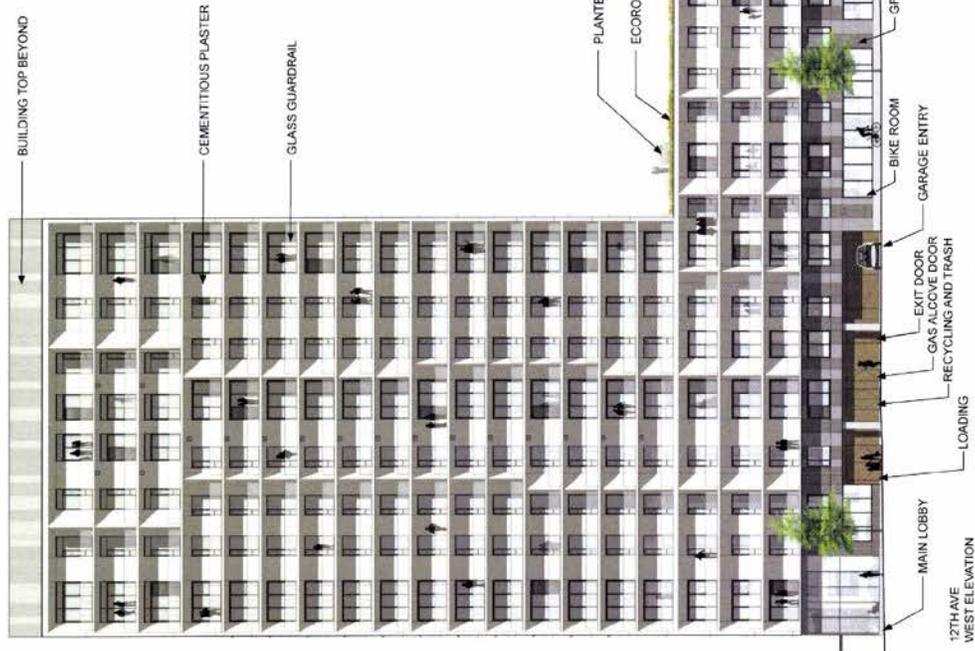
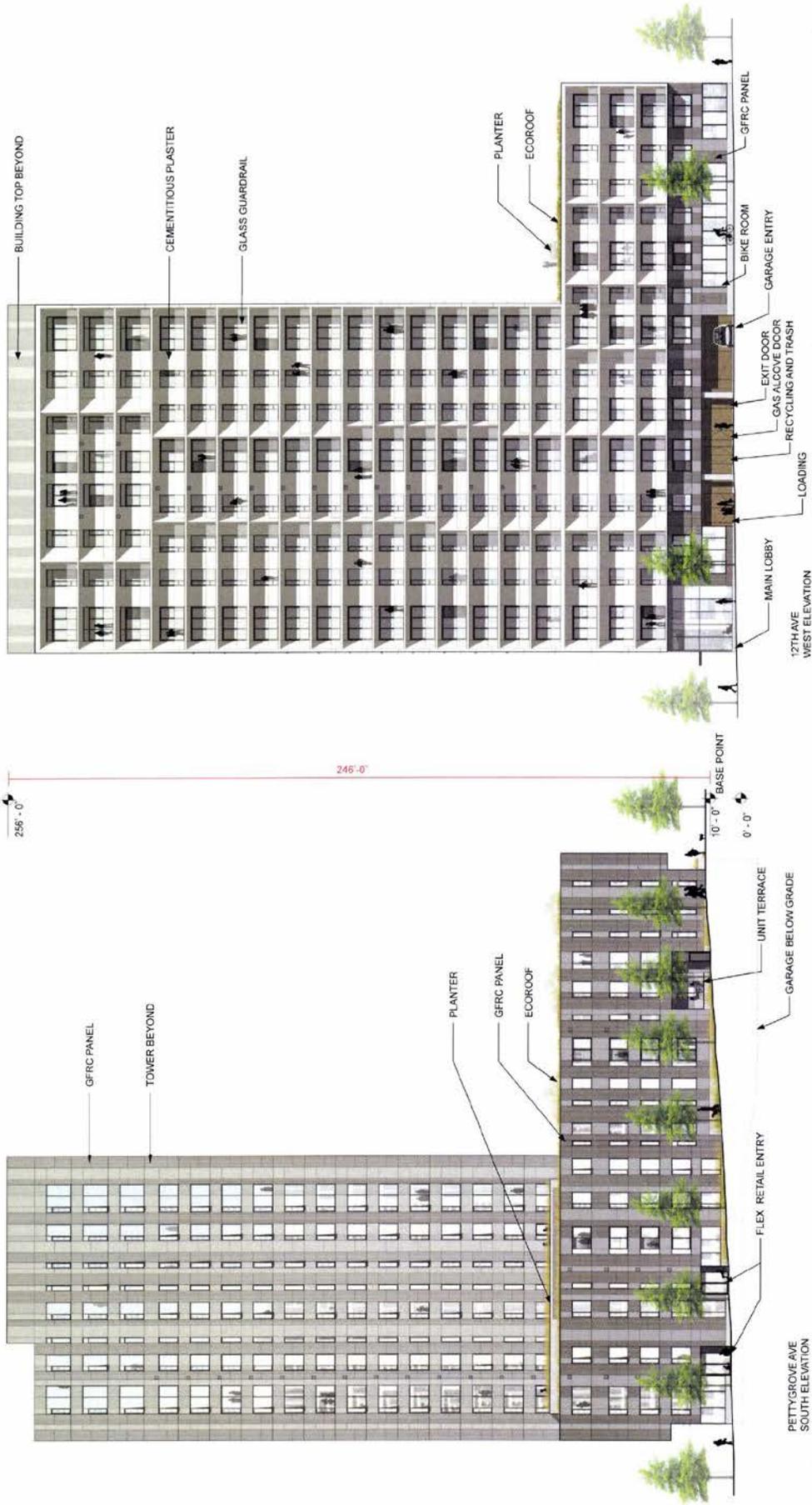


FILE # LU 16 - 134889 - DZM
April 15, 2016
scale 1"=32'-0"

exhibit **C.33**

North and East Elevations
Exterior

HOYT. BLOCK 20
Bora



PETTYGROVE AVE
SOUTH ELEVATION
South and West Elevations
Exterior

FILE # LU 16 - 134889 - D2M
April 15, 2016

scale 1"=32'-0"
exhibit C.34