



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

Chloe Eudaly, Commissioner
Rebecca Esau, Interim Director
Phone: (503) 823-7300
Fax: (503) 823-5630
TTY: (503) 823-6868
www.portlandoregon.gov/bds

**REVISED STAFF REPORT AND RECOMMENDATION TO THE
DESIGN COMMISSION - APPROVAL**

CASE FILE: LU 16-264884 DZM (PC # 15-250812)

North18

REVIEW BY: Design Commission

WHEN: October 5, 2017, 1:30 PM

WHERE: ***Special Location***

2020 SW Fourth Ave, Lincoln Room,
CH2M Building, Portland, OR 97201

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

Bureau of Development Services Staff:

Grace Jeffreys, 503-823-7840, Grace.Jeffreys@portlandoregon.gov

Note: Changes in this report from the September 1, 2017 Staff Report are boxed.

GENERAL INFORMATION

Applicant: Agustine Enriquez, GBD Architects
1120 NW Couch, Suite 300, Portland, OR 97209
(503) 224-9656, agustin@gbdachitects.com

Owner: Hirschberger Family LLC
1714 NW Northrup St., Portland, OR 97209

Site Address: **1126-1134 NW 18TH AVE**

Legal Description: BLOCK 207 LOT 5&8, COUCHS ADD; BLOCK 207 LOT 6&7, COUCHS ADD

Tax Account No.: R180218650, R180218710, R180218710

State ID No.: 1N1E33AB 03500, 1N1E33AB 03400, 1N1E33AB 03400

Quarter Section: 2928

Neighborhood: Northwest District, contact John Bradley at 503-313-7574.

Business District: Nob Hill, contact Nob Hill at nobhillportland@gmail.com.

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

Plan District: Northwest

Zoning: EXd, Central Employment (EX) with Design (d) overlay

Case Type: DZM, Design Review (DZ) with Modification (M) reviews

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 new six-story mixed-use building with ground-level parking on a half-block site in the Northwest Plan District. Following are the primary program components (approximate quantities):

- *Site size:* 20,000;
- *Gross Square Feet:* 99,310 gross SF (all above grade);
- *FAR:* Base 4:1 with bonuses of up to 3:1 may be earned; 4.97:1 proposed using residential bonus option (33.562.220.C.2);
- *Height:* Base 75', Proposed 75';
- *Number of Units:* 107 market rate apartments;
- *Retail:* 4,436 SF retail, including six (6) live/work units;
- *Parking:* 51 at-grade mechanical parking stalls accessed off NW 17th;
- *Long-term Bike parking:* 118 spaces required; proposal is 25 spaces in ground floor secure bike room off NW 18th, and remaining 93 spaces in units;
- *Short-term Bike parking:* 8 spaces required; proposal is 8 on-site spaces by entrances;
- *Loading:* 2 Standard B loading stalls (9'Wx18'Lx10'H) accessed off NW 17th;
- *Amenity:* Level 2 amenity rooms and outdoor terrace for residents.

Exterior materials include white Norman-sized brick, bronze-colored vinyl windows and metal panels, black perforated metal panels, bronze-colored aluminum storefronts, and stained white oak wood siding. Other materials include painted steel canopies, plate steel planter boxes, concrete planters, and heavy timber benches.

The following two (2) Modifications are requested:

1. *Standards on Main Streets and the Streetcar Alignment, Minimum Active Floor Area (PZC 33.562.240)* - to allow a reduced height of spaces due to mezzanines along NW Northrup;
2. *Ground Floor Windows (PZC 33.140.230)* - to allow a reduced length of glazing along NW 17th.

The Notice of Proposal, dated August 15, 2017, indicated a third Modification, to the Loading Standards, was requested. However, this Modification was removed at the request of the Applicant (Exhibit A.19)

Design review is necessary because the project proposes new development within a design overlay zone.

Relevant Approval Criteria:

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

- | | |
|---|--------------------------|
| ▪ Community Design Guidelines | ▪ 33.420, Design Overlay |
| ▪ 33.825.040, Modifications That Better Meet Design Review Requirements | ▪ 33.825, Design Review |

ANALYSIS

Site and Vicinity: The subject site is a half-block site in the Northwest Plan District, and is the north half of the block bound by NW Northrup and NW Marshall Street and NW 18th and NW 17th Avenues.

The site itself has three street frontages: NW 18th Avenue, NW Northrup Street, and NW 17th Avenue. The westbound Streetcar line runs along NW Northrup Street with a streetcar stop

located at the NE corner of NW 18th Avenue and NW Northrup Street. An existing single-story double-height warehouse building built in 1947 occupies a 100 ft x 100 ft site to the north-west, and a smaller two-story office building occupies the northeast portion.

The site is in the NW Pedestrian District, and the City's Transportation System Plan (TSP) classifies the abutting rights-of-way (R.O.W.) as follows:

- NW Northrup Street is classified as a Transit Access Street and a Local Service Street for all other transportation modes.
- NW 18th Avenue is classified as a Transit Access Street, a City Bikeway, and a Local Service Street Traffic.
- NW 17th Avenue is classified as a Local Service Street for all transportation modes in the City's Transportation System Plan.

The site is located two blocks west of Interstate 405 and transitions between the Con-way master plan area to the north, the Pearl District to the east, and the Alphabet Historic District to the south. The immediate area comprises of a mix of low-rise industrial warehouses and varied types of housing. The division of many of the blocks into half and quarter blocks gives the area a fine grain texture and a mixture of varying densities.

The existing site contains a metal fabrication works owned by the Hirschberger Company. The original factory was located on SW Ankeny in 1901, and the works moved to its existing location in 1950. The West side of the block is a 1-story masonry warehouse building constructed in 1947. The east side of the block is a 2-story wood frame warehouse building constructed in 1995. Processes at the fabrication works include laser-cutting, bending and folding, and involve both modern equipment and traditional tools such as band-saws and grinders.

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

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 that prior land use reviews include the following reviews:

- EA 15-250812 PC: Pre-Application Conference for this proposal.
- EA 15-259773 DA: Design Advice Request for this proposal.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed on February 17, 2017 and a revised notice was mailed on August 15, 2017. The following Bureaus have responded with no issue or concerns:

- Water Bureau (Exhibit E.3)
- Fire Bureau (Exhibits E.4a and E.4b)
- Site Development Section of BDS (Exhibit E.5)
- Bureau of Parks-Forestry Division (Exhibit E.6)
- Life Safety Section of BDS (Exhibits E.7a and 7a)

The **Bureau of Environmental Services** (Exhibits E.1a and E.1b) responded indicating that a new stormwater report for the revised design had not been submitted:

BES didn't receive a new storm report with the revised design and thus was unable to provide a full review of the new plans prior to staff report and design hearing. As noted in the previous review there are sufficient sanitary and stormwater services available. The new plans appear to indicate a larger ecoroof than previously proposed but it is unclear how runoff from the 2nd story terrace will be managed. BES will review all revisions to the original storm report through the building permit review process. Performance Approach calculations would be necessary to demonstrate if the proposed ecoroof is adequate to meet the flow control obligation of the development.

*To ensure that all BES requirements are met, the following Condition of Approval is required:
If the Bureau of Environmental Service requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.*

The **Bureau of Transportation Engineering** (Exhibits E.2a and E.2b) responded indicating that several transportation-related matters associated have not been met.

Outstanding items include:

- 16-275217 WT/TH0455 & 16-276434 WE/EP319 – Public Works Permits submitted in Nov/2016 for the required R.O.W. improvements. Application currently under review.

*To ensure that all PBOT requirements are met, the following Condition of Approval is required:
If the Bureau of Transportation Engineering requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on February 17, 2017 and a revised notice was mailed on August 15, 2017. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Madelyn Mihm, received 3.15.17, concerned with scale and amount parking (Exhibit F.1).

Staff response: Since this response was received, the proposal has greatly reduced in scope; proposal changed from a 12-story building with 2 levels of below-grade parking which encroached into the ROW, to a 6-story building with ground level parking.

- Greg Theisen, NWDA, received 9.7.17, noting concerns with the contextual response and the ground level active uses (Exhibit H.5).

Staff response: Since the first hearing, the proposal has changed to respond to these concerns. Refer to findings below for more detailed information.

Procedural History:

The design and development team elected to participate in two Design Advice Review (DAR) hearings, the first on January 28, 2016 and the second on July 7, 2016. The following is a summary of the main concerns raised by the Design Commission and the resulting design responses.

The first DAR Hearing was held on January 28, 2016. Issues to address included:

1. More active and connected street frontages needed.
2. Consider a more solid cladding that better relates to the cladding found throughout the eastern edge of the northwest plan district neighborhood.
3. Study proportions and scale of the massing that better responds to the partial block massing characteristic of the Northwest Plan District.

The second DAR Hearing was held on July 7, 2016. Issues to address included:

1. Consider ground floor sightlines, retail visibility, and overall feeling of safety with the ground floor architectural columns.
2. Reduce the impact of the new development on the established neighborhood by increasing the differentiation between facades.

The Design Review application was deemed complete on January 16, 2017. After being deemed complete, the Applicant requested the hearing date to be changed four times:

1. Request to move hearing date from March 2 to March 16;
2. Request to move hearing date from March 16 to May 18;
3. Request to move hearing date from May 18 to June 16;
4. Request to remove hearing from June 16, 2017, and request to add hearing to September 7, 2017.

The first Design Review Hearing was held on September 7, 2017. Issues to address included:

1. Coherency and Plan Area Character:

- a. Proposed breaks in massing do not do enough to provide the desired partial block massing.
- b. Address the disconnect between the highly articulated ground level and the less articulated levels above.
- c. Consider adding balconies or Juliette's to further activate the street, provide resident amenity, and add depth to the facades, to increase whole building coherency and area character and be more in line with highly carved ground floor.
- d. Make the corner at NW Northrup and 17th consistent with the rest of the ground level.
- e. Better align the portal with the NW 17th unit's entry and front window.
- f. Study the proportions of GF square surrounds.

2. Public realm:

- a. Ground floor residential design does not activate the frontages. Making all townhomes live-work compatible with ADA access from street, and low (or no) planters, or, set back and up from the street creating usable front porch areas for the townhomes.
- b. Study moving a live-work space to activate 18th, and the bike room to 17th.
- c. Study adding additional pedestrian coverage.

ZONING CODE APPROVAL CRITERIA

I. DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

- That development conserves and enhances the recognized special design values of a site or area;
- The conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district;
- That certain types of infill development will be compatible with the neighborhood and enhance the area; and
- High design quality of public and private projects.

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.

It is important to emphasize that design review goes beyond minimal design standards and is viewed as an opportunity for applicants to propose new and innovative designs. The design guidelines are not intended to be inflexible requirements. Their mission is to aid project designers in understanding the principal expectations of the city concerning urban design.

The review body conducting design review may waive individual guidelines for specific projects should they find that one or more fundamental design guidelines is not applicable to the circumstances of the project being reviewed.

The review body may also address aspects of a project design which are not covered in the guidelines where the review body finds that such action is necessary to better achieve the goals and objectives of design review in the Central City.

Findings: The site is designated with design overlay zoning (d). Therefore, the proposal requires Design Review approval. Because the site is within the Northwest Plan District, the applicable approval criteria are listed in the Community Design Guidelines.

Community Design Guidelines

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

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

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

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

Findings for P1 and D7: The site sits within the Urban Character Area C - The Eastern Edge (in Appendix J of the Community Design Guidelines) and in this location there is an opportunity to blend a higher density mixed-use residential building with the historic frontages and finer grain residential facades to the west and southwest. The streetcar artery to the north of the site intersecting with the cycling street to the west creates an important node on the north-west corner of NW Northrup Street and NW 18th Avenue. These guidelines are accomplished by:

P1.A. Continuing the area's established pattern of partial block building massing.

At the ground level:

The proposed building massing is modulated to break the façade into various lengths and massing both horizontally and vertically. This is accomplished by articulating facade elements using setback variations and framed building volumes to create a dynamic and interesting building massing.

Above the ground level:

- At the first hearing held on September 7, 2017, the Design Commission advised that the proposed narrow and offset slots did not do enough to provide the desired partial block massing above the ground level. Since that time, the applicant has revised the size and location of the slots. The original slots varied in width from 2' to 3' wide and 2" deep. The new proposed slots are more substantial - 5' wide by 2'-6" deep (Exhibit C.35a). The slots have also been relocated to better correspond to the ground floor massing.
- In the process of revising the slot sizes and locations, the window patterning of the building massing above the ground level was also changed from the random, offset pattern shown in the first hearing, to a pattern that aligns the upper and lower piers and framed openings. This creates a stronger verticality to the facade, which has been slightly offset with an added brick texture detail. This proposal appears to also reduce the amount of glazing and transparency of the elevation. As an alternative, the applicant provided a study with the randomized windows and pier sizes with the added brick recess, (Appendix, pages D18, D19, and D20, Study 03). This option reduces the added verticality created by the aligned and uniform width of piers, and adds more transparency to the elevations. **To reduce the verticality and be more in keeping with the smaller scale and texture of the district, a condition of approval has been added to use the Randomized Windows with Brick Recess Option, Study 03, on pages D.18, D.19, and D.20 in the Appendix.**
- The Commission also noted a disconnect in the design between the highly articulated ground floor and the less articulated massing above, and suggested that balconies or Juliette's might provide the needed depth to the facades, and also be more in line with highly carved ground floor, to increase whole building coherency and respond better to Plan Area Character. To address this, the applicant has added a textured, recessed brick detail at some of the framed bays at the upper floors (Exhibit C.46). However, while this adds a layer of richness to the facades, the overall depth of the facades are still relatively shallow, with a 4" recess from the outside face of brick to the window frame (Exhibit C.30). Additionally, there is only a ¾" recess to the face of this textured brick, and a 2-3/4" recess to the metal panels (Exhibit C.46). **To provide an additional level of depth to the façade, a condition of approval has been added to provide Juliette balconies, in a color to match the wood siding below, as shown in Appendix, page D.21, Study 04.**

P1.C. Maintaining and re-establishing the area's historic street grid.

- This development will maintain the existing street grid recognizing the primary and secondary streets by the placement of vehicle and pedestrian entrances, and the location of different uses appropriate to each frontage. No changes to the existing grid are proposed.

P1.D. Orienting the primary entrances, lobbies, and activity areas to the surrounding neighborhood instead of interior streets.

- While this goal is intended primarily for large multi-block developments, many of the sentiments are appropriate for smaller developments. This development places the primary entrances to retail and the main apartment lobby along the NW Northrup Street frontage.

P1.E. Along main streets and the streetcar alignment, incorporating design elements that contribute to a vibrant and pedestrian-oriented streetscape.

- Along the streetcar alignment on NW Northrup as well as on the busy bike way of NW 18th, the proposal provides active programs in the form of retail, live-work, and the main residential lobby. The live-work units on NW Northrup are slightly set back from the street and transitions are provided by these setbacks as well as by planters. Design elements that contribute towards activating the street include large storefront windows, canopies, and building frontages set back from the property lines to incorporate outdoor spaces for dining, entering and exiting, and other activities.
- At the first hearing, the Design Commission asked that the townhomes be either be changed to live-work units with ADA access from street, and low (or no) planters, or be set back and up from the street creating usable front porch areas. The proposal now is for six live-work units with ADA accessible entrances and low (30" high maximum) planters.
- The Design Commission also asked the applicant to study moving a live-work space to 18th, and the bike room to 17th to better activate 18th. In response, while the bike room remains on NW 18th, a busy bike commuting street, a recessed entry into the bike room directly facing the street has been added, with an adjacent planter and protected seating area for bike commuters as well as for passers-by.

D7.A. Incorporating elements and details found in nearby structures.

D7.B. Divide large walls into distinct smaller planes that are more in keeping with the scale of surrounding development.

- The evolving characteristic of this neighborhood has created a unique building environment that results in a blend of architectural styles and uses. The site to its immediate north, 'The Addy', represents a forthcoming wave of high density urban housing with active ground floor retail. A few blocks to its east, the site is confronted by the raised portion of I-405 which represents the divide between the Pearl district and NW Portland. To the south and southwest, the site has the remnants of older warehousing and industrial uses with midblock massing, as well as older residential homes. This blend of building typology and usage has created urban conditions that are more architecturally diverse, dense, and taller than the rest of the District's fabric.
- The proposed building intends to incorporate elements of the Eastern Edge district by utilizing midblock massing in the design of the façade along NW Northrup Street. Large breaks and intermittent recesses in the building datum along NW Northrup Street will serve to relieve the large walls common in this area and divide them into a smaller planes of lengths more congruous with the historic fabric, preserving the overall pedestrian character of the Eastern Edge sub-district.
- The design also serves to enhance the pattern of architectural variety that is characteristic of the Eastern Edge sub district by blending retail and live-work units into the ground floor uses. The live-work units located along NW Northrup Street relate to both the retail as well as the housing types that are characteristic of this district, with the narrow format and shallow landscaped setback.

With these two Conditions of Approval, these guidelines are met:

- *The elevations are to be the Randomized Windows with Brick Recess Option, Study 03, Appendix, pages D.18, D.19, and D.20.*
- *Provide Juliette balconies, in a color to match the wood siding below, as shown in Study 04, Appendix, page D.21.*

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

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

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

Findings for E1, E2 and D1: This guideline is accomplished by:

E1.A. Providing safe, attractive, and convenient pedestrian connections and transitions from sidewalks to building entrances.

- The proposed design provides a direct connection from the building lobby to the sidewalk with a recess at the residential entrance protected by an overhead awning and ornamental planters. This procession separates the pedestrian entry from the pedestrian zone while still maintaining direct, visually clear, and easy access. Short term bicycle parking is provided near the entrances along NW 18th Avenue and the main lobby on NW Northrup. A long-term bicycle parking room is accessed off NW 18th Avenue which provides spaces for 25 bikes.

- The remainder of the long-term bike spaces are proposed to be accommodated in the units. Since the first hearing, enlarged plans have been provided to indicate the units can reasonably accommodate these spaces within the units (Appendix page D.26).

E1.D. Providing space for different activities that take place along sidewalks and walkways.

- The sidewalk corridor along NW Northrup Street will be the required twelve feet wide, with an additional 6' setback at the ground floor to accommodate the main residential entrance. The main residential lobby entrance will feature planters and a bench that reinforce the pedestrian and environmental ethos of the District and City. The walkway along NW 18th Avenue features a building face that is recessed 6' from the property line allotting for space to accommodate various sidewalk activities in relation to the retail or outdoor dining space. Entrances to the building are typically covered and recessed slightly.

- Since the first hearing, the bike room entrance has been recessed, and planters and a bench have been added, providing bike commuters and passers-by a place to stop and pause, also reinforcing the pedestrian and environmental ethos (Exhibits C.16 and C.25).

E1.E. Using a variety of paving textures and patterns to separate motor vehicles, pedestrians, and bicycles.

- The walkways on NW Northrup, NW 18th and 17th Avenue will utilize a unit paving to differentiate the furnishing zone from the concrete pedestrian through zone. The pedestrian zone will be scored to clearly delineate the pedestrian areas from the vehicular entrance along NW 17th Avenue.

E2.A. Providing outdoor seating adjacent to restaurants and near takeout food places and sidewalk vendors.

- The proposed design provides 6' setbacks on NW 18th to encourage areas of outdoor seating adjacent to the retail space. In addition, custom benches built into the planters on NW Northrup adjacent to the main entrance are provided for pedestrians to sit, stop and rest.

These guidelines are met.

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

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

Findings for E3 and D2: This guideline is accomplished by:

E3.A. Differentiating between the building façade at the sidewalk level and the floors above.

- The project design utilizes several elements to create a differentiation from the street level of the building and the residential floors above through the massing, materiality and the break between the ground floor and floors above. Dark, metal-clad, recessed vertical and horizontal slots help break up the massing, differentiating the ground level as well as the partial-block massings above. Portal-like frames at the ground-level live-work units create a rhythm of narrow bays, reflecting the narrower proportions of historic retail storefronts.

E3.C. Placing building walls, columns and trees to create a sense of enclosure within the pedestrian path.

- Set within the sidewalk furnishing zone the north and west sides of the building are street trees of sufficient size (when mature) to create a sense of enclosure along the pedestrian path. The ground level façade along NW Northrup Street and NW 18th also incorporate overhangs of the residential levels above to reinforce the sense of pedestrian path enclosure, complimented by recessed retail entrances and canopies projecting along the sidewalk.

E3.D. Locating active indoor uses in areas with ground floor windows adjacent to sidewalks and public places

- All the “active” uses of the building are located along the street faces of the building. The residential lobby and retail uses reinforce the public nature of the ground floor.

E3.E. Placing display windows along pedestrian paths.

- The retail space at NW 18th and Northrup and the main lobby both incorporate large, inviting storefront display windows.
- The proposal shown at the first hearing, held on September 7, 2017, included tall planters wrapping the storefronts at the live-work unit on the corner of Northrup and NW 17th, creating a high barrier between these spaces and the public sidewalk. Since the first hearing, the planters have been lowered to a maximum 30” high (Exhibit C.32), allowing more direct and transparent connections to the sidewalks at these ground floor spaces.
- At the first hearing, the Design Commission advised that the proposed ground floor residential units did not do enough to provide the active uses adjacent to sidewalks. Since that time, the applicant has changed the five (5) ground floor townhomes to live-work units that are fully accessible from the sidewalk. The new proposal is a more robust design that provides flexibility for more retail-based uses in these spaces as future demand happens, with correlating greater activation along the frontages.

D2.E. Using architectural elements, massing and landscaping to accentuate the front entry.

- The proposed design places the main residential lobby entrance along NW Northrup Street and articulates its presence through several architectural elements. The partial block massing in the building form highlights the main entrance with a gap between retail uses and live-work units. The material change from brick to mostly glazing serves to further accentuate the main entrance from its surroundings. The design also features planters along the main entrance on NW Northrup façade with an integrated bench to promote stopping and provide pedestrian comfort. Since the first hearing, a planter to the west of the main residential entry doors has been removed to provide a more spacious protected area.
- Since the first hearing, the revised design also incorporates planters along the bike entrance on NW 18th with an integrated bench to promote stopping and provide pedestrian comfort. To support the busy bikeway along NW 18th, this entry should be easily read as an important entry. **To ensure this entry door into the bike room reads as an important**

entry, a condition of approval has been added that this entry has a canopy to provide weather protection and wood above the transoms, similar to the live-work entries.

- Wood accents are placed at main entrances along NW Northrup, NW 18th Avenue, and NW 17th Avenue to provide further visual articulation of entrances.
- Since the first hearing, the facades along NW 18th at the Bike and Water Entry rooms have been set back from the property lines to allow room for seating and plantings. The entry into the Bike room now directly opens onto the sidewalk, and a bench alongside provides a covered place to stop and rest. And, similar to the treatment at the Electrical room on NW 17th, the façade at the Water Entry room is set back, a planter has been added, and wood siding is proposed. This treatment provides a more consistent treatment at the service areas, tying the ground floor together as whole.

With a condition of approval that the bike room entry has a canopy to provide weather protection and wood above the transoms, similar to the live-work entries, this guideline is met.

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

Findings: This guideline is accomplished by:

E4.C. Locating parking to the side or to the rear of the site and bring the building up to the corner.

- The vehicle parking entrance has been placed along the building's NW 17th Avenue facade on the ground floor, substantially set back from the corner. The parking spaces are in the interior of the building to allow the building to be built out to the street edge. The building has been placed at the corner of the property providing definition to the corner of the block.

E4.E. Extending curbs to shorten the distance across the street and create a larger sidewalk area.

- Curb extensions at the corner of NW Northrup Street, NW 18th, and NW 17th Avenues create a stronger definition of the corner at pedestrian level, while also providing a generous sidewalk area and creating a safer pedestrian crossing at each intersection (Exhibit C.16).

This guideline is met.

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

Findings: This building provides pedestrians protection and comfort from the elements by providing building overhangs that cover the ground floor frontages. In addition to the building overhangs, a series of recessed entries and canopies each offer additional shelter when entering and exiting the building. The landscaping elements and street trees will provide additional relief from sun, wind, and rain and help to diffuse glare and reflections from the building's glazing.

Since the first hearing, a recessed entry has been added to the bike room along with a bench, and the planter to the west of the residential lobby entry doors has been removed, to provide an additional covered and protected areas for building visitors as well as passers-by protected areas to stop and rest. And, with the condition of approval above requiring the addition of a canopy over the door, more protection will be provided at the entry.

This guideline is met.

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

Findings: This guideline is accomplished by:

C. Protecting and Planting Street trees

- The proposed project will provide street trees along NW Northrup Street and NW 18th Avenue to reinforce the definition of the pedestrian sidewalk enclosure.

D. Using plant materials along sidewalks to define routes, buffer pedestrians from moving vehicles, create gateways, provide interest, color and texture.

- The proposed landscaping provides for a visually stimulating and interesting experience for the pedestrian. The planting buffer in the furnishing zone along NW Northrup Street and NW 18th Avenue creates a welcome barrier from traffic and creates a clear pedestrian zone. This is accentuated by the additional landscaping amenities such as planters along all three frontage zones. Additional landscape features include numerous planters on the level 2 terrace and an eco-roof on the rooftop (Exhibits C.38, C39, and C.40).

This guideline is met.

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

Findings: This guideline is accomplished by:

A. Screening parking with landscaping, fences, walls or a combination.

- The parking garage has been placed deep within the building and at a location furthest from the active NW Northrup Street. The entrance to this location has been minimized by its placement along NW 17th Avenue away from the corner the NW Northrup Street corner. The visual impact of the garage is reduced to just this one entrance and exit point which also serves to concentrate vehicular access thereby allowing for a safer and more predictable interaction between the vehicle and pedestrian traffic.

This guideline is met.

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

Findings: This guideline is accomplished by:

A. Providing a lighting system that includes pedestrian scale lights along walkways, energy-efficient porch and backyard lights that can be left on over time, and motion sensor lights that do not shine in rooms.

- Recessed down lighting in the canopies and soffits and ground level up lighting will be placed at all the exterior entries and exit ways. These lights are intended to provide sufficient security light without introducing glare on adjacent properties. In addition, accent lighting will be placed to feature the bench and plantings on the three active building faces, ultimately adding to the overall ambient light quality. (Exhibits C.36).

B. Locating windows in active rooms and entrances to promote "eyes" on streets, plazas and other shared out-door areas.

- This project has a continuous ground floor presence on all three streets that promotes "eyes" on the street for crime prevention through design. NW Northrup Street benefits from

full height storefront windows at the residential lobby as well as the live-work entrances that provide visual connections from the interior of the building to the street. The ground floor façade along NW 18th Avenue also employs large windows that connect the activity of the ground floor retail to the activity of the street. At the Second Level roof terrace facing the south property line, up-lights are proposed at the planters along with catenary string lights and wall-mounted down lights which will all illuminate this shared outdoor terrace (Exhibit C.37).

This guideline is met.

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

Findings: This guideline is accomplished by:

- A. Using cast stone, brick, terracotta and other long lasting quality*
- B. Using a variety of textures and colors in exterior finish materials.*
- C. Incorporate details that add interest to buildings.*
- D. Using architectural details that embellish the design of buildings.*
- E. Using architectural details that embellish the design of buildings, such as ornamental columns, decorative brackets, and extensive use of trim to mark building edges.*
- F. Using windows that embellish the character of buildings.*
- G. Using materials and design features that promote quality and interest.*

- The principal facades for the development incorporate a variety of quality, durable materials. The proposed exterior materials include Norman-sized white brick, bronze-colored vinyl windows, bronze-colored metal panels, tan stucco siding, black perforated metal panels, bronze aluminum storefronts, steel plate canopies, and stained white oak wood accents in protected locations at various entrances. Unit ventilation is integrated into the facades using louvers adjacent to the window frames. **To ensure the louvers are integrated into the design, a condition of approval has been added that the external face of the louvers is to align with the face of the window frames.**

- The juxtaposition of these materials and subtle relief in the transitioning between them will create a building of high visual interest. The Norman-sized white-brick facade will frame the smooth precision of metal paneling and storefront. Main entrance doors are colorfully accentuated and softened by wood. A combination of punched openings and expanses of window systems help to differentiate different parts of the overall facade and massing composition. This array of architectural textures is juxtaposed with numerous plantings, offering green, natural screening and seasonal variation.
- The building assumes a modern language of clean lines and interesting proportions. Brick-framed massing with deep reveals at the ground floor and framed grouped windows at the upper floors shift in elevation, and help break down the vertical scale of the building, while a diverse but consistent material palette ensures cohesion in the composition.

- Since the first hearing, the slots intended to break the massing at the upper floors have been increased in size to 5' wide by 2'-6" deep. The brick will return to the rear of the slots as well as under the soffits, to express the solidity of the brick massing, strengthening the overall composition (Exhibits C.13, C.30, and C.35a).
- The rear faces of the proposed slots are to be perforated metal over louvers, to reduce the visual impact of the periodic galvanized mechanical equipment behind. However, these large expanses of perforated cladding are missing a common language with the adjacent brick masses. **To better tie the slots into the design of the rest of the building, a condition of approval has been added to provide a metal panel at the spandrel condition, as shown in Study 01 in the Appendix, pages D.22 and D.23.**
- The high-speed coiling garage doors are shown as Rytec Spiral VT with translucent panels, and the image shows a silver metallic color (Exhibit C.35). **To maintain coherency with**

the rest of the design and to reduce the visibility of the inside of the garage to the sidewalk, a condition of approval has been added that the garage doors are to be painted to match the storefront system and the visibility of the slats are to be to the Design Commission's approval.

On balance, with the conditions of approval noted, the proposed composition, materials, and details will create a building that will be interesting to view, of long lasting quality, and designed to form a cohesive composition.

With these three Conditions of Approval, these guidelines are met:

- *The external face of the louvers is to align with the face of the window frames.*
- *A metal panel is to be provided at the spandrel condition within the recessed slots, as shown in Study 01 in the Appendix, pages D.22 and D.23.*
- *The garage doors are to be painted to match the storefront system and the visibility of the slats is to be to the Design Commission's approval.*

II. MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process.

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

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

The following Modifications (3) are requested:

Modification #1: Standards on Main Streets and the Streetcar Alignment, Minimum Active Floor Area (33.562.240). The site is identified on Map 562-7 as requiring Minimum active floor area. To accommodate active uses, such as residential, retail, or office, the ground floor of buildings must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls that front onto a main street or streetcar alignment.

Areas designed to accommodate active uses must meet the following standards:

- The distance from the finished floor to the bottom of the structure above must be at least 12 feet. The bottom of the structure above includes supporting beams;
- The area must be at least 25 feet deep, measured from the street-facing façade;
- At least 25 percent of the area of the street-facing façade of the portion of the building designed to meet the requirements of this subsection must be windows and doors; and
- Parking is not allowed in the areas designed to meet the standards of this subsection.

These standards must be met on NW Northrup Street. The proposed design meets the intent of the zoning code with active uses, but given the clear height of the mezzanine, does not meet the technical criteria of 12' clear. 31.5% of the frontage meets this criterion.

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

Findings: Along Northrup, the ground floor to second floor heights are extremely generous, about 20' high. Set back from the frontages, the small mezzanines slightly encroach into these spaces. It is due to these mezzanines that this standard is not met. The proposed spaces better meet design guidelines because the mezzanines, which are set back from the frontages, allow greater floor to floor heights, increasing the ability to accommodate active indoor uses and views into these active uses from the street. *Design Guidelines better met - P1 Plan Area Character, E3 The Sidewalk Level of Buildings. This criterion is met.*

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

Purpose: These regulations reinforce the continuity of the pedestrian-oriented environment, limit the visual impact of parking facilities, and foster development with transit-supportive levels of activity along main streets and the streetcar alignment. The standards also help to maintain a healthy urban district with architectural elements and active ground-floor uses that provide visual interest and interrelate with the pedestrian environment.

Findings: Along Northrup, the proposed design meets the intent of the zoning code by promoting active uses which support transit, such as housing and employment, but given the clear height of the mezzanines, does not meet the technical criteria of 12' clear. Only 31.5% of the frontage technically meets this criterion. The mezzanines, however, which are set back from the frontages, allow floor to floor heights of about 20' adjacent to the street frontages, which greatly exceed the 12' minimum required. These large expanses of glazing with active uses will provide visual interest and create connections to the pedestrian environment, so the proposal is consistent with the purpose statement of the Main Streets and Streetcar Alignment standards. *This criterion is met.*

This Modification therefore warrants approval.

Modification #2: Ground Floor Window Standards (33.140.230) Required amounts of window area. In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.

Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 4 feet above the adjacent exterior grade.

The site has three frontages: along NW 18th, NW Northrup, and NW 17th. The NW 18th and NW Northrup exterior walls exceed the requirement for required ground level windows. The frontage along NW 17th meets the wall area requirement at 31%, but is short of the wall length by 13 feet.

The frontage along NW 17th is composed of 4 elements: live/work lofts at grade, an exterior egress corridor, a garage door into the vehicular parking garage, and the main electrical room. The live/work lofts are essentially all ground floor windows and the other elements are essentially all screened from a pedestrian's view. A modification is requested along NW 17th Avenue.

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

Findings: The applicant advises that two fundamental design decisions were made early in the design process to meet the general intent of the Northwest Plan District desired characteristics and to also alleviate neighborhood concerns: the prioritization of active uses at the corners and along the streetcar line at NW Northrup, and the inclusion of vehicular parking. Retail spaces have been located at the two main corners to activate these critical locations, and the frontage of NW Northrup is given priority with active uses including retail, the main lobby, and the ground floor live/work units. Building support spaces that are most often on the property line (bike room, water entry room, and the electrical room) are pushed as far from NW Northrup as possible - to the midblock frontages of NW 17th and NW 18th. By including parking, the minimum dimension to access parking must be met; that dimension is 20' in width.

The parking and loading access was located on the lowest priority street, NW 17th, away from the streetcar line on Northrup and the busy bikeway on NW 18th. Additionally, the main electrical service into the building is on NW 17th. However, care was taken to design the exterior of the electrical room in the same aesthetic as other ground floor elements with brick surrounds, wood siding, the same storefront system, and a steel planter with vegetation. As a result, the solution prioritizes the applicable design guidelines by creating active use areas in the most critical locations, and exceeding the ground floor window standard on the more heavily used NW Northrup frontage. *Design Guidelines better met - P1 Plan Area Character, E3 The Sidewalk Level of Buildings, E4 Corners that Build Active Intersections. This criterion is met.*

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

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

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

Findings: Among the purposes of the required ground floor window standard are to provide a diverse pedestrian experience, encourage surveillance opportunities by restricting fortress-like facades at street level, and to avoid a monotonous pedestrian environment. By providing the required area of window on all frontages and the required amount of window length on two of the three frontages, the stated purposes are accomplished. Taking into account a design that prioritizes the pedestrian experience at the critical corners and along NW Northrup, as well as the desires of the broader community for parking, the proposal is consistent with the overall intent of the ground floor window standard. *This criterion is met.*

This Modification therefore warrants approval.

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. With the suggested conditions of approval, concerns noted in the findings will be addressed, and the proposal will provide a building that embodies the spirit intended by the applicable design guidelines, and responds well to the natural, cultural and built context. The proposal meets the applicable design guidelines and modification criteria and therefore warrants approval.

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends Design Review approval of a new 6-story, mixed-use apartment building with 107 units, ground floor retail, six (6) live-work units, mechanical parking for 51 vehicles, 8 short-term and 118 long-term bike parking spaces, and two standard B loading spaces.

Staff recommends approval of the following Modifications (2):

1. *Standards on Main Streets and the Streetcar Alignment, Minimum Active Floor Area (33.562.240)*, to allow a reduced height of spaces due to mezzanines along NW Northrup.
2. *Ground Floor Windows (33.140.230)*, to allow a reduced length of glazing along NW 17th.

This recommendation is per Exhibits C-1 through C-46 and is subject to the following conditions A through K:

- A. As part of the building permit application submittal, the following development-related conditions (B through K) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 16-264884 DZM". All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.
- C. No field changes allowed.
- D. If the Bureau of Environmental Service requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.
- E. If the Bureau of Transportation Engineering requirements cannot be met without meeting Design Review exemptions, a new Land Use Review may be required. That new Land Use Review, if required, must be approved prior to issuance of any building permit.
- F. Elevations to be per the Randomized Windows with Brick Recess Option, Study 03, Appendix, pages D.18, D.19, and D.20 (Exhibit H.8).
- G. Juliette balconies, in a color to match the wood siding below, are to be provided, as shown in Study 04, Appendix, page D.21 (Exhibit H.8).
- H. The bike room entry is to have a canopy and wood above the transoms, similar to the live-work entries.
- I. The external face of the louvers is to align with the face of the window frames.

- J. A metal panel is to be provided at the spandrel conditions within the recessed slots, as shown in Study 01 in the Appendix, pages D.22 and D.23 (Exhibit H.8).
- K. The garage doors are to be painted to match the storefront system and the visibility of the slats is to be to the Design Commission's approval.

Procedural Information. The application for this land use review was submitted on October 26, 2016, and was determined to be complete on Jan 16, 2017.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on October 26, 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 requested that the 120-day review period be extended 245 days (Exhibit A.8). Unless further extended by the applicant, **the 120 days will expire on: January 16, 2017.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

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

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

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

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

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The

appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

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

Recording the final decision.

If this Land Use Review is approved the final decision will be recorded with the Multnomah County Recorder.

• *Unless appealed*, the final decision will be recorded two weeks after the decision is mailed by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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).

Planner's Name: Grace Jeffreys

Date: September 28, 2017

EXHIBITS - NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement

1. Initial application submission – narrative and drawings, 10/26/16
2. Request for application to be deemed complete, 1/16/17
3. Incompleteness response, 1/16/17
4. Request to move hearing date from March 2 to March 16, 1/23/17

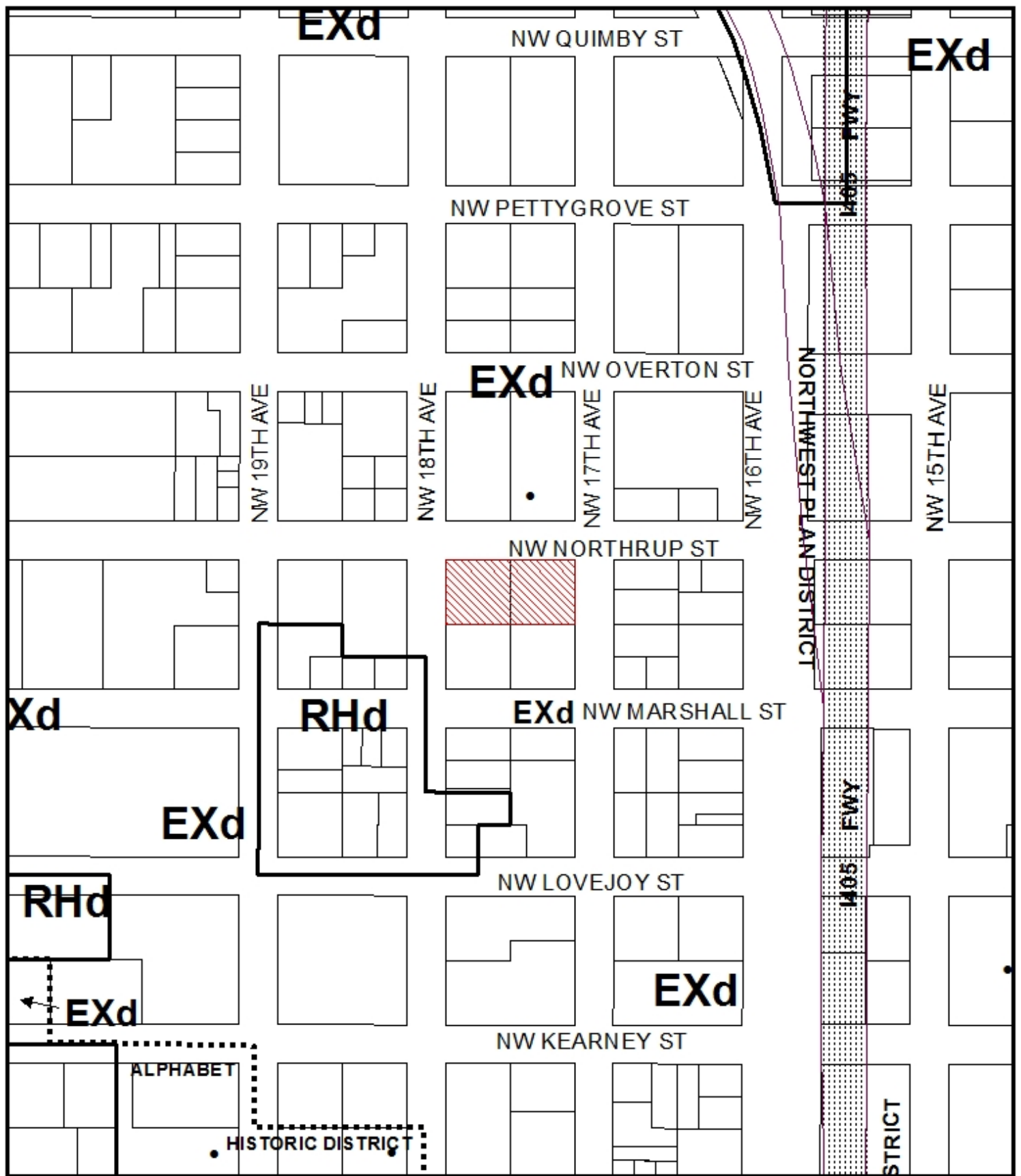
5. Request for Extension (15 days), 1/25/17
6. Revised drawings for hearing, 2/24/17
7. Request to move hearing date from March 16 to May 18, 2/27/17
8. Request for Extension (full 245 days), 3/17/17
9. Request to move hearing date from May 18 to June 16, 4/10/17
10. Request to move hearing date from June 16 with no new date, 5/3/17
11. Request to schedule a hearing date for September 7, 5/8/17
12. Revised narrative and drawings, 7/28/17
13. Revised proposal description and 2 modification request, 8/4/17
14. Revised Utility report, 8/8/17
15. Change in Design Team and scale of proposal, 8/9/17
16. Request for third modification, to Loading, 8/10/17
17. Revised drawings, 8/22/17
18. Email to PBOT with loading request, 8/24/17
19. Email with revised ground level plan eliminating loading Mod, 8/30/17
20. Enlarged bike room, 8/30/17
21. Material Descriptions, 8/30/17
22. Modification to Ground Floor Windows, 8/30/17
23. Revised drawings and appendix for first hearing, 9/7/17
- B. Zoning Map (attached)
- C. Plan & Drawings
 1. Cover page
 2. Table of Contents
 3. Site Location
 4. Vicinity Map
 5. Existing Site Survey
 6. Site History
 7. Street Character
 8. Site Context
 9. Site Context
 10. Massing Diagrams
 11. Building Renderings
 12. Building Renderings
 13. Building Renderings
 14. Building Renderings
 15. Site Plan (attached)
 16. Floor Plans
 17. Floor Plans
 18. Floor Plans
 19. Floor Plans
 20. Floor Plans
 21. Façade Materials
 22. Building Elevations (attached)
 23. Building Elevations (attached)
 24. Building Elevations (attached)
 25. Building Elevations (attached)
 26. Building Elevations
 27. Building Sections
 28. Building Sections
 29. Composite Key Plan
 30. Enlarged Elevations
 31. Enlarged Elevations
 32. Enlarged Elevations
 33. Enlarged Elevations
 34. Enlarged Elevations

- 35. Enlarged Elevations
- 35a. Enlarged Elevations
- 36. Lighting Plans
- 37. Lighting Plans
- 38. Landscape Plans
- 39. Landscape Plans
- 40. Landscape Plans
- 41. Civil Sections
- 42. Civil Plans
- 43. Site Plan with Grades and Base Point
- 44. Building Height Diagram
- 45. Ground Level Plan – Long-term Bike Storage
- 46. Brick Reveal at Window
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting,
 - 5. Mailing list
 - 6. Mailed notice
 - 7. Revised Posting letter sent to applicant,
 - 8. Revised Notice to be posted
 - 9. Revised Applicant's statement certifying posting
 - 10. Second revised Posting letter sent to applicant,
 - 11. Second revised Notice to be posted
 - 12. Second revised Applicant's statement certifying posting
 - 13. Revised Mailed notice
 - 14. Revised Mailed notice
- E. Agency Responses:
 - 1a. Bureau of Environmental Services
 - 1b. Bureau of Environmental Services, for revised proposal
 - 2a. Bureau of Transportation Engineering and Development Review
 - 2b. Bureau of Transportation Engineering and Development Review, for revised proposal
 - 3. Water Bureau
 - 4a. Fire Bureau
 - 4b. Fire Bureau, for revised proposal
 - 5. Site Development Section of BDS
 - 6. Bureau of Parks, Forestry Division
 - 7a. Life Safety Section of BDS
 - 7b. Life Safety Section of BDS, for revised proposal
- F. Letters
 - 1. Madelyn Mihm, received 3.15.17, concerned with scale and amount parking.
- G. Other
 - 1. Original LUR Application
 - 2. Site History Research
 - 3. Pre-Application Conference
 - 4. Design Advice Request #1 summary
 - 5. Design Advice Request #2 summary
 - 6. Introduction email to applicant, 11/1/16
 - 7. Request for Completeness (revised) with bureau responses, 11/3/16
 - 8. Incomplete letter, 11/23/17
- H. Design Commission Exhibits
 - (Received before first Hearing)**
 - 1. Staff Report for first hearing, 9/1/17
 - 2. Staff Memo for first hearing, 9/1/17

(Received at first Hearing)

3. Staff presentation, 9/7/17
4. Supplemental drawings from applicant,
5. Letter from Greg Theisen, NWDA, 9/7/17, stating concerns regarding response to the context and active ground level uses
6. Testifier sign-up sheet, 9/7/17
7. Staff notes from first hearing, 9/7/17
8. Appendix D. Supporting Attachments, pages D.1- D.26

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



ZONING

- Site
- Historic Landmark

File No. LU 16-264884 DZM
 1/4 Section 2928
 Scale 1 inch = 200 feet
 State_Id 1N1E33AB 3400
 Exhibit B (Oct 28, 2016)



This site lies within the:
 NORTHWEST PLAN DISTRICT



- STUCCO SIDING (GREY)
- PERFORATED METAL PANEL (BLACK)
- VINYL WINDOW (BLACK)
- METAL PANEL (BLACK)
- RUNNING BOND BRICK (MISSION CUT)
- RUNNING BOND BRICK (GRADED CUT)
- WOOD SIDING
- STAINED WHITE OAK
- STEEL PLATE CANOPY
- STOREFRONT SYSTEM (BLACK)

- 75'-0" (MAX) TOP OF PARAPET
- 13'-8" LEVEL 06
- 10'-6" LEVEL 05
- 10'-6" LEVEL 04
- 10'-6" LEVEL 03
- 10'-6" LEVEL 02
- 10'-6" MEZZANINE
- VARIES LEVEL 01



NORTH ELEVATION





EAST ELEVATION



WEST ELEVATION