



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

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 13-107395 DZM – 0601 SW Abernethy
PC # 12-193194
REVIEW BY: Design Commission
WHEN: April 4, 2013 @ 1:30 pm
WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

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

BUREAU OF DEVELOPMENT SERVICES STAFF: HILLARY ADAM / HILLARY.ADAM@PORTLANDOREGON.GOV

GENERAL INFORMATION

Applicant: Wade Johns, Applicant
Alamo Manhattan Properties
2808 Fairmount St Ste 200
Dallas, TX 75201

Robert Lamkin, Architect
Hensley Lamkin Rachel Inc
14881 Quorum Dr
Dallas, TX 75254

Site Address: 0601 SW ABERNETHY ST

Legal Description: BLOCK 173 TL 700, CARUTHERS ADD
Tax Account No.: R140916160
State ID No.: 1S1E10DB 00700
Quarter Section: 3429, 3430

Neighborhood: South Portland NA., contact Jim Gardner at 503-227-2096.
Business District: South Portland Business Association, contact Kevin Countryman at 503-750-2984.
District Coalition: Southwest Neighborhoods Inc., contact Leonard Gard at 503-823-4592.

Plan District: Central City - South Waterfront
Other Designations: none

Zoning: CXd – Central Commercial with Design overlay

Case Type: DZM – Design Review with Modification request
Procedure: Type III, with a public hearing before the Design Commission. The decision of the review body can be appealed to City Council.

Proposal:

The applicant proposes a 177,699 square foot, 6-story residential building with 200 units, a rooftop deck, and 199 underground vehicle parking spaces, accessed from SW Abernethy Street. Approximately 1,480 square feet of retail space will be provided at the corner of SW Bond and SW Abernethy with additional active space for use by the residents, designed so that it can be converted to retail space in the future. Exterior materials include stucco, brick veneer, burnished block, exposed concrete, two cementitious panel systems, cast stone, white vinyl windows and doors, storefront systems, metal canopies, and painted steel guardrails with wire mesh screens. The proposal includes a landscaped courtyard area that will include stormwater treatment planters.

Modification requests [PZC 33.266.310.D.b]:

1. Reduce the required clearance for two loading spaces from the standard 10'-0" to 8'-8".

The applicant has two active Revocable Encroachment Permit requests into PBOT to allow encroachments in the right-of-way. One is to allow stoops in the 2'-6" frontage zone along SW Moody and the other is to allow a utility vault in the furnishing zone along SW Abernethy.

Design Review is required because the proposal is for new development in the "d" overlay in the South Waterfront subdistrict of the Central City Plan District.

The applicant delivered 10 sets of drawings for distribution on Friday, the 22nd, that staff has not yet had time to fully review, but show noteworthy changes, particularly the removal of a significant number of balconies which staff feels will have negative impacts on the proposal, with regard to activation of the streetscape, quality of the composition, and tenant amenities.

Relevant Approval Criteria:

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

- 33.825 Design Review
- 33.825.040 Modifications Thru Design Review
- Central City Fundamental Design Guidelines
- South Waterfront Design Guidelines

ANALYSIS

Site and Vicinity: The subject property is a 200' x 200' parcel bound by SW Moody Avenue on the west, SW Abernethy Street on the south, SW Bond Avenue on the east, and the SW Lane Accessway on the north. Currently, there is an existing half-block one-story concrete building at the south end of the site, which sits below grade due to the adjacent roads being built up. The existing building was constructed in 1957 for the Portland Felt Company. It is currently occupied by a teak furniture warehouse.

To the north of SW Lane is the 22-story Riva on the Park apartment building. SW Lane is a private accessway with a public easement under the same ownership as Riva on the Park. The accessway is developed with landscaping and walkways to townhouses in the Riva building, a 30' wide pedestrian path in the center, and landscaping with underground vaults in the southern portion. To the south of the subject property is the 6-story Matisse apartment building, developed by the applicant of this 0601 SW Abernethy project. To the west of the property, across SW Moody, is a one-story warehouse building, which serves as the location for a few food carts along its eastern elevated loading dock. Across SW Bond is currently a vacant lot. The shore of the Willamette River is more than 700 linear feet away, with the closest public access located at the end of Gaines Street, one block to the north.

The property lies within the South Waterfront Pedestrian District. The City's Transportation System Plan identifies SW Moody and SW Bond as City Bikeways, Central City Transit/Pedestrian Streets, Community Main Streets, Major Transit Priority Streets, and Traffic Access Streets.

South Waterfront is a neighborhood in transition. Historically, the location of industrial activities, the district was rezoned in 1990 to Central Commercial, to allow a greater variety in uses, including residential, commercial and institutional, and to take advantage of the area's unique connection to the Willamette River. In the first decade of the century, several new developments were approved and constructed, establishing the area as a destination neighborhood. Many development opportunities still remain, and it is imagined that by 2020, South Waterfront will be a dense vibrant part of the city.

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

The "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.

Land Use History: City records indicate that prior land use reviews include the following:

- EA 07-146222 – Design Advice Request for proposed 22-story mixed-use building (Riva on the Park), prior to separation of the parcels;
- EA 11-125306 – Pre-application Conference to discuss a proposed 18-story mixed-use building on the north portion of the subject property with a 4-story self-service storage building with ground floor retail to the south;
- EA 12-193194 – Pre-Application Conference for the proposed 6-story building; and
- EA 12-193183 – Design Advice Request for the proposed 6-story building.

Agency Review: A "Request for Response" was mailed **February 19, 2013**.

The **Bureau of Transportation Engineering** responded, with no objections but will report to the Design Commission on April 4th regarding the applicant's encroachment requests for stoops along SW Moody stoops and a utility vault on SW Abernethy.

The **Life Safety Division of BDS** responded with the following comments:

- It is recommended the applicant contact Process Management section at 503-823-7452 to request a process manager to assist in coordinating the City reviews for this project and arrange a Preliminary Life Safety Meeting with Fire and Building Plans Examiners;
- The exit discharge shall provide an unobstructed access to a public way. OSSC 1027.6;
- At least one accessible route shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading and drop off zones, and public streets or sidewalks to an accessible entry. OSSC 1104.1;
- Accessible parking is required. Accessible van parking spaces, must be at least 9 feet wide with an adjacent aisle at least 8 feet wide. Accessible parking spaces must be at least 9 feet

wide with an adjacent access aisle at least 6 feet wide. OSSC 1106.7, ANSI 117.1 – Section 502.

Please see Exhibit E-2 for additional details.

Staff Response: Based on the drawings provided, it does appear that the applicant intends to provide unobstructed exit discharge routes, at least one accessible route from transportation stops, accessible parking spaces, passenger loading and drop-off zones, and public sidewalks, as well as accessible parking spaces. These routes, however, are limited to SW Bond and the parking garage. Staff encourages an additional accessible route to SW Moody. Compliance with these requirements will be ensured at the time of Building Permit.

The **Bureau of Environmental Services** responded with the following comment: BES noted that a public works permit will be required for the proposed storm connection to the public storm main in SW Bond Street because it requires work under the Portland Streetcar tracks. BES had no objections to the proposal. Please see Exhibit E-3 for additional details.

Staff Response: Staff would only clarify that both mains, for storm and sanitary, are located east of the Streetcar tracks on Bond, so the tracks will be minimally affected.

The following Bureaus have responded with no issues or concerns:

- Site Development Section of BDS
- Water Bureau
- Fire Bureau
- Bureau of Parks-Forestry Division

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on March 15, 2013. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

- Bob Cronk, resident of The Meriwether, wrote on February 22, 2013, stating that he felt that 1,680 square feet of retail space was not enough, given the footprint of the proposed building. Mr. Cronk recognized that filling existing commercial space in the neighborhood has been difficult, but anticipating an increase in population and foot traffic due to the new bridge and school collaboration between PSU, OHSU, and OSU, believed that the surplus of commercial space in South Waterfront was a temporary problem. Mr. Cronk warned of creating a dead block and advocated for additional commercial space.

Applicant Response: “Alamo Manhattan shares Mr. Cronk’s vision and enthusiasm for the South Waterfront. It is becoming one of Portland’s best and most vibrant neighborhoods. We understand that commercial space will play an important role in its evolution. While the current market does not support more retail than is being proposed, we have carefully designed our project to allow for expansion of the retail space when the market allows. The vast majority of the building’s street-level space along Bond St. will be convertible to commercial space as appropriate when market conditions improve.”

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the

neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

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

Findings: The site is designated with a design (d) overlay zone, 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 the South Waterfront Design Guidelines.

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.

South Waterfront Design Goals

The South Waterfront Design Guidelines and the Greenway Design Guidelines for the South Waterfront supplement the Central City Fundamental Design Guidelines. These two sets of guidelines add layers of specificity to the fundamentals, addressing design issues unique to South Waterfront and its greenway.

The South Waterfront Design Guidelines apply to all development proposals in South Waterfront within the design overlay zone, identified on zoning maps with the lowercase letter "d". These guidelines primarily focus on the design characteristics of buildings in the area, including those along Macadam Avenue, at the western edge, to those facing the greenway and river.

The Greenway Design Guidelines for the South Waterfront apply to development within the greenway overlay zone, identified on zoning maps with a lowercase "g". These design guidelines focus on the area roughly between the facades of buildings facing the river and the water's edge.

South Waterfront Design Guidelines and Central City Fundamental Design Guidelines

The Central City Fundamental Design and the South Waterfront Design Guidelines and the Greenway Design Guidelines for South Waterfront 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.

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. Develop River Edge Variety. Vary the footprint and façade plane of buildings that face the Willamette River to create a diversity of building forms and urban spaces adjacent to the greenway. Program uses on the ground level of buildings adjacent to the greenway and to accessways linking the greenway with the interior of the district that activate and expand the public realm. Design the lower stories of buildings within the greenway interface to include elements that activate uses and add variety and interest to the building facades.

A1-2. Incorporate Active Uses Along the River. Integrate active uses along the greenway to encourage continuous use and public “ownership” of the greenway. Program active uses to face and connect with the greenway, expand the public realm, and enhance the experience for greenway users. Develop active ground floor uses at the intersections of the greenway with accessways to the interior of the district to create stronger connections to and activity along the greenway.

Findings for A1, A1-1 & A1-2: While the subject property is located a couple blocks away from the river, the building is designed, within its limitations, to take advantage of, and acknowledge its proximity to the river. For instance the primary entrance is located on the river side of the building, as well as near the accessway along SW Lane Street. While the SW Lane accessway is not fully developed with a direct connection to the shore of the Willamette River, it is anticipated that future developments closer to the river will establish direct connections along SW Lane Street. Currently, the closest direct connection to the river is one block north of SW Lane, at SW Gaines Street. Future connections to the river are also anticipated at SW Abernethy on the south side of the subject property.

In addition, the U-shaped building is designed to orient the courtyard toward the river, thereby implying a connection between the development’s green space and the greenway along the river. This connection is further strengthened by the proposed water feature in the courtyard which projects toward the river. The proposed development also features a rooftop deck at the northeast corner of the building, which will provide views toward the river and SW Lane accessway. Balconies are also shown to be provided for most of the residential units providing access to the outdoors as well as views toward the river and surrounding landscape. *These guidelines are met.*

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

Findings: The applicant has indicated that the proposal meets this guideline through the form and orientation of the building, i.e., that of a modern rendition of the traditional courtyard apartment building typology and through its orientation toward the river. Staff supports this argument, but acknowledges that Portland themes could be further emphasized. In particular, staff feels that Portland themes could be better emphasized through a refinement of the proposed landscaping to better reflect Portland’s natural environment. Though not within the Willamette Greenway overlay zone, given the project’s proximity to the Willamette Greenway, native plants, especially those that serve as food sources for birds and insects, are strongly encouraged. Staff suggests that the applicant refer to the *Portland Native Plant Lists* or the *Tree and Landscaping Manual – Plant Materials* to identify those plants that would help the proposal better meet this guideline.

This guideline is not yet met.

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

and include landscaping and seating to enhance the pedestrian environment.

Findings: The proposal is limited to one city block, approximately 200' x 200'. The site is at the south end of a superblock, already inhabited by Riva on the Park to the north of the SW Lane accessway. Unlike many of the other superblocks in South Waterfront which are divided in the middle, the SW Lane accessway was partitioned to be a separate parcel and is under the same ownership as of Riva on the Park. As such, it was developed in conjunction with the Riva apartment tower, without consideration of future direct access from the adjacent property to the south. The portion of the accessway closest to the subject property is landscaped and serves as the location of several underground vault structures associated with Riva. While the proposal generally respects the Portland block structure, the opportunity to fully meet the guideline to enhance the pedestrian environment is limited due to the applicant's inability to modify the edge condition of the SW Lane accessway. Staff has concerns that this condition will not be able to be completely met without cooperation from the adjacent property owners and strongly encourages the applicant to provide some incentive for this cooperation.

This guideline is not yet met.

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

A4-1 Integrate Ecological Concepts in Site And Development Design. Incorporate ecological concepts as integral components of urban site and development designs.

A4-2 Integrate Stormwater Management Systems in Development. Integrate innovative stormwater management systems with the overall site and development designs.

Findings for A4, A4-1 & A4-2: The proposed building is designed to include one retail space at the southeast corner along SW Bond Street, which has been identified as the primary commercial corridor of the neighborhood. The fitness and club rooms on the ground floor of this side of the building are designed in such a way that they can be easily converted to additional retail space, as the future market demands. In addition, the proposed building is designed to be six stories, similar to the three mixed-use buildings to its south. In this sense, the building is unified with other individual buildings in the neighborhood, relative to its scale and use.

The proposal includes integrated stormwater management systems, including flow-through planters and landscaping to mitigate stormwater runoff, however, again, introduction of native plantings would help the proposal meet A4-1. With regard to the integration of unifying elements, it must again be reiterated that without direct access to the SW Lane accessway, it will be difficult for this project to meet guideline A4, which speaks directly to connections between individual buildings. Staff feels that it is imperative that the applicant reach some agreement with the adjacent property owner to make a direct connection to this accessway, as both the proposed building and the public realm will be negatively affected by this missed opportunity.

With regard to A4 and A4-1, these guidelines are not yet met.

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. Consider South Waterfront's History and Special Qualities. Consider emphasizing and integrating aspects of South Waterfront's diverse history in new development proposals. When

included in the development proposal, integrate works of art and/or water features with site and development designs.

Findings for A5 & A5-1: The applicant has indicated that this guideline is met through the color palette of the materials and through the building's orientation to the river. The color palette proposed is similar to other buildings in the district, through the use of light-colored block at the base of the building, with stucco and cementitious panels above, similar to the Matisse just south of the property. While this may be in keeping with the color palette of the adjacent building and perhaps the district, it is not necessarily reflective of the special qualities of the district.

Staff would contend that a stronger argument can be made in support of this guideline. For instance, the proposed gate at the east end of the courtyard, near the right-of-way, serves both a functional, as well as artistic purpose. The angled Corten steel pickets are reminiscent of South Waterfront's industrial history and the shape of the pickets enhances the angular emphasis of the courtyard layout. The use of Corten steel is continued at the fire pit at the west end of the courtyard. Staff would encourage further development of this theme in the courtyard as well at the perimeter of the property, if feasible.

These guidelines are not yet 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 is to be located on a site currently occupied by a half-block one-story building that sits lower than street level. The existing condition acts as a break in the continuity of the district, particularly with the existing concrete warehouse no longer representative of the district's changing aesthetic, particularly along SW Bond Street. The proposal is for a standard U-shaped courtyard apartment that is to be built almost to the property line of all sides. With minor variations in the wall planes for added interest and composition, the building continues the sense of urban enclosure on all sides and will strengthen the commercial spine of the district, both in form and use. *This guideline is met.*

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

Findings: Along SW Bond, the applicant has provided space for retail use, as well as a private fitness room, club room, and leasing office for the apartment building. The entire first level along SW Bond is proposed to be glazed, allowing views into these active spaces. The applicant has indicated that once the market is ready to support additional retail space along SW Bond, the fitness and club rooms may, at that time, be converted to commercial space. In the meantime however, utilization of these areas by the residents of the building will do more to activate the space than will empty retail spaces waiting for a full economic recovery. In addition, the center of the building along SW Bond is broken to allow views into the interior courtyard which will feature landscaping, stormwater treatment planters, a water feature and plenty of seating, as well as two grills for use by the residents which will further activate this façade.

SW Abernethy is the location for the majority of service uses of the building, such as the trash area and garage access. Loading areas are also proposed in the garage, which will remove this use from the ground level and, with approval of the requested modification to

reduce the clearance height, will also allow the first floor sill plate to be lower, thereby providing a better connection between the first floor and the adjacent sidewalk. As such, this side of the building will be activated more by vehicular use than by pedestrians. Despite this, this elevation does include individual apartment windows, as well as projecting balconies at the upper floors, and storefront windows at the southeast corner near SW Bond.

Other than SW Bond, SW Moody, on the west side of the building, will receive the most pedestrian traffic. At the ground level, the applicant is proposing recessed stoops at the corners with Juliet balconies at some of the other units. Floor to ceiling windows will provide ample views between the interior and exterior. This elevation will also have projecting balconies, as well as recessed balconies at the corners. Originally, the applicant had intended on providing stoops along this elevation, however, due to the required dedication of 4'-0" of additional right-of-way, the stoops were lost in order to retain interior living space. Staff has continued to encourage the applicant to reintroduce the stoops at the ground level units, at the expense of interior square footage if need be. The applicant has applied for a Revocable Encroachment Permit to allow side-facing entrance stoops within the 2'-6" frontage zone along SW Moody. At the time of writing this staff report, PBOT's approval or denial was not yet known, however this question should be answered in time for the hearing on April 4th. If approved, the applicant will revise the drawings to show stoops along this frontage. If the stoops are not approved, staff is supportive of the Juliet balcony option shown in the drawing package. At the center of this elevation is a recessed and elevated entrance, secondary to the main entrance on SW Bond. Through the glass doors of this entrance, pedestrians will be able to look straight through the building's secondary lobby to the interior courtyard, providing added interest to this elevation.

At the December Design Advice Request hearing, the applicant showed stoops to the SW Lane accessway. As the applicant has not yet reached an agreement with the adjacent property owner to bridge the landscaped portion of this accessway, the building does not directly connect to the accessway. As such, ground level patios which extend almost to the property line are provided on this elevation, as wells as projecting balconies at upper levels. Staff feels that the lack of this physical connection to the accessway diminishes the project's ability to fully contribute to a vibrant streetscape and again, encourages additional dialogue with the owners of the property to the north to bridge this obstacle.

With regard to the SW Lane accessway frontage, this guideline is not yet 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.

B1-1. Facilitate Transit Connections. Orient the main entrances of buildings at streets served by public transit to conveniently and directly connect pedestrians with transit services.

B1-2. Enhance Accessway Transitions. Program uses along accessways and at the intersections of accessways and public streets linking the greenway with the interior of the district that activate and expand the public realm. Incorporate private building elements, such as entries, patios, balconies, and stoops, along accessways to expand the public realm from building face to building face. Integrate landscape elements within accessway setback areas with accessway transportation components to enhance transitions from South Waterfront's interior to the greenway.

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

Findings for B1, B1-1, B1-2, and B7: With regard to the Moody, Abernethy, and Bond façades, the applicant is maintaining and enhancing the public right-of-way through the

construction of this new building and associated landscaping, which will engage pedestrians to a much greater degree than the existing building. With regard to enhancing accessway transitions, the applicant has proposed balconies and patios fronting on SW Lane, but is not physically engaging the accessway. Without cooperation of the adjacent property owner, the applicant has little opportunity to fully integrate the proposed building with the existing accessway, with stoops, patios, and entries, as suggested. Again, staff encourages further exploration into cooperation with the adjacent property owner to make these physical connections.

Currently barrier-free access is provided only from the SW Bond main entry, through the courtyard from SW Bond to the SW Moody lobby, and through the parking garage. Staff suggests that for this building to truly provide safe and efficient barrier-free access for all, accommodations directly from SW Moody need to be incorporated into the design, as SW Moody is the location of the closest transit stop for people coming to the site from downtown.

In addition, staff notes that many of the designated long-term bicycle parking spaces inside the units are located within egress paths to the unit doors. Staff does not feel that these are acceptable areas for long-term bicycle parking and these must be shown in more logical locations, where they will not create barriers to the path of egress, if they are to be counted among the required long-term bicycle parking spaces.

With regard to B1-1, B1-2, and B7, 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.

B2-1. Incorporate Outdoor Lighting That Responds to Different Uses. Place and direct exterior lighting to ensure that the ground level of the building and associated outdoor spaces are well lit at night. Integrate exterior lighting so that it does not detract from the uses of adjacent areas. When appropriate, integrate specialty lighting within activity nodes at interfaces of accessways and the greenway.

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 for B2, B2-1, and C-12: Pedestrians will primarily utilize the pathways along SW Moody, SW Lane and SW Bond, with vehicular access restricted to SW Abernethy. The garage gate will be supplemented with a warning system to visually alert pedestrians to oncoming vehicular traffic; however staff has asked that the alert system also have an audible element and this has not been incorporated. Loading areas are also proposed in the underground garage, with a requested modification to the required clearance, which will protect the pedestrian from vehicular movement related to loading, particularly the introduction of an additional curb cut. Mechanical equipment will be located underground or on the roof, away from the pedestrian realm. No signage is proposed as part of this application.

Exterior lighting in the courtyard is shown to be string lighting in a regular parallel pattern. This regularity will add contrast to the irregular plan of the courtyard, adding an extra dynamic layer to the overall courtyard composition. Lighting is proposed at the sides of all windows and doors on SW Moody as shown in detailed elevation drawings on A4.3 and A4.4, as well as in the renderings, particularly A6.9. Staff feels that the proposed light fixtures are excessive in size, and possibly number, especially since SW Moody is considered, by the

applicant, to be the secondary façade. Staff also notes that no lighting is shown for the retail side of the building along SW Bond, where pedestrians are expected to be greater in number. Staff encourages additional exploration of the overall lighting system and reiterates support for the string lighting in the courtyard.

These guidelines are not yet 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.

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.

Findings for 4 and 5: The majority of the open space provided is for residents and their guests. The courtyard, though visually open to the east, and the west through the secondary lobby, is secured at both ends making it more of a private retreat than a public amenity. Likewise, the as-yet un-programmed rooftop deck is also for residents of the building. The design of the courtyard indicates areas for both quiet relaxation and socialization and activity, in the provision of a fire pit, grills, and movable furniture. The space will be further activated by the ground level patios and upper floor balconies.

In the public realm, stopping and viewing places are mostly those areas located under awnings, which are provided all along the SW Bond frontage, as well as at the northeast corner at the walkway parallel to SW Lane, at the southeast corner at the retail storefront windows, and at the recessed entry on SW Moody. The awnings provide weather protection, further discussed below, making them a convenient place for stopping. No other amenities are provided specifically for public use except for the public area at the end of the courtyard which is designated for short-term bicycle parking.

The proposed building is not located near any existing public parks or plazas; however the interior courtyard is expected to be a successful private amenity with connections to interior lobbies and apartment units and will serve as a pocket park for users of the building. *These guidelines are 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: As mentioned above, weather protection is provided through the liberal use of awnings along SW Bond, at the northeast and southeast corners and at the recessed entry on SW Moody. The awnings are integrated with the rest of the building, in that a similar structural system is used for both the projecting and recessed balconies. These areas provide shelter from sun and rain along the most heavily travelled pedestrian paths adjacent to this property.

For the most part, this guideline is met; however, staff notes that the detail of the roof eave (02/AD1.4) indicates that at locations of the 5'-0" deep roof overhang, the roof slopes downward in the direction of the right-of-way, without the benefit of a rain gutter as is provided in the courtyard (09/AD1.4). In order to preserve the clean line of the roof overhang, staff would suggest that the roof overhangs slope inward for interior collection of water, in order to prevent stormwater from sheeting off the eaves during a heavy rain.

This guideline is not yet met.

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

Findings: The proposed building is six stories high which will preserve views east for those to west of the property in the Homestead neighborhood. For residents of the building, the majority of the units have balconies or patios facing all directions, providing a variety of view opportunities. In addition, the proposed building features a rooftop deck at the northeast corner of the building. From the deck, residents will have enhanced views of downtown Portland, the Willamette River, and Mt. Hood. *This guideline is met.*

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

Findings: The overall form of the proposed building is, for the most part, logical and balanced; the exception being the northeast corner, which is programmatically the location of the main entry and leasing lobby, as well as the location of the rooftop deck, and breaks from the regular pattern of the building to announce itself as the primary corner of the building. At first glance, the building gives the impression of permanence, particularly with the use of burnished block at the base, and the establishment of a traditional vertical order. Staff, however, has concerns regarding the quality of other proposed materials on the exterior, particularly, the two different cementitious panel colors and patterns and the white vinyl windows. Staff has not had enough time to fully comprehend their quality and ability to convey a sense of permanence, however, examples of the proposed materials, including the vinyl windows will be provided at the hearing.

This guideline is not yet met and material quality is further discussed below.

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

C4-1. Develop Complementary Structured Parking. Develop, orient and screen structured parking to complement adjacent buildings, reduce automobile/pedestrian conflicts and support the pedestrian environment.

Findings for C4 & C4-1: Parking for the proposed building is located within two levels of an underground garage, which also provides the location for the property's required loading spaces. The garage is accessed from SW Abernethy Street, which is the street with the lowest level of pedestrian traffic, as well as the location of the neighboring building's garage and trash access. The proposed building is six stories in height, relatively traditional in its U-shaped courtyard plan and provides commercial space on SW Bond with residential uses concentrated above and on the three other frontages. While many of South Waterfront's buildings are towers 20-30 stories high, they are complemented with lower level podiums or "sidecars", and the newer buildings at the south end of the district are uniformly six stories high. Two of the six-story buildings are U-shaped courtyard buildings. The proposed building complements the existing buildings in form and function. With regard to adding to the local design vocabulary, the proposed bull nose element, shown in red surrounded by brick on the SW Lane, SW Bond and SW Abernethy elevations, would be a new design element, as noted at the December 2012 Design Advice Request. Likewise, the deep overhangs at the roof level would also be a new design element, though a variant can be found on the adjacent Riva on the Park sidecar building, and more use of this element was even encouraged by some members of the Commission at the December Design Advice Request hearing.

With regard to materials, the proposed brick veneer is similar to that of the REACH building two properties to the south, while the proposed stucco can be found on the Matisse, in the form of panels, which was the first instance of this building material in the district. Staff has cautioned the applicant against using stucco panels rather than actual stucco, but notes that some of the renderings still indicate a stucco panel system. Clarification is needed on the proposed application. The proposed red cementitious panels are similar in color to the panel system on the Matisse, but different in material to the approved Matisse wood composite panels. Staff is supportive of a limited use of stucco at this location, as this property, serves a transitional role to the larger towers, which are primarily clad in glass and metal, as well as cast-in-place concrete. For this reason, staff would suggest that the applicant consider a metal panel system, as opposed to the proposed cementitious panel, to bridge this transition. Metal panels were also approved for the REACH building and would be more reflective of the neighborhood's history. Alternatively, a high quality wood panel system could also bridge this transition as the adjacent property on the north, Riva on the Park, features an abundance of wood on the south elevation. Staff is also concerned about the proposed white vinyl window systems, as mentioned above. The majority of residential windows in the district are metal, with fiberglass approved for the REACH project and for the Matisse directly south, though it appears vinyl was installed on the Matisse buildings. Staff does not feel that vinyl is an appropriate window material unless it is of exceptional quality.

Staff feels that guideline C4 is not yet met with regard to the proposed materials.

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: As noted above, the overall form of the building is relatively balanced with the exception of the northeast corner. This corner of the building breaks the otherwise orderly pattern of the building, but does so to announce itself as the primary corner of the building. Here, the red cementitious panel breaks from its regular constraints and extends skyward to serve as the railing for the rooftop deck.

Staff's concerns about materials are outlined above, though additional questions are detailed below:

- It is not clear what material will be used as cladding for the proposed "Boiler Room" on the roof;
- The same louvered vent grills are shown on the stucco portions of the building as on the brick and cement panel portions of the building, indicating they are to be painted. Staff does not feel that this design treatment demonstrates the level of integration required by this guideline and suggests the applicant look at routing the mechanical system so that it is more invisible to the viewers of this building, perhaps by ganging the mechanical vents with other building elements like windows or balconies, with variations in their dimensions, based on their associated architectural elements;
- The details for the proposed window systems show that the residential windows will be located in the same position at the outer edge of the structural wall, despite which cladding will be used at that location. This will create a situation where the windows at the brick and burnished block portions of the building will be recessed, while those at the stucco and panel portions of the building will be relatively flush to the exterior wall plane, creating inconsistent variations in light and shadow;
- The corner balconies appear, in the elevations and the renderings, to be supported by a pole, though this is not shown in plan. Clarification needs to be provided as a pole would be considered a foreign element, weakening the overall coherency of the design;
- The lighting scheme appears to be incomplete, as noted above; and
- No signage information was provided, allowing the opportunity for inconsistent signage to

be applied at a later date.

This guideline is not yet 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.

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

Findings for C6 and C9: The applicant is proposing landscaping in the frontage zones along SW Moody and SW Lane, as well as portions of SW Bond and SW Abernethy. The landscaped frontage zones soften the building's interaction with the sidewalks and provide a little extra privacy. The interior courtyard opens onto a public area for short-term bicycle parking, which is landscaped with low planters. Staff feels that the transitions between the building and the more public areas, particularly along SW Bond could be strengthened with elements intentionally designed to provide seating. Additionally, the potential for a strong connection and transition to the SW Lane accessway cannot yet be explored, as the applicant has not reached an agreement with the adjacent property owner. Staff feels that, if the applicant can reach an agreement with the adjacent property owner, the northeast corner of the proposed building, where the building's leasing office is proposed, would be much more successful and inviting, increasing the building's attractiveness to potential renters.

These guidelines are not yet 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: Fairly regular in plan and elevation, the building loosens its constraints at the northeast corner, with changes in building height and façade planes. The applicant is also proposing recessed balconies at each of the building's corners, which will serve to activate these corners while staying within the overall building envelope. In addition, awnings and flexible commercial space is provided all along the SW Bond frontage, while stair and elevator towers are located mid-block. *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: On all four sides, the sidewalk level of the building is differentiated from the floors above by a different material, as well as floor-to-ceiling windows at both the commercial spaces and the residential units. Along Bond, and the northeast and southeast corners, the ground floor is further differentiated with a nearly continuous line of metal canopy awnings. *This guideline is met.*

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

Findings: Currently, the applicant is not proposing any encroachments in the right-of-way, other than upper level balconies, which are integrated with the overall building design and will serve to activate the building façade. There is an active Revocable Encroachment Permit Review to allow side-facing stoops within the 2'-6" frontage zone along SW Moody. If these are allowed, the stoops will further activate the ground floor of this façade. *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 roof of the proposed building will serve multiple purposes, including the location of mechanical units, a newly-introduced boiler room, and a rooftop deck for use by the residents. Detailed information on the rooftop deck has not been provided, with regard to materials or program. The rooftop mechanical systems are grouped together to minimize their footprint and are proposed to be screened with a louver screen system. As noted above, the materials of the proposed rooftop boiler room have not been identified. Based on the renderings, the material seems to be the same as the stucco on other portions of the building, but is rendered differently in the elevations. Clarification is needed.

This guideline is not yet 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.

C13-1. Coordinate District Signs. Consider the development of a master sign program that integrates the sign system with the development's overall design.

Findings for C13 & C13-1: The applicant has not provided any information on potential signage for the proposed building, indicating that application of signs will be made within the 32 square foot exemption for design review. Staff is concerned that this will lead to signage that is not integrated with the building, but rather applied. Staff especially encourages the applicant to not propose parapet signage as is shown on the SW Moody Elevation on A3.2, as this is targeted at drivers on I-5 rather than pedestrians, has a negative effect on the Portland skyline, and is atypical for this building typology. Signage for the building, when proposed, should be located along SW Bond, at the storefront and at the location the application has designated as the primary entrance.

These guidelines are not yet met.

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

Modification #1: Loading Space Clearance, PZC 33.266.310.D.b to reduce the 10'-0" clearance requirement to 8'-8" for the two loading spaces in the underground parking garage.

Purpose Statement: A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.

Standard: 33.266.310.D.b, Standard B: The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

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

Findings: The modification to reduce the required loading space clearance from 10'-0" to 8'-8" will help the proposal better meet the design guidelines, particularly A8, *Contribute to a Vibrant Streetscape* and B2, *Protect the Pedestrian*. By providing the required loading spaces in the underground garage, the applicant ensures a more vibrant streetscape in that the number of curb cuts and vehicular activity at the street level is reduced by consolidating this use with other vehicular uses underground. Reduction of the required clearance to 8'-8" also allows the applicant the opportunity to provide the loading spaces underground without compromising the interaction of the first floor of the building with the adjacent sidewalk, thereby strengthening the streetscape's vibrancy.

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

Findings: Clearance requirements are created to ensure there is adequate area for loading and unloading. The applicant has provided information stating that the typical 10' moving truck is 8'-7" high from the base of the tire to the top of the truck. A 10-foot truck will accommodate a studio or one-bedroom apartment, which makes up 85% of the proposed building's units. For reference, a 14' truck is 10'-0" high and even with the required minimum clearance met, would not be recommended, as variations in tire pressure could pose a threat to the structure. Staff feels that 8'-8" is adequate clearance for a 10-foot moving truck and finds that the reduce clearance meets the purpose of the standard.

Therefore this Modification merits 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 proposed 6-story building will serve to fill a void in the urban pattern, as the existing building no longer fits with the neighborhood that has grown up around it. When completed, the proposed building will strengthen the commercial spine of South Waterfront and act as a polite fabric building in the larger context of the neighborhood. However, staff has concerns about missed opportunities, particularly along the SW Lane accessway, as well as with the quality and compatibility of the two types of proposed cement panels and the white vinyl windows. There are many details that need refinement before staff can recommend approval as outlined above and below:

- **Connectivity at the Ground Level and Access** (A3, A4, A8, B1-2, B7, C6, C9) – Staff strongly encourages the applicant to make direct connections to the SW Lane accessway, remove barriers to the SW Moody entrance, and provide a safer location for long-term bicycle parking;
- **Integration with the Neighborhood** (A2, A4-1, A5, A5-1, C4) – Staff encourages refinement of landscaping and design elements so the project will be better integrated with the South Waterfront neighborhood through additional native plantings and refinement of materials and/or other elements that relate to the special character of South Waterfront;
- **Quality and Permanence** (B2-1, C2, C4, C5, C11, C-12, C13, C13-1) – Staff encourages refinement of materials and design elements, better integration of the rooftop design, signage, and lighting. Staff discourages the use of stucco panels, cement panel siding, and white vinyl windows as these materials generally are not representative of the quality or character of the district;
- **Pedestrian Protection** (B2, B2-1, B6, B7) – Staff encourages additional attention be paid to providing safety measures, including an audible alarm system for the garage, additional lighting, revision of the roof angle of the overhangs, and providing additional accessible routes, particularly to the transit street, SW Moody.

TENTATIVE STAFF RECOMMENDATION

Based on the deficiencies, noted in the above guidelines, A2, A3, A4, A4-1, A5, A5-1, A8, B1-2, B2, B2-1, B6, B7, C2, C4, C5, C6, C9, C11, C12, C13 and C13-1, approval is not yet recommended.

At the time of design review approval, staff recommends approval of the following Modification request:

1. Reduce the clearance for the proposed loading spaces from the standard 10'-0" to 8'-8" (PZC 33.266.310.D.b).

Procedural Information. The application for this land use review was submitted on January 22, 2013, and was determined to be complete on Feb 12, 2013.

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 January 22, 2013.

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

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.

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

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

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. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

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, only evidence previously presented to the Design Commission 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. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the BDS application fee, up to a maximum of \$5,000).**

Appeal Fee Waivers: 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 may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

Planner's Name: Hillary Adam

Date: March 25, 2013

EXHIBITS

NOT ATTACHED UNLESS INDICATED

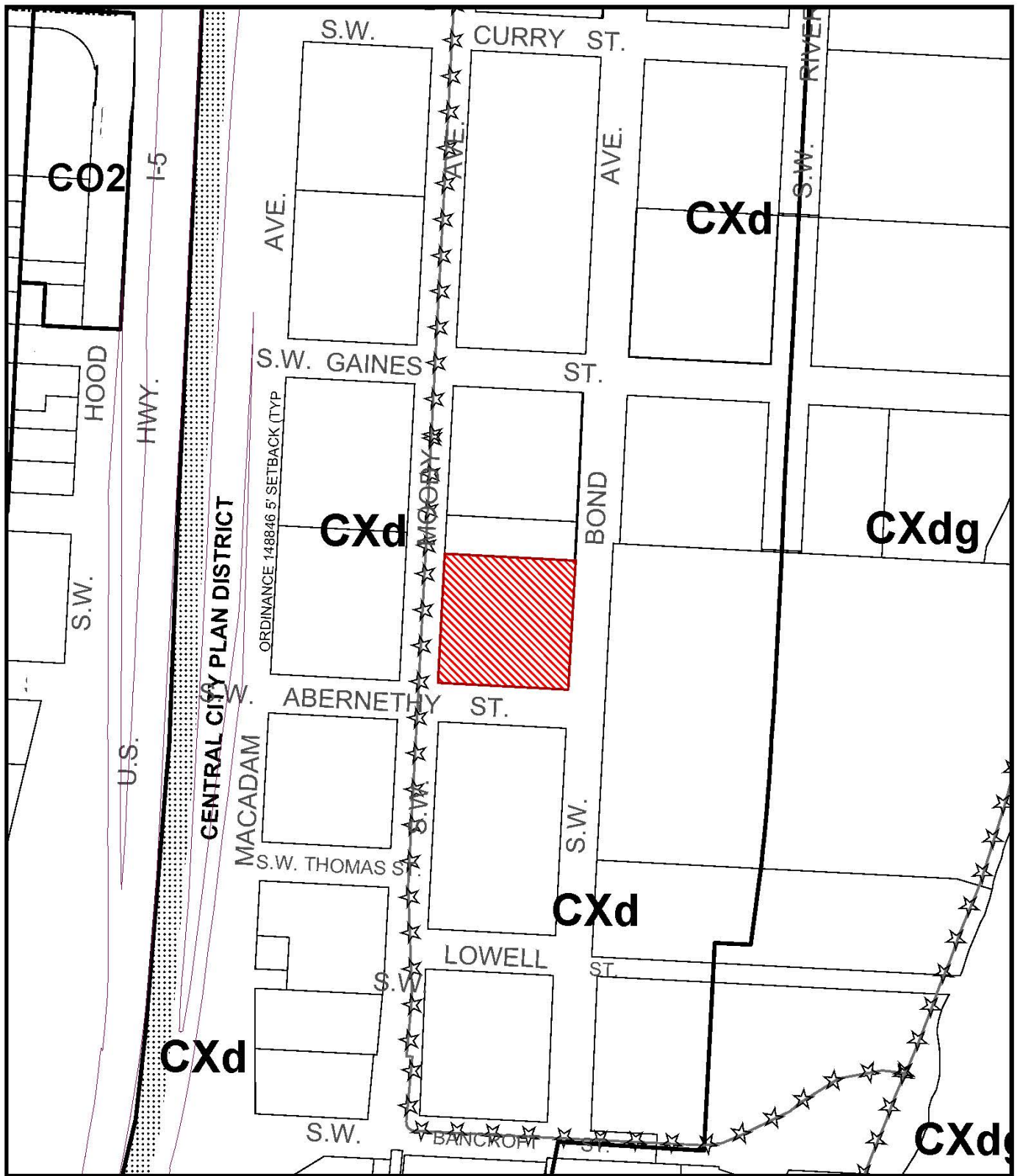
A. Applicant's Statement:

1. Original Submittal Statement

2. Applicant's Response Letter for Review for Completeness, dated February, 11, 2013
 3. Applicant's request for Placement of Underground Structure, dated March 5, 2013
 4. Applicant's Revocable Encroachment Permit Application
- B. Zoning Map (attached):
- C. Plans & Drawings:
1. Cover Sheet A0.0
 2. Project Areas A0.1
 3. Existing Conditions Plan C001
 4. Street and Storm Plan C100
 5. Utility Plan C101
 6. Vicinity Map A1.1
 7. Site Photos A1.2
 8. Site Aerial View A1.3
 9. Site Plan A1.4 (attached)
 10. FAR Diagrams A1.5
 11. Layout Plan L2.01
 12. Layout Plan L2.02
 13. Materials and Images
 14. Floor Plan Garage Level 2 A2.1
 15. Floor Plan Garage Level 1 A2.2
 16. Floor Plan Unit Level 1 A2.3
 17. Floor Plan Unit Levels 2-6 (TYP.) A2.4 (attached)
 18. Roof Plan A2.5
 19. Elevations A3.1 (attached)
 20. Elevations A3.2 (attached)
 21. Elevations A3.3
 22. Enlarged Wall Sections/Elevations A4.1
 23. Enlarged Wall Sections/Elevations A4.2
 24. Enlarged Wall Sections/Elevations A4.3
 25. Enlarged Wall Sections/Elevations A4.4
 26. Enlarged Wall Sections/Elevations A4.5
 27. Enlarged Wall Sections/Elevations A4.6
 28. Enlarged Wall Sections/Elevations A4.7
 29. Enlarged Wall Sections/Elevations A4.8
 30. Enlarged Wall Sections/Elevations A4.9
 31. Building Sections A5.1
 32. Building Sections A5.2
 33. Perspective – View from NE on Bond A6.1
 34. Perspective – View from NW on Lane A6.2
 35. Perspective – View from SW on Moody A6.3
 36. Perspective – View from Abernethy A6.4
 37. Perspective – View of Courtyard A6.5
 38. Perspective – Elevated View of Courtyard A6.6
 39. Perspective – Courtyard View Towards Bond A6.7
 40. Perspective – View of Bond from Street A6.8
 41. Perspective – View of Moody from Street A6.9
 42. Perspective – View from Highway 5 - Roof Life A6.10
 43. Perspective – View from NE Corner on Bond at Night A6.11
 44. Details AD1.1
 45. Details AD1.2
 46. Details AD1.3
 47. Details AD1.4
 48. Details AD1.5
 49. Details – Security Fence Elevation L4.01

- 50. Details – Rectangular Fire Pit L4.02
- 51. Details – Fountain Section L4.03
- 52. Details – Grill Elevation L4.04
- 53. Details – Grill Elevation L4.05
- 54. Details – Typical Planter Wall L4.06
- 55. Landscape Plan L5.01
- 56. Courtyard Landscape Plan L5.02
- 57. Plant Legend L5.03
- 58. Plant Details L5.04
- 59. Plant Details L5.05
- 60. Materials and Images
- 61. Materials and Images
- 62. Material Board
- 63. Destination Lighting Two-Light 16-Inch Outdoor Wall Light Specifications
- 64. American Lighting Commercial Grade Light String Specifications
- 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
- E. Agency Responses:
 - 1. not used
 - 2. Life Safety Division of BDS
 - 3. Bureau of Environmental Services
 - 4. Site Development Section of BDS
 - 5. Water Bureau
 - 6. Fire Bureau
- F. Letters:
 - 1. Bob Cronk, wrote on February 22, 2013, stating that the square footage of retail space seemed insufficient, given the size of the proposed building.
- G. Other:
 - 1. Original LUR Application
 - 2. Request for Completeness Review
 - 3. BES Completeness Response
 - 4. PBOT Completeness Response
 - 5. BES Completeness Response
 - 6. Design Advice Request Summary Memo, dated December 12, 2012
 - 7. Land Use Planner Response to Pre-Application Conference, dated December 12, 2012

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



NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT
SOUTH WATERFRONT

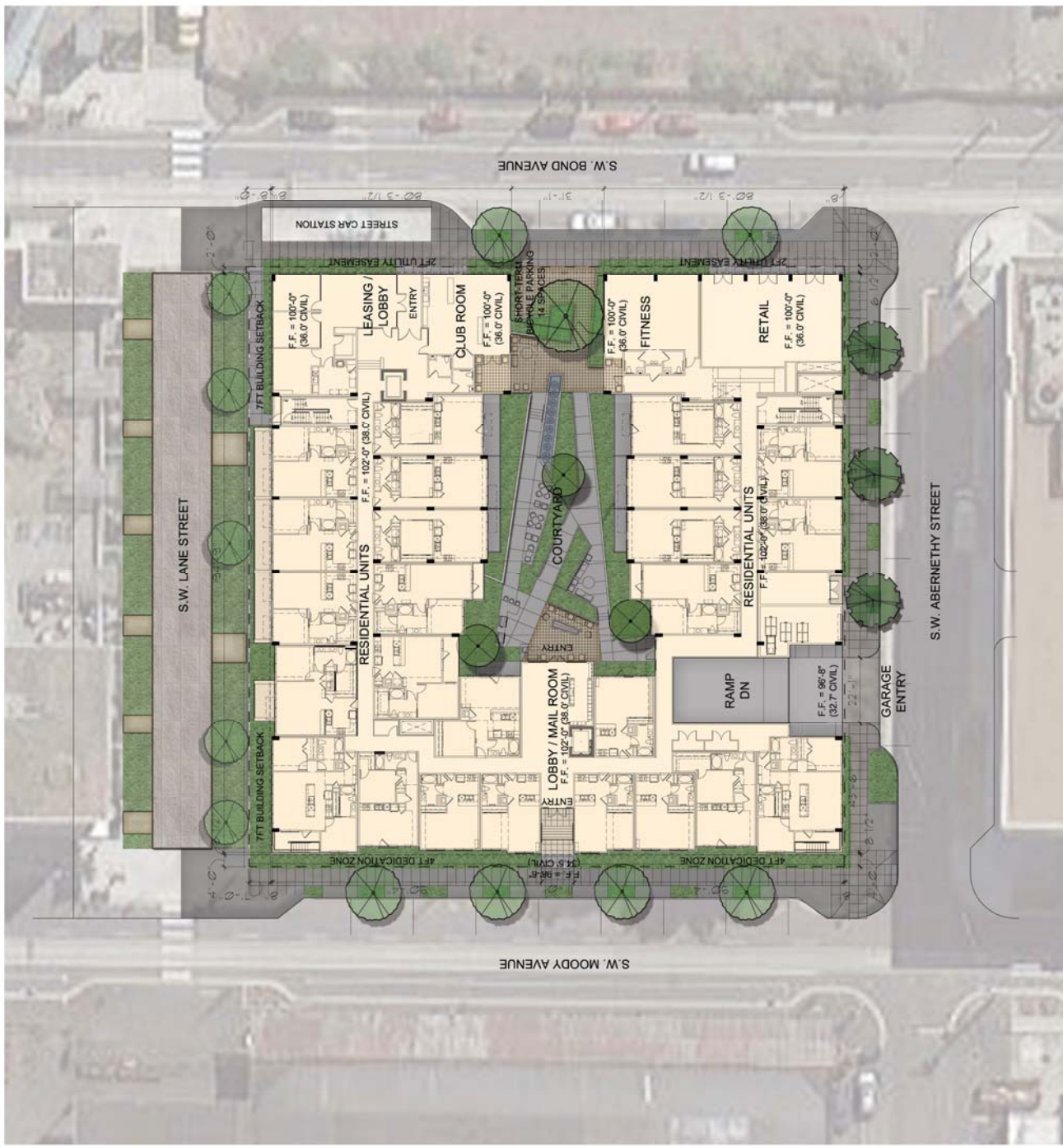
File No. LU 13-107395 DZM

1/4 Section 3429,3430

Scale 1 inch = 200 feet

State_Id 1S1E10DB 700

Exhibit B (Jan 22,2013)



SITE
 SCALE: 1" = 10'
 12260
 A14
 SITE PLAN

PROJECT NO.: 15
 DRAWN BY: LO
 CHECKED BY: ---
 DATE SET: 03/22/2015
 PROJECT NO.: 15
 CONSTRUCTION SET DATE: 03/22/2015
 REVISIONS: 1. 03/22/2015
 REVISION: 2. 03/22/2015



Hensley Lamkin Rachel, Inc.
 ARCHITECTURE AND PLANNING
 1401 QUORUM DRIVE
 DALLAS, TEXAS 75254
 PHONE 972.726.9400
 FAX 972.726.9401
 SUITE 550

Block 43
 ALAMO MANHATTAN
 PORTLAND, OREGON

UNITS

BICYCLE STORAGE IN UNITS

AMENITIES

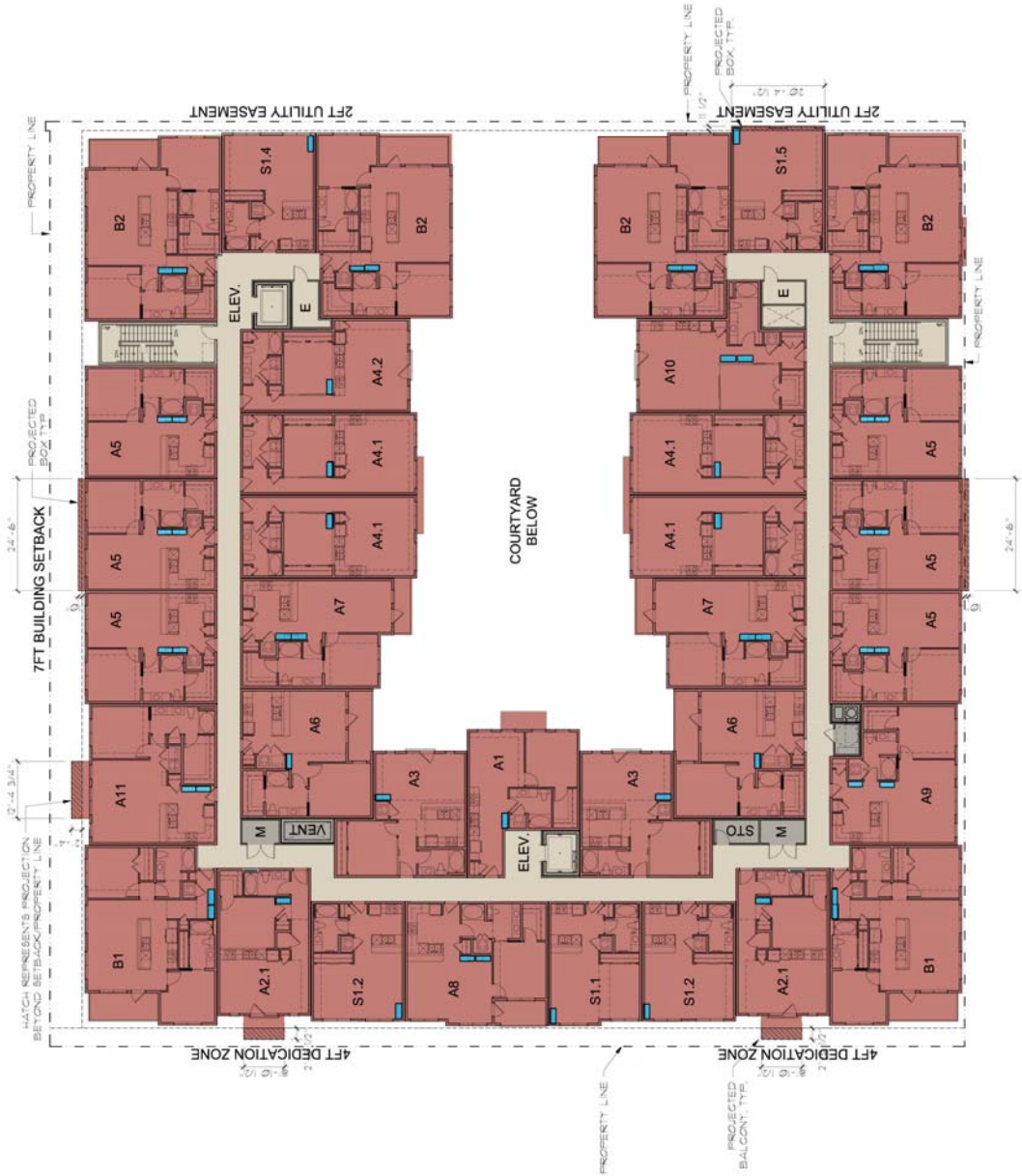
COMMON

RETAIL

PARKING

PROJECTIONS BEYOND PROPERTY LINE

PROGRAM LEGEND



1 FLOOR PLAN UNIT LEVELS 2-6 (TYP.)

SCALE: 1/8" = 1'-0"

Block 43

ALAMO MANHATTAN
PORTLAND, OREGON

Hensley Lamkin Rachel, Inc.
ARCHITECTURE AND PLANNING
DALLAS, TEXAS
PH 972.726.9400
FAX 972.726.9401

SUITE 550
7.054

14681 QUORUM DRIVE
DALLAS, TEXAS



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PROJECT NAME:	JS
DRAWN BY:	LO
CHECKED BY:	---
DATE SET:	03/22/2013
PERMIT SET DATE:	---
CONSTRUCTION SET DATE:	---
REVISIONS:	
REVISION 1:	03/12/2013
REVISION 2:	03/13/2013
REVISION 3:	03/22/2013

12260

A2.4
FLOOR PLAN
UNIT LEVELS 2-6 (TYP.)

V-01-08-13

Block 43

ALAMO MANHATTAN
PORTLAND, OREGON

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SLATE 550
75254



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HENSLEY LAMKIN RACHEL, INC.
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DALLAS, TEXAS 75248
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FAX 972.726.9401

PROJECT NO: 05
DRAWN BY: LS
CHECKED BY: ---
DATE: 07/22/2010
PRINT SET DATE: 07/22/2010

CONSTRUCTION SET BLUE
REVISIONS
REVISION 1 02/12/2010
REVISION 2 03/11/2010
REVISION 3 03/22/2010

12260

A3.1
ELEVATIONS

V-01-08-13

ELEVATION LEGEND	
1	STUCCO FINISH SYSTEM
2	BRICK VENEER
3	BURNISH BLOCK
4	MECHANICAL SCREEN
5	HIGH GRADE CONCRETE WINDOW
6	STONE FINISH SYSTEM
7	PAINTED STAINLESS STEEL
8	EXPOSED CONCRETE (HARSH FINISH SYSTEM)
9	CONCRETE PANEL SYSTEM
10	METAL CANOPY
11	PAINTED FIBER BOARD
12	CERT STONE CAP
13	MECHANICAL VENT GRILL
14	LAP JOINT SYSTEM



02 EAST ELEVATION S.W. BOND
SCALE: 1/8" = 1'-0"



01 NORTH ELEVATION S.W. LANE
SCALE: 1/8" = 1'-0"

Block 43

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PROJECT NAME: J5
DRAWN BY: LO
CHECKED BY: ---
DATE SET: 03/22/2013
PROJECT SITE: 100

CONSTRUCTION SET NAME
PROJECT SITE: 100

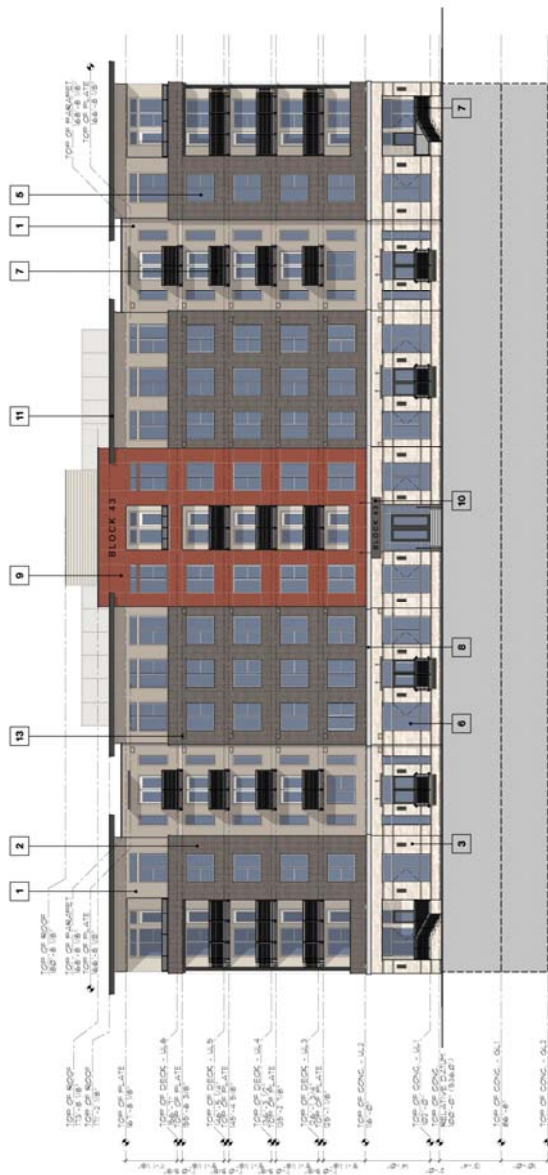
REVISIONS
REVISION 1 03/12/2013
REVISION 2 03/12/2013
REVISION 3 03/22/2013

12260

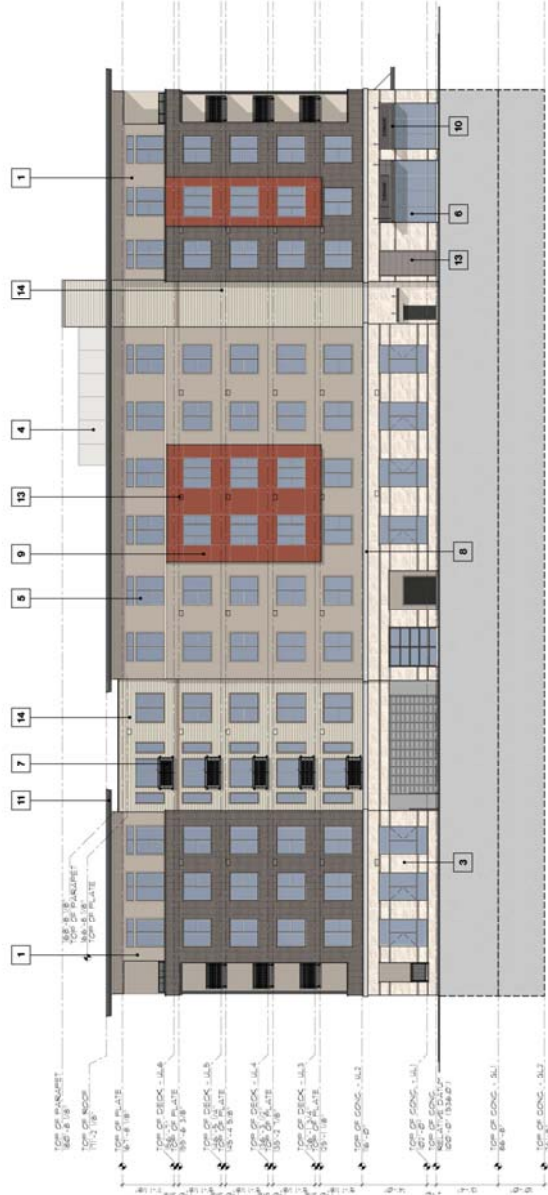
A3.2
ELEVATIONS

V-01-08-13

ELEVATION LEGEND	
1	STUCCO FINISH SYSTEM
2	BRICK VENEER
3	BANDING BLOCK
4	MECHANICAL SCREEN
5	HIGH GRADE VINYL WINDOW
6	STAINMENT SYSTEM
7	PAINTED GUARDRAIL SYSTEM
8	EXPOSED CONCRETE (RUMBED SMOOTH FINISH)
9	CERAMITOUS PANEL SYSTEM
10	METAL CANOPY
11	PAINTED FASCIA BOARD
12	COPY STONE CAP
13	MECHANICAL VENT GRILL
14	LAP SIDING SYSTEM



02 WEST ELEVATION S.W. MOODY
SCALE: 1/8" = 1'-0"



03 SOUTH ELEVATION S.W. ABERNETHY
SCALE: 1/8" = 1'-0"