

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III



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INDEX TO NARRATIVE APPLICATION RESPONSE

PROJECT OVERVIEW

Application Request	page 3
Project Description	page 4
Project Data	page 5

INDEX OF ARCHITECTURAL DRAWINGS	page 6, 7 & 8
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DEVELOPMENT STANDARDS

Development Standards of the Base Zone (EX Zone), Chapter 33.140	page 9
Northwest Plan District, Chapter 33.562	page 16
Con-Way NW Master Plan Design Standard.....	page 20
Parking and Loading Development Standards, Chapter 33.266	page 28
Title 32 Signs and Regulations	page 32

DESIGN GUIDELINES

Con-Way NW Master Plan Guidelines.....	page 34
Community Design Guidelines.....	page 37

MODIFICATIONS.....	page 45
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BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

APPLICATION REQUEST SUMMARY

Approval of the building, site, and Right of Way improvements.

Approval of the Modification.

33.284.040 Design Review

Type III Design Review is required for projects in the Northwest Plan District over the specified dollar threshold.

Proposal

This narrative is part of the design review application.

The criterion is met

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

PROJECT DESCRIPTION

The proposed project is located at the SW corner of NW 21th Avenue and NW Raleigh Street. The 92,000 SF site includes frontages of 460' on NW Raleigh and Quimby and 200' on NW 21st and 22nd. The EXd zoned site is located in the Northwest Plan District and is in the Conway Master Plan area.

The project includes a 36,000 SF renovated single-story warehouse building to be converted to retail use on the western half of the superblock and a new 125,000 SF six-story wood-framed Mixed-use apartment building on the eastern portion of the site. . Apartments are located on each of the upper five stories of the proposed building. The ground story of the apartment building includes both tenant retail units and tuck under parking. The project includes 114 total units. There are 79 underground parking spaces provided for the use of residents and an additional 66 on grade parking spaces for use by the grocery . All parking is screened from the street and is located either under or behind the apartment building.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

BASIC PROJECT DATA

Applicant: CE John Properties 66 LLC
1701 SW Columbia River Drive
Vancouver, WA 98663

Contact: Holst Architecture – Alan Jones
110 se 8th Avenue Portland, OR 97214
Phone: 503.233.9856

Location: NW 21th Avenue & NW Raleigh Street Portland, OR 97209

Legal: CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & LOT 11-18

Zoning: EXd, Central Employment with design overlay

Map: 2927 (2827 OLD)

Neighborhood: Northwest District

Master Plan: Con-Way NW Master Plan

School District: Portland School District #1

Request: Type III Design Review with a modification for a new mixed-use apartment building and renovation of an existing warehouse building.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

DRAWINGS INDEX

OVERVIEW

- C.3 Existing Master Plan and Block 296 Map
- C.4 Existing Master Plan and Block 296 Photos
- C.5 Master Plan and Block 296 Diagrams
- C.6 Master Plan and Block 296 Diagrams
- C.7 Block 296 Diagrams and Code Review
- C.8 Site Plan
- C.9 Rendering, Aerial
- C.10 Rendering, Aerial

WAREHOUSE

- C.13 Rendering, Aerial of East Facade
- C.14 Rendering, Northeast Corner
- C.15 Rendering, Looking West on NW Quimby St.
- C.16 Rendering, Southeast Corner
- C.17 Ground Floor Plan
- C.18 Roof Plan
- C.19 Building Elevations, East and West
- C.20 Building Elevations, North and South
- C.21 Rendering, Northeast Corner
- C.22 Enlargements, Northeast Corner
- C.23 Enlargements, Northeast Corner
- C.24 Enlargements, Southeast Corner
- C.25 Enlargements, Northwest Corner
- C.26 Enlargements, Northwest Corner
- C.27 Enlargements, Southwest Corner
- C.28 Enlargements, Loading Zone
- C.29 Building Materials
- C.30 Landscaping Plan, 22nd St. Frontage

PEDESTRIAN ACCESSWAY

- C.33 Rendering, Meandering Through the Accessway
- C.34 Rendering, Looking at Green Wall
- C.35 Rendering, Approaching from Parking
- C.36 Rendering, Approaching from Raleigh
- C.37 Site Plan
- C.38 Concept Diagrams
- C.39 Planting Palette

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

- C.40 Planting Plan
- C.41 Materials Plan
- C.42 Composite Plan

MIXED-USE

- C.45 Rendering, Southeast Corner
- C.46 Rendering, Northeast Corner
- C.47 Rendering, Northwest Corner
- C.48 Rendering, Aerial of West Facade
- C.49 Rendering, Southwest Corner
- C.50 Rendering, Garage Entry and Ramp Cover
- C.51 Parking and Ground Floor Plan
- C.52 Second and Third Floor Plan
- C.53 Fourth and Fifth Floor Plan
- C.54 Sixth Floor and Roof Plan
- C.55 East Building Elevation
- C.56 West Building Elevation
- C.57 North Building Elevation
- C.58 South Building Elevation
- C.59 Building Sections
- C.60 Building Sections
- C.61 Rendering, East Facade
- C.62 Rendering, East Facade
- C.63 Rendering / Enlargement, White Brick Facade
- C.64 Enlargements, White Brick Facade
- C.65 Rendering / Enlargement, Charcoal Brick Facade
- C.66 Enlargements, Charcoal Brick Facade
- C.67 Enlargements, Wood Storefront at SE Corner
- C.68 Enlargements, Wood Storefront at Residential Lobby
- C.69 Enlargements, Butt-Glazed Aluminum Storefront at 21st
- C.70 Enlargements, Steel Storefront at 21st
- C.71 Enlargements, Aluminum Storefront at 21st
- C.72 Enlargements, Wood Storefront at 21st
- C.73 Enlargements, Aluminum Storefront at NE Corner
- C.74 Enlargements, Corten Screen at Covered Parking
- C.75 Enlargements, Sixth Floor Amenity Deck
- C.76 Building Materials
- C.77 Landscaping Plan, 22nd Ave. Frontage
- C.78 Landscaping Plan, 2nd Floor Roof

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

ROW STANDARDS

- C.81 Keyed Site Plan
- C.82 Site Trees, Plantings, Pavers, Furnishings, Lights
- C.83 Sidewalk Scoring Pattern Diagrams
- C.84 22nd Parking Turning Radius Diagrams

APPENDIX

- C.87 Existing Site Survey
- C.88 Grading Plan
- C.89 Utility Plan
- C.90 New Season's Sign Package
- C.91 New Season's Sign Package
- C.92 New Season's Sign Package
- C.93 New Season's Sign Package
- C.94 New Season's Sign Package
- C.95 Warehouse Lighting Plan
- C.96 Pedestrian Accessway Lighting Plan
- C.97 Mixed-Use Lighting Plan
- C.98 Mixed-Use Roof HVAC Plan
- C.99 Modification Diagrams
- C.100 Modification Diagrams
- C.101 Modification Diagrams
- C.102 Modification Diagrams

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

DEVELOPMENT STANDARDS

The intent of the Central Employment zone (EX) is to accommodate industrial, business, and service uses that need a central location. Residential uses are also allowed, but are not intended to predominate or set development standards for other uses in the area.

The following development standards are applicable to the design and development of City of Portland, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18. The uses described in this project are allowed outright. The accompanying standards are addressed beginning with the more specific Site Development Standards found in the Northwest Plan District and culminating with the more general Site Development Standards of the Base Zone. This block is also spotted zoned in the Conway Master Plan to allow a grocery store over 20,000 SF. Where a standard needs to meet both the Northwest Plan District and the Base Zone requirement, the Northwest Plan District standard is addressed first to avoid duplication with the base zone.

EMPLOYMENT AND INDUSTRIAL ZONES DEVELOPMENT STANDARDS – Chapter 33.140

33.140.100 Primary Uses

Proposal

Per Table 140-1, Household Living use is allowed in the EX zone.

The criterion is met.

33.140.110 Accessory Uses

Uses that are accessory to a primary use are allowed if they comply with specific regulations for the accessory use and all development standards.

Not applicable to this project.

33.140.130 Nuisance-Related Impacts

Not applicable to this project.

33.140.140 On-Site Waste Disposal

Not applicable to this project.

33.140.200 Lot Size

Superseded by Lots in Employment Zones Development Standards and Conway Master Plan.

33.140.205 Floor Area Ratio

Superseded by Northwest Plan District Development Standards and the Conway Master Plan.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.140.210 Height

Superseded by Northwest Plan District Development Standards and the Conway Master Plan.

33.140.215 Setbacks

Superseded the Conway Master Plan.

33.140.220 Building Coverage

Superseded the Conway Master Plan.

33.140.225 Landscaped Areas

Table 140-3 indicates that a Minimum Landscape area is not required.

Proposal

Significant landscape areas are included in the proposed project.

The criterion is met.

33.140.230 Ground Floor Windows in the EX Zone

Superseded the Conway Master Plan.

33.140.235 Screening

B. Garbage and recycling collection areas. Must be screened from the street and any adjacent properties. Screening must comply with at least the L2 or F2 standards of Chapter 33.248, Landscaping and Screening.

33.248.020

B. - L2, Low Screen.

Continuous screen of evergreen shrub forming a 3 ft screen or a 3-foot-high masonry wall + (1) large tree @ every 30 linear feet, (1) medium tree @ every 22 linear feet, or (1) small tree @ every 15 linear feet of landscaped area + ground cover plants covering remaining area.

G. – F2, fully sight-obscuring fence.

Fences must be 6 feet high and 100 percent sight obscuring. Fences may be made of wood, metal, bricks, masonry or other permanent materials.

Proposal:

The garbage and recycling collection areas are located within the proposed buildings.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.140.240 Pedestrian Standards

The pedestrian standards encourage a safe attractive, and usable pedestrian circulation system... they ensure direct pedestrian connection between the street and buildings on the site, and between buildings and other activities within the site. On site pedestrian system must meet all standards of this subsection.

Standard:

1. Connections

a.(2). Sites with more than one street frontage.

There must be a straight-line connection between one main entrance of each building on the site and the adjacent street. The straight-line connection may not be more than 20 feet longer or 120 percent of the straight-line distance whichever is less.

An additional connection, which does not have to be a straight-line connection, is required between each of the other streets and a pedestrian entrance. However, if at least 50 percent of a street facing façade is within 10 feet of the street, no connection is required to that street.

b. Internal Connections. The system must connect all main entrances on the site, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities.

2. Materials.

Materials must be hard surfaced and at least 6 feet wide. Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least 4 inches high.

3. Lighting.

On-site pedestrian circulation system must be lighted to a level where the system can be used at night by the employees, residents, and customers.

4. Area between a building and a street lot line.

Must be landscaped to at least the L1 level and/or hard surfaced for use by pedestrians. This area may be counted towards any minimum landscaped area requirements. Bicycle parking may be located in the area between a building and a street lot line when the area is hard-surfaced.

33.248.020 Landscaping and Screening Standards.

L1, general landscaping. Two different requirements for trees and shrubs below. Ground cover plants must fully cover the remainder of the landscaped area.

2.a. Where the area to be landscaped is less than 30 feet deep, one large tree per 30 linear feet, one medium tree per 22 linear feet, or one small tree per 15 linear feet.

2.b. Where the area to be landscaped is 30 feet or greater, two high shrubs or three low shrubs per 400 square feet of landscaped area in addition to the trees required in a 2.a, above.

Proposal

The proposed project complies with the Pedestrian Standards.

Holst Architecture/GBD for CE John Properties
June 24th, 2013

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The criterion is met.

33.140.242 Transit Street Main Entrance

For portions of a building within the maximum building setback, at least one main entrance for each tenant space must be within 25 feet of the transit street, allow pedestrians to both enter and exit the building and either face or be at a 45° angle from the transit street. The main entrance must be unlocked during regular business hours.

Proposal

NW 21st Avenue is a Transit Street. The mixed-use building faces NW 21st Avenue. The residential lobby faces NW 21st Avenue. In addition, seven retail spaces face NW 21st Avenue including those at the intersections of NW Quimby and Raleigh which are located such their main entrances are within 25' of the corners.

The criterion is met.

33.140.245 Exterior Display, Storage, and Work Activities

A. Purpose. The exterior development standards of this section are intended to assure that exterior display, storage, and work activities:

Will be consistent with the desired character of the zone.

B. Exterior Display and C. Exterior Storage are not allowed in the EX zone.

E. Other exterior activities. Exterior work activities are allowed in the industrial zones but not the employment zones.

F. Paving. All exterior development areas must be paved.

Proposal

No exterior displays are proposed. No exterior storage is proposed. The outdoor pedestrian circulation areas (sidewalk) are paved.

The criterion is met.

33.140.250 Trucks and Equipment

Proposal

An application for an offsite loading zone to serve the grocery store has been submitted to PBOT. Approval has been suggested by PBOT staff.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.140.255 Drive-Through Facilities

The regulations for truck and equipment parking apply to business vehicles that are parked regularly at a site. The regulations do not apply to pick-up and delivery activities, or to the use of vehicles during construction, or other service at the site which occurs on an intermittent and short-term basis. The truck categories are defined in Chapter 33.910.

Light and medium trucks. The parking of light and medium trucks and similar equipment is allowed in areas that meet the perimeter development standards for parking areas. The areas must be paved.

Heavy trucks. The parking of heavy trucks and similar equipment is allowed in zones that allow exterior storage. The development standards for exterior storage must be met in the area where the heavy trucks and similar equipment are parked.

Not applicable to this project.

33.140.265 Residential Development

Standard: When allowed, residential development is subject to the following development standards:

a. Generally. Except as specified in this section, base zone development standards continue to apply;

b. Existing Buildings. Residential uses in new development are subject to the development standards of the EX Zone, except as specified in this section;

c. New Development. Residential uses in new development are subject to the development standards of the EX Zone, except as specified in this section;

d. Permit-Ready Houses. Chapter 33.278 contains provisions for Permit-Ready houses on narrow lots.

e. Residential Main Entrances.

f. Street-facing facades.

g. Garages

Proposal

The project complies with the requirements of the base zone. Residential main entrance standards do not apply to multi-family apartment buildings. However, the proposed buildings comply with the main entrance standards. Street facing facade standards do not apply to multi-family apartment buildings. However, the proposed buildings do comply with the street facing facade standards. The garage standards do not apply to this project.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.140.270 Detached Accessory Structures

Not applicable to this project.

33.140.275 Fences

Street building setbacks. Measured from the front lot line. Fences up to 3-1/2 feet high are allowed in a required street building setback that is measured from a front lot line. Fence up to 8 feet high are allowed in required side or rear building setbacks that do not abut a pedestrian connection. Fences up to 8 feet high are allowed in required side or rear building setbacks that abut a pedestrian connection if the pedestrian connection is part of a right of way that no less than 30 feet wide. Fences up to 3-1/2 feet high are allowed in required side or rear building setbacks that abut a pedestrian connection if the pedestrian connection is part of a right of way that is less than 30 feet wide.

Proposal

3' tall fences are proposed as part of the L2 screen. See the LUR booklet.

The criterion is met.

33.140.280 Demolitions

Not applicable to this project. The site is vacant.

33.140.290 Nonconforming Development

Existing development that does not conform to the development standards of this chapter may be subject to the regulations of Chapter 33.258, Nonconforming Situations.

See 33.258.070 Nonconforming Development below.

33.140.295 Parking and Loading

See Parking and Loading Standards, Chapter 33.266.

33.140.300 Signs

See Title 32, Signs and Regulations.

33.140.305 Street Trees

Street trees are required for all developments by the City Forester.

Proposal

New street trees are proposed. See LUR Booklet. Street trees will be shown on the Frontage Street Improvement Plans as submitted to the City Forester for review.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The criterion is met.

33.140.310 Superblock Requirements

Superseded by the Con-way Master Plan.

33.140.315 Recycling Areas

Requirements for recycling are regulated by the Office of Sustainable Development. See Section 17.102.

Proposal

Garbage and Recycling Enclosure area is designed to allow for compliance with Administrative Rules established by the Office of Sustainable Development.

The criterion is met.

33.614.100 Minimum Lot Dimension Standards

Standard: There are no required minimum lot dimensions for lots in EX zone.

Proposal

Proposed buildings are located on a 200' x 457' superblock site.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

NORTHWEST PLAN DISTRICT DEVELOPMENT STANDARDS: Chapter 33.562

33.562.100 Residential Use Limitation

Standard: Maximum 20% of the net building area may be Residential uses in areas shown on Map 562-2

Proposal

The proposed project is not in the residential use limited area.

Not applicable to this project.

33.562.110 Retail Sales and Service Uses in the EX Zone

Standard: Retail Sales and Service uses are allowed up to 3,000 of net building area for each use as shown on Map 562-2

Proposal

This section is superseded by the Conway Master Plan. This block has been spot zoned in the Master Plan to allow a grocery store that is larger than 20,000 SF.

The criterion is met.

33.562.120 Retail Sales and Service and Office Uses in the RH Zone

Standard: Retail Sales and Service uses are allowed in the RH zone if located within 100ft of a streetcar alignment; and if uses are limited to 20% of the net building area of the site.

Proposal

The project site is located in the EX Zone.

Not applicable to this project.

33.562.130 Commercial Parking in Multi-Dwelling Zones

Standard: This section regulates the amount of commercial parking in Multi-Dwelling zones to address the scarcity of off-street parking in an area where busy commercial main streets are adjacent to high-density residential areas. These regulations apply to type A, B, and C parking sites shown on Map 562-3.

Proposal

The project does not include commercial parking and is neither in a type A, B, and C parking site indicated on Map 562-3.

Not applicable to this project.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.562.210 Maximum Height

The Conway Master Plan supersedes the District Standards. See the Master Plan Section of the Narrative.

Proposal

The tallest building proposed in 70' from the high point and 74'-6" from the lowest point of fire truck access.

The criterion is met.

33.562.220 Floor Area Ratio

The Conway Master Plan supersedes the District Standards. See the Master Plan Section of the Narrative.

Lot size = 91,400 SF
FAR allowed = 274,200 SF

Proposal

The project does not exceed the 3:1 FAR, see the LUR booklet.

The criterion is met.

33.562.230 Bonus Options

Not Applicable for this project

33.562.240 Standards on Main Streets and the Streetcar Alignment

The Conway Master Plan supersedes the District Standards. See the Master Plan Section of the Narrative.

Not applicable to this project.

33.562.250 Drive-Through Facilities Prohibited

Standard: Drive-through facilities are prohibited on the portion of a site within 200 feet of a streetcar alignment. Map 562-7 indicates sites that are subject to Main Street and Streetcar Alignment regulations.

Proposal

Proposed project does not include a drive-through facility.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Not applicable to this project.

33.562.260 Mechanical Equipment in the EX Zone

Screening and Enclosure Standard:

If any portion of mechanical equipment is within nine feet of the grade of the adjacent sidewalk, it must be screened or enclosed as follows:

- *If the area occupied by the mechanical equipment is less than 500sf, the equipment must be completely screened from the sidewalk by walls, fences or landscaping.*
- *If the area occupied by the mechanical equipment is less than 3% of the site area, but it is not larger than 1000sf, the equipment must be completely screened from the sidewalk by walls, fences or landscaping.*
- *All other mechanical equipment must be within a building that is completely enclosed on all sides.*

If mechanical equipment is more than 9 feet above the grade of adjacent sidewalk, the equipment must be completely screened from the sidewalk by walls, fences, or landscaping.

Proposal

The residential mechanical equipment consists of PTHP units located directly in the exterior walls of stories 2-6. The PTHP units are integrated in the window systems and are covered with custom louvers. Residential exhaust fans will be located on the roof. The retail level mechanical system will consist of split systems. A fan coil will be located at the ceiling of the retail spaces and a condensing ac unit will be located in the below grade garage. A supply make up air fan for the basement parking will be located on the ground story within the enclosed parking garage, fully enclosed from the exterior by walls. HVAC packaged units for residential corridor conditioning are also located on the roof. All of the rooftop equipment has been located toward the center of the building and is further screened by the buildings parapets. See LUR Booklet.

The criterion is met.

33.562.270 Minimum Active Floor Area

The Conway Master Plan supersedes the District Standards.

See the Master Plan Section of the Narrative.

33.562.280 Parking

The Conway Master Plan supersedes the District Standards.

See the Master Plan Section of the Narrative.

Proposal

The proposed project includes 66 surface parking spaces for retail and 79 below grade parking stalls for residential.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The criterion is met.

33.562.290 Use of Accessory Parking for Commercial Parking

The Conway Master Plan supersedes the District Standards.

See the Master Plan Section of the Narrative.

Proposal

The proposed project includes 74 surface parking spaces for retail and 79 below grade parking stalls for residential.

The criterion is met.

33.562.300 Northwest Master Plan

Standard: The Northwest Master Plan allows flexibility in design and development of a site in a manner that evokes an urban development pattern, and does not overwhelm public services.

The provisions of this section accommodate the needs of property owners to begin long-range planning for their property in advance of adoption of the Northwest District Plan. The Northwest District Plan may modify or delete this section of the code. It is likely there will be significant overlap in both timelines and issues addressed by the private and public planning efforts: the two efforts should inform and improve each other throughout the processes.

Proposal

The proposal complies with the guidelines and standards of the Con-Way Master Plan Guidelines and Standards.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

CON-WAY NW MASTER PLAN DESIGN STANDARDS

1. Maximum Height

The maximum building heights allowed are shown on Map 05-01.

West ¼ block is 67'
Center block is 77'
East ¼ block is 87'

Proposal

The warehouse is 31'-9".

The proposed height of the mixed-use building is 70' from the high point within 5' of the building and 74'-6" from the lowest point of fire truck access.

The criterion is met.

2. Maximum and Minimum Floor Area Ratio and Uses

2a. The maximum floor area ratios for the entire Master Plan area are 3:1 and are shown on Map 05-2

Lot size = 91,400 SF
FAR allowed = 274,200 SF

2b. Floor area ratios may exceed 3:1 on individual sites through floor area transfer options described in Standard 4 below.

Proposal

The Block 296 Site Area is 91,400 (Max FAR = 274,200) and proposed built area is 165,469 SF or 1.81:1.

The criterion is met.

2d. The total new retail sales and service uses within the NW Master Plan area shall not exceed 150,000 SF of net building area.

Proposal

The proposed Block 296 retail area is 44,500.

The criterion is met.

2e. The total new commercial office uses within the NW Master Plan area shall not exceed 450,000 SF of

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

net building area. New office uses shall be allowed in addition to Con-way's current use, as indicated on Map 02-1.

The proposed Block 296 office area is 0 SF.

The criterion is met.

3. Retail Sales and Service Uses on Block 296

3a. One retail sales and service use exceeding 20,000 SF is allowed within the NW Master Plan Area on Block 296 as long as the following conditions are met:

3a.1 The single use shall not exceed 40,000 SF on net building area.

3a.2 The single use must be a supermarket as defined in title 33.910.030; and

3a.3 The block containing the single use supermarket must be the site shown on Map 05-3.

Proposal

A 28,000 supermarket, as defined in 33.910.030, is proposed on the site shown on Map 05-3.

The criterion is met.

3b. The single use on Block 296 is permitted transition to other uses in the future without amending the NW Master Plan provided that the single use space on Block 296 is subdivided into multiple spaces. Each single retail use shall be no larger than 20,000 SF of net building area.

Proposal

A transition to another use is not proposed.

Not applicable to this project.

3c. The single use supermarket may be transferred to another block if the original single use is demolished or reconfigured as described in Section 3.B. If transferred, Section 3.A.1 and 3.A.2 shall be met. The approval process described in Chapter 33.562.300.F shall be used in order to approve the transfer of the single to another block within the Master Plan area.

Proposal

A transfer to another block is not proposed.

Not applicable to this project.

3d. If a single use supermarket is not proposed for block 296, the requirements of Standard 3 do not apply.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Proposal

A supermarket is proposed for block 296.

Not applicable to this project.

4. Transfer of Floor Area within the NW Master Plan Area

In the NW Master Plan Area, floor area may be transferred between sites. The sites are not required to be abutting; however, both the sending site and the receiving site must be located within the NW Master Plan Area. Floor area transfers are subject to the following:

4a. Buildings on each site may not exceed the height limit established for that site by the regulations of this Master Plan;

4b. The property owners must execute a covenant with the City that is attached to and recorded with the deed of both the sending and receiving sites reflecting the respective increase and decrease of potential floor area. The covenant must meet the requirements of 33.700.060

Proposal

A transfer of FAR is not proposed.

Not applicable to this project.

5. Neighborhood Facilities within the NW Master Plan Area

5a. Purpose. This regulation encourages creation of facilities to serve those who live and work in the NW Master Plan Area. These facilities are necessary elements of a neighborhood.

5b. Standards. In the NW Master Plan Area, floor area used for specific neighborhood facilities is not counted towards maximum FAR for the NW Master Plan area. The specific neighborhood facilities are public schools, public community centers, daycare facilities for children, public libraries, and full service bike stations. To qualify for this provision, the following requirements must be met:

5b.1 Schools. Floor area to be used for public schools does not count toward maximum FAR if the school will be operated by or for a public school district.

5b.2 Daycare. Floor area to be used for daycare facilities for children does not count towards maximum FAR.

5b.3 Libraries. Floor area to be used for public libraries does not count towards maximum FAR.

5b.4 Public Community Centers. Floor area to be used for community centers does not count towards maximum FAR. Public community centers are not for exclusive use by residence of a site and their guests.

5b.5 Full service bike stations.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

5b.6 All Facilities

Proposal

The proposed design includes a full size supermarket, smaller retail and food services spaces and approximately 114 apartment units. While these uses may not meet the above description of neighborhood facilities they are vital components of healthy neighborhoods.

Not applicable to this project.

6. Required Building Lines

6a. Purpose. Required building lines are intended to enhance the urban quality of the NW Master Plan Area.

6b. Sites and development subject to the building line standard. Sites subject to this standard are shown on Map 05-4.

6c. Building line standards. Development proposals and major remodeling projects, along a frontage containing a required building line, must comply with this standard. The building must extend to the street lot line along at least 75 percent of the lot line.

Proposal

The buildings façade along NW 21st is 200 feet long. In order to provide pedestrian gathering the residential lobby bay has been recessed 7'. In addition, the building has been pulled back from the intersection of NW 21st and Raleigh in order to create a pedestrian courtyard / outdoor dining area.

A modification is requested.

7. Special Required Ground Floor Retail Sales, Service, Or Neighborhood Facility uses on NW 21st Avenue and Buildings that front the Square

7a. Purpose. These regulations reinforce the continuity of the pedestrian-oriented environment, provide a pleasant, rich and. These requirements ensure that Retail Sales, Service, or Neighborhood Facility uses are developed along NW 21st Avenue; these uses activate and enrich the public realm. The requirement specifically focuses on Retail Sales and Service uses because they generate more activity and interaction within the public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm than do other active ground floor uses, and help to establish and reinforce a lively and vibrant public realm along NW 21st Avenue.

7b. Where this regulation applies. This regulation applies to areas shown on Map 05-5 and on buildings that front the square. Development proposals, or major remodeling on the portion of a site within the areas on Map 05-5, must meet the standards of this subsection.

7c. Standards. Buildings must be designed and constructed to accommodate Retail Sales and Service

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

uses, or Neighborhood Facilities as described in Standard 5. This standard must be along at least 75% of the ground story walls, as depicted on Map 05-5. Ground floor wall areas include the exterior wall areas up to 12 feet above the finished grade.

7d. Areas designated to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:

7d.1 The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams;

Proposal

The distance from the finished floor to bottom of the structure is more than 16' in all of the retail sales and service spaces facing NW 21st.

The criterion is met.

7d.2 The area must be at least 50 feet deep, measured from the street facing façade (building services, vertical shafts, and underground garage entrances may intrude up to 10% of the required area;

Proposal

All of the retail sales and service spaces on NW 21st are more than 50' deep.

The criterion is met.

7d.3 At least 75 percent of the area of the ground floor wall area must be windows and doors;

Proposal

More than 75% of the area required to meet the standard along NW 21st are windows and doors.

The criterion is met.

8. Standards on Streets and Open Spaces

8a. Purpose. These regulations reinforce the continuity of the pedestrian-oriented environment, provide a pleasant, rich and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, and also help to maintain a healthy urban district with architectural elements or improvements that provide visual interest and interrelate with the pedestrian environment.

8b. Where these regulation apply. These regulations apply to sites shown on Map 05-6.

8c. Required windows above the ground story. When above-grade buildings are proposed, windows must cover at least 35 percent of the area of the required façade above the ground floor wall area. This requirement s in addition to any required ground floor windows. Ground floor wall areas include all exterior wall areas up to 12' above grade.

Proposal

Holst Architecture/GBD for CE John Properties
June 24th, 2013

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Windows cover over 35% of all upper stories.

The criterion is met.

8d. Ground floor active use standard. In order to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, school and colleges, community service, religious institutions, daycare, community centers, and libraries, the ground floor of buildings (when proposed) must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls in designated sites, per Map 05-6. Areas designated to accommodate active uses must meet the following standards:

8d.1 The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams.

Proposal

The distance from the finished floor to bottom of the structure is more than 16' in all of active use areas.

The criterion is met.

8d.2 The area must be at least 25 feet deep, measured from the façade; and

Proposal

All of the active use spaces are more than 25' deep.

The criterion is met.

8d.3 At least 35 percent of the ground floor wall area must be windows and doors.

Proposal

The ground story walls of all of the active use spaces have more than 35% windows and doors.

The criterion is met. However, a modification to the location of where the standards is measured is requested.

8e. Private entrance and terraces facing pedestrian accessways. Areas to provide for stairs, stoops, and other private entrance features are permitted within a pedestrian accessway up to a depth of 10 feet. The area shall be delineated at the boundary with the accessway by including a low fence, wall, hedge, or a similar feature.

Proposal

The renovated, existing Warehouse building front the Ped Accessway along its east façade. Two entrances to the supermarket facing the Pedestrian Accessway extend out into the accessway

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

approximately 8'-8" (16 inches less than the allowed maximum. While the public has access to these entrance during business hours, they are ultimately controlled by the tenant and consequently constitute a private entrance. The extension is defined by the wall of the entrance vestibule. A raised public amenity dock extending 24' is proposed at the NW corner of the accessway

A modification is requested.

8f. Buildings. The top floor of all buildings taller than 75 feet shall setback a minimum of 5 feet.

Proposal

The top of the buildings do not extend above 75'

Not applicable to this project.

8g. When above-grade buildings are not proposed, architectural elements or improvements must be provided so that they create visual interest and are inter-related with the pedestrian environment.

Proposal

Most of the Apartment building half of the site does propose above grade building. The frontage along the Ped Accessway and the majority of the NW Raleigh and NW Quimby frontages will contain on-grade parking or near grade parking at the top of an underground parking structure. The frontages will include a variety of landscape and architectural/art improvements intended to provide screening of the parking, significant visual interest, entrance definition, design continuity for the overall site, and broader continuity to other public art improvements in the neighborhood.

The criterion is met.

9. Parking Standards

9a. Proposed Parking Standards. The following parking standards are proposed for the NW Master Plan area. Three levels of maximum parking standards are identified, and thresholds activities are defined that will trigger enforcement of the next level of standards. The more restrictive parking standards (levels 2 and 3) reflect standards that currently apply to other areas of the Central City that have mixed uses, high densities, paid on-street parking, and excellent transit service. For any uses not referenced below, the Standards of Chapter 33.266 apply.

9a.1 Base Parking Level 1. These standards improve upon the existing regulations. These will be the parking standards for the Master Plan area until thresholds for Level 2 are met:

Phase 1 Parking Standards

Minimum requirements for all uses: None

Maximum parking standards:

All Office at 2.5 stalls per 1000 SF

All Retail at 2.5 stalls per 1000 SF

All Housing at 1 stall per unit

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Proposal

Retail Parking: 111 stalls are allowed; 74 are provided

Housing Parking: 114 are allowed; 79 are provided.

The criterion is met.

10. Square Standards

Not applicable to this project.

PARKING AND LOADING STANDARDS: Chapter 33.266

33.266.110 Minimum Required Parking Spaces

Standard: Table 266-1 indicates that In EX zones a minimum of 1 space per 2 households is required.

The Conway Master Plan supersedes the District Standards.

Proposal

The proposed project includes 66 surface parking spaces for retail and 79 below grade parking stalls for residential.

The criterion is met.

Holst Architecture/GBD for CE John Properties
June 24th, 2013

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

33.266.115 Maximum Allowed Parking Spaces

Standard: Table 266-2 indicates that In EX zones 1 space per households unit is the maximum allowed.

The Conway Master Plan supersedes the District Standards.

Proposal

The proposed project includes 66 surface parking spaces for retail and 79 below grade parking stalls for residential.

The criterion is met.

33.266.130 Development Standards for All Other Uses

Standard:

C.1. Exceptions for full block sites in EX Zone: Vehicles are located between buildings and or two local service transit streets

C.2. Structures that contain vehicle areas where there is no forward ingress and egress from the street are subject to the garage entrance setback of 18ft.

C.3.b. Where vehicle areas are adjacent to a transit street or a street in a Pedestrian District, no more than 50% of the frontage on the transit street or street in a Pedestrian District may be used for vehicle areas.

D.1. All vehicle areas must be paved.

D.2. All parking areas must be striped.

D.3. All perimeter and interior landscaped areas must have protective curbs along the edges.

E. Stormwater Management is regulated by BES.

F.1.a. All parking areas must be designed so that a vehicle may enter or exit without having to move another vehicle.

F.1.b. All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion.

F.2. Parking spaces and aisle dimensions per Table 266-4.

0° (parallel) space- width 8'; curb length 22'6"; aisle width 12'; stall depth 8'

90° space- width 8'6"; curb length 8'6"; aisle width 20'; stall depth 16'

F.3. Parking for disabled persons. Refer to Oregon Structural Specialty Code

F.4. A portion of standard parking space may be landscaped instead of paved.

F.5. Applies to parking areas more than 125,000 SF.

G.1. Landscape to comply with 33.248

G.2.a. Surface parking lots are subject to interior parking lot requirements.

G.2.b. Shared driveways and parking areas do not need to meet setback and perimeter landscaping requirements.

G.2.c. Parking lots abutting an adjacent E zone are required to have a 5' setback.

G.2.d. Parking lots abutting an adjacent E zone are required to have L2 landscaping in the setback.

G.3.a. 45 SF of interior landscaping is required for each parking space.

G.3.b. Interior landscaping must comply with the P1 Standard.

G.3.c. Interior landscaping must be dispersed throughout the parking area.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

G.3.d. Perimeter landscape may not substitute for interior landscaping.

G.3.e. There are interior landscape exceptions for existing parking lots.

G.3.f. Interior landscaping may be strips, islands, at ends that project 4', 10' of abutting non-projecting that is not at the perimeter.

G.3.g. Interior islands must have a landscape area of 5'.

Proposal

C.1 Parking is located between two buildings or local streets

C.2 Building setbacks meet the requirements

C.3.b Not more than 50% of the frontage is used for vehicle parking

D.1. All vehicle areas are paved.

D.2. All parking areas are striped.

D.3. All landscape areas are separated from parking areas with curbs.

E. A storm water report has been provided

F.1.a. Proposed building provides parking area that permits vehicles to enter and exit without having to move another vehicle.

F.1.b. Proposed building provides parking area that permits vehicles to enter and exit roadway in forward motion.

F.2. Proposed Parking space and aisle dimensions are more than:

90° space- width 8'6"; curb length 8'6"; aisle width 20'; stall depth 16'

F.3. ADA parking requirements to comply with ODOT and Oregon Structural Specialty Code requirements

F.4.a. No more than 2' of parking spaces are landscaped In lieu of paving.

F.4.b. The 2' parking area that is landscaped in lieu of paving is landscaped, see the LUR booklet.

F.4.c. The 2' parking area that is landscaped in lieu of paving counts toward the interior parking lot landscaping requirement.

F.5 Not applicable, the parking area is less than 125,000 SF.

G.1 See Landscape drawings in LUR booklet.

G.2.a. The portion of the parking lot not covered by the building is subject to interior landscape requirements. More than 45 SF of interior parking lot landscaping are provided for the stalls.

G.2.b. A L2 or 3' screen is proved. A modification to the 5' setback is proposed at NW 22nd.

G.2.c. See modification regarding the width of the setback along NW 22nd.

G.2.d. See modification regarding the width of the L2 landscape on NW 22nd.

G.3.a. There are 30 surface parking spaces. Therefore, more than 1,350 SF of interior landscaping has been proposed.

G.3.b. Interior landscaping complies with P1, see Landscape drawings in LUR booklet.

G.3.c. See Landscape drawings in LUR booklet.

G.3.d. Perimeter landscaping is not being used for the interior landscape calculation unless it projects 4' into the parking lot.

G.3.e. Not applicable.

G.3.f. All of the interior parking lot used for the calculation complies with the requirements.

G.3.g. All interior parking lot islands have a min. 5' width.

33.266.140 Stacked Parking Areas

Not applicable to this project

33.266.150 Vehicles in Residential Zones

Holst Architecture/GBD for CE John Properties
June 24th, 2013

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Not applicable to this project, only applies to residential uses in R zones.

33.266.210 Required Bicycle Parking

Residential Spaces @ Mixed Use Building

Long term : 1.1 per household unit = 125 long term required / provided

Short term 2, or 1 per 20 units = 6 short term required / provided

Retail Spaces @ Mixed Use Building

Long term : 2, or 1 per 12,000SF = 2 required / provided

Short term 2, or 1 per 5,000SF = 2 short term required / provided

Retail Spaces @ Warehouse

Long term : 2, or 1 per 12,000SF = 3 required / provided

Short term 2, or 1 per 5,000SF = 7 required / provided

Long term and short term bike parking has been provided in accordance with the requirement. See the LUR booklet.

The criterion is met.

33.266.220 Bicycle Parking Standards

Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.

Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles.

Proposal

Long term and short term bike parking has been provided in accordance with the requirement. See the LUR booklet.

The criterion is met.

33.266.310 Loading Standards

C.1 a. One loading zone is required where there are more than 50 dwelling units

Proposal

A 35' x 10' onsite loading has been provided within the mixed-use building

An application for a offsite loading for the grocery store has been submitted to PBOT.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

A modification for a back in and drive out loading zone is requested at both the warehouse and the mixed use building.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

TITLE 32: SIGNS AND RELATED REGULATIONS

32.32.020 Standards in Commercial, Employment and Industrial Zones

Table 2 indicates EX zone signs must meet following standards:

Signs Attached to Buildings:

Sign Allocation: 1-1/2 sq. ft. per 1 ft. of primary bldg. wall.

Maximum Number: No limit within Size Allocation

Maximum Area Per Sign: 200 sf

Minimum guaranteed area per ground floor tenant: 32 sq. ft.

Projecting: Yes, but no projecting signs if a freestanding sign is also on the same street frontage

Rooftop: No

Allowed types: Fascia, Awning, Marquee, Pitched Roof, Painted Wall, and Projecting.

32.32.030 Additional Standards in All Zones

C.1.a.1. Maximum distance extending into ROW: lesser of 6.5 ft or 2/3 of the distance to the roadway.

C.1.b. Maximum Area Extending into ROW: 30 square feet per tenant.

C.1.c. Blanketing- A projecting sign that extends into the right of way more than 3 feet may not be within 20 feet of another projecting or freestanding sign that extends more than 3 feet in to the right of way if the new sign is within horizontal lines drawn from the top and bottom of the prior sign.

E.1 Signs attached to buildings or structures that are based on sign rights of a primary building wall may be placed on that primary building wall, on a secondary building wall or on another structure. They may not be placed on another primary building wall.

E.2. Signs attached to an awning or marquee that extends into the right of way shall comply with Chapter 32.52 Awnings below.

E.3.a. Fascia sign walls may not extend more than 6 inches above top of building wall.

E.3.b. Fascia sign may not extend more than 18 inches out from the wall or structure to which it is attached.

Proposal

The criterion is met.

32.42.010 Construction and Structural Requirements

C.1.a. Vision clearance areas. Vision clearance areas are triangular-shaped areas located at the intersection of any combination of rights-of-way, alleys or driveways. The sides of the triangle extend 15 feet from the intersection of the vehicle travel areas. The height of the vision clearance area is from 42 inches above the ground to 10 feet above the ground immediately below the sign or awning.

C.1.b. Signs may not be located within a vision clearance area.

C.2. In areas outside of rights-of-way, when a sign or awning extends over where vehicles travel or are parked, the bottom of the structure must be at least 14 feet above the ground.

C3. When a sign or awning extends over a sidewalk, walkway or other space used by pedestrians, the bottom of the structure must be at least 8 feet above the ground.

Proposal

Holst Architecture/GBD for CE John Properties
June 24th, 2013

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The criterion is met.

32.52.030 Clearances

Awnings must be installed in accordance to the clearances specified in Subsection 32.42.010 C., Clearances below.

32.52.040 Awnings and Signs on Awnings

Awnings and signs attached to or incorporated into awnings must comply with all applicable standards of Chapters 32.30 through 32.38 above.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

CON-WAY NW MASTER PLAN GUIDELINES

Guideline 1

Provide human scale to buildings and edges along sidewalks, squares and pedestrian accessways.

Proposal

The Warehouse building on the westerly half of the site will be retail use including a supermarket in a renovated existing warehouse structure. Human scale is addressed with large street level windows sill lines no higher than 3' but most at grade. All corners are accentuated with large canopies to bring the scale of the tall walls down to human level. The east frontage along the Ped Accessway is accentuated with café seating areas, low railings, human scaled lighting standards, pedestrian seating alcoves, bike parking, and landscaping. The west frontage also has slightly raised pedestrian decks at the corners reminiscent of NW 13th Ave Loading Dock elements. The north and south facades rely on window and canopy scale to main the human scale. The public further enhances the human scale with street trees, intimate paving patterns and street furnishings.

The Apartment building on the easterly half of the site breaks the building mass down to smaller vertical elements evoking an early 20th century scale smaller building organically merged into larger blocks over time. Storefront elements also vary from building element to building element. This avoids a monolithic storefront and provides smaller elements that pedestrians can relate to. Key entrances and retail facades will also include canopy and awning elements to help enclose pedestrians at the sidewalk level. The varying storefront also vary in depth from the sidewalk to provide pedestrian scale niches. The frontages will also be enhanced with human scales street furnishings, art and landscaping.

The criterion is met.

Guideline 2

Develop urban edge variety adjacent to parks, pedestrian accessways and greenstreets

Proposal

The block is bifurcated by a pedestrian accessway. The primary orientation of the Warehouse building is to the accessway with primary entrances for the supermarket occurring from the accessway. The building and functions within are layout to allow a flow of activity between the store and the accessway. Large roll-up doors along the south end promote the pedestrian flow into the produce and flower section of the store with potential of allowing produce and flower displays to extend out into the 10' building zone of the accessway. The northern end provides café seating for coffee and tea drinkers to flow out and into the accessway. A large pedestrian shelter and seating in mid-block allows the edge of the building and accessway to act as an intertwining necklace of people spaces while still allow pedestrian and bike flow to meander through easily.

The opposite side of the accessway is partial planting, parking and pedestrian access. Paving patterns the overall layout allow the edge to be flexible over time with parking replaced by special event tents and kiosks for neighborhood oriented art fairs, or the like.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The Apartment building creates its own public plaza space at the NE corner of the site. A cozy 1,500 s.f. plaza is provided to provide a large public seating area that will contain public as well. The plaza allows the public realm and private realm to merge into a soft urban edge. The intersection of NW Raleigh and 21st is focus intersection retail, foot tracking and potential street car. The Plaza is intended to embrace and celebrate the intersection with great hope that the other corners eventually follow suit. Then cozy plaza can be part of a greater whole. The overall building mass at this corner reinforces this special place with two distinctly different but sympathetic faces hold the plaza like familiar hands.

The criterion is met.

Guideline 3

Develop weather protection

Proposal

Both buildings on the site provide extensive canopies along their respective frontages. In addition, a free-standing pedestrian shelter is provided mid-block on the Ped Accessway and provides respite for neighborhood walkers from the rain. Additionally retail and residential entrance are typically recessed back from the building face.

The criterion is met.

Guideline 4

Develop buildings that are appropriately scaled to the neighborhood. Façades should be well articulated and offer diversity in volume and form along the street edge.

Proposal

The Warehouse building is an existing building with little or no variation in its massing. The proposed design breaks down the mass of the building by adding a great deal of window area. This greatly reduces the solidity of the mass making the building appear much lighter and transparent. The added street level glazing will also provide direct views up into the intricate wood trusses of the interior and the monitor skylights. Pedestrians will be able to look through the building and see the sky. In addition, expansive wood and steel canopies are added to the existing shell to further eliminate the monotony of long solid concrete walls. Lastly creative application of colors, graphics, vertical greenery, and artwork will also add significantly to the liveliness of the existing façade.

The Apartment building breaks the building mass down to smaller vertical elements evoking an early 20th century scale smaller building organically merged into larger blocks over time. Storefront elements also vary from building element to building element. Utilizing 2 different colors of brick, the design organizes the building two distinct mass types, building mass that is securely tied to the ground and masses that float above the ground. Anchored elements and floating elements also change plane. These plane changes are also used to highlight specific ground level elements such as the Plaza or residential entrance. The breakdown of massing is supported at a finer grain with differing window types, storefronts, and weather protection elements. Sustainably harvested hardwoods are also used to accentuate certain exterior elements such as terraces and key entrances.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The criterion is met.

Guideline 5

Provide transitions between the public and private realms when residential structures abut streets, parks and pedestrian accessways.

Proposal

All propose residential development on this site begins on the second floor with only retail development occurring on the ground floor. This guideline does not apply.

The criterion is met.

Guideline 6

Integrate high-quality materials and design details.

Proposal

The Warehouse building has an existing shell of cast in place concrete. New glazing will be high performance thermal glazing in thermally broken high quality aluminum storefront/window systems. Canopies shall be heavy timber and structural steel frames.

The Pedestrian Accessway will include cast concrete walkways (with acid etched accents), hardwood decking, stainless steel cable railings. The pedestrian shelter will match the wood and steel canopies. Seating elements will be heavy timber with steel accents. Similar materials will be used along the NW 22nd frontage.

The parking area will be concrete with textured and colored accents; architectural metal and wood elements will extend from the building down Raleigh and Quimby to add visual interest and partially screen the parking area. The ramp down to the underground parking shall be covered with a green-roofed concrete/steel pergola.

The Apartment building will be predominately brick veneer (two colors) with steel lintels; hardwood accents, architectural concrete accents; residential windows shall be high performance thermal glazed fiberglass units with high quality aluminum, steel and hardwood storefront systems at the retail level. Canopies shall a combination of steel, wood and glass. Laser cut metal "art" screens will help screen the parking area along the north and south frontages.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

COMMUNITY DESIGN GUIDELINES

This project is subject to meeting the Community Design Guidelines, Portland Oregon January. 1998.

Portland Personality Guidelines

P1- Community Plan Area Character

Guideline: Enhance the sense of place and identity of community plan area by incorporating site and building design features that respond to the area's unique characteristics and neighborhood traditions.

Response:

The existing immediate neighborhood is characterized a variety of “no-nonsense” low level commercial builds, a few surviving single family residences, and the larger scaled headquarters building of ConWay trucking company. These buildings have brick and pre-cast concrete envelopes with simple curtainwall and aluminum storefront systems. A short distance to the west and south is the traditional intimately scaled residences and commercial buildings the NWDA is most known for. The area has a traditiona of humanly scaled buildings and the proposed projects promotes those qualities as well. The exiting single story warehouse is to be renovated and repurposed into a neighborhood anchor grocery store and secondary retail spaces. The proposed renovation is the quintessence of the NWDA. The proposed mixed use apartment building reflects a blend of the human scale with reduced block massing while embracing the brick masonry tradition that pervades much of the NW neighborhood. The neighborhoods tradition of active sidewalk “society” is incorporated into the active pedestrian accessway which fronts the grocery and the opportunity for sidewalk dining and retail entrances along Raleigh and 21st.

The criterion is met.

P2 – Historic and Conservation Districts

Guideline: Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and compliment the historic areas.

Response:

The proposed project is not located with a designated historic area. With that said the nearby portions of the neighborhood have historic architectural traditions which are reflected in the proposed design. Most notably is the use of brick masonry in multi-family buildings. The NWDA has a multitude of elegant early 20th century brick apartment houses that included a broad range of historic revival motifs such as Spanish revival to Egyptian inspired art deco. While the proposed design promotes a more modern and contemporary motif, the choice of high quality brick for the façade is intended to embrace this historic material while also embracing the neighborhoods future. While the existing warehouse is not considered historic, saving and repurposing the building, with its magnificent mid-century timber roof trusses and skylights is intended to help the area residents retain the familiar bones of the neighborhood. The eclectic arrangement of the proposed storefronts along NW 21st is further intended to recapture the organic way storefronts evolve through the history of a neighborhood.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

P3 – Gateways

Guideline: Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans.

Response:

It is not the intent that the ConWay Plan Area be a distinct neighborhood within the NWDA. By the nature of its scale, it will create its own sense of place but it is not intended to have “gateway” point of entry that distinguishes it from the rest of the NWDA. NW Raleigh is envisioned as the main retail connector between NW 21st and NW 23rd. As such the buildings have been design drawing people down from NE 23rd along NW Raleigh. The intersection at NW Raleigh and 21st will become significant hub in the area. As such the mixed use apartment building creates a significant pedestrian plaza facing the intersection with the aspiration that the other adjoining properties will do the same. This intersection will not be the gateway but the heart of the ConWay redevelopment area. This hub role and sense of arrival will be further enhanced with the placement of monumental art pieces in the plaza.

The criterion is met.

Pedestrian Emphasis Guidelines

E1- Pedestrian Network

Guideline: 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.

Response:

The site will be surrounded on all sides with sidewalks designed to comply with the river District Standards. In addition the site is bifurcated with a Pedestrian Accessway which essentially sub-divides the double block into two 200' square blocks. The Ped Accessway links multiple blocks within the ConWay Redevelopment Area and the project also occurs at the nexus of NW 21st and NW Raleigh. Both are prime links to popular shopping and dining area further south on 21st and up on NW 23rd to the west. Artwork will occur along NW Raleigh to compliment pedestrian level art at other CE John projects to the west and east on Raleigh. Pedestrians are shielded from vehicles on site by landscaping, laser cut metal art screens, site structures and extensions of the buildings. Surrounding streets will all have street trees, street furniture, bike parking, and other city fixtures to create a separation between pedestrians and street traffic.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

E2- Stopping Places

Guideline: New large scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet and rest.

Response:

Multiple locations are provided for social interaction, sitting, and gathering. A large (1,500 sf) is provided at the corner of NW 21st and Raleigh. Pedestrian seating, café seating will provide a real neighborhood meeting place. Numerous location along the Ped Accessway are provided to give pedestrians, and customers a place to sit, drink coffee and chat. The retail spaces along NW 22nd offer raised seating “docks” ala NW 13th where people can meet and dine and perhaps partake in a libation. It is also anticipate that café seating will occupy much of the 21 Ave building frontage. Lastly, the grocery store itself will become the social meeting place in the neighborhood.

The criterion is met

E3- The Sidewalk Level of Buildings

Guideline: 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.

Response:

The renovated Warehouse Building which will house the grocery store and other retailers will have multiple entrance added to the existing building as well roll up doors to allow seating, flowers and fresh produce displays to engage the pedestrian accessway. Large and deep canopies overhead and landscaping with art screens and a pergola along the east side of the accessway will provide pedestrians with wonderful sense of enclosure. The perimeter street frontages will all have abundant and varying storefront systems of steel, wood, and aluminum all at human level. Storefronts will also provide shelter with a variety of canopies designed to complement the varying storefront styles. Facades will recede and advance as pedestrians move down the streets enhances with lush landscaping and sidewalk level public art. Recesses in facades will create effective seating and gathering locations to serve pedestrians and patrons alike.

The criterion is met

E4- Corners that Build Active Intersections

Guideline: Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas and entrances.

Response:

The primary intersection for the immediate neighborhood will be NW 21st and Raleigh. The building recesses significantly at the corner to create a 1,500 s.f. plaza. This will accentuate the intersection tremendously. This project will hopefully inspire the other 3 property owners to follow suit and project

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

grand gestures to the intersection create true sense of place. The intersection is further honored with large public art in the plaza. The SE corner also acknowledges the intersection with accentuated height of the storefront at the corner. Both corners at NW 21st are proposed to have curb extensions to further engage the intersection and provide safe harbor for pedestrians. The building corners at NW 22nd each have slightly raised seating decks with large canopies to focus activity at their respective intersections. Warm wood provide addition accent to these corner locations.

Therefore, the criterion is met

E5- Light, Wind, and Rain

Guideline: 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.

Response:

A significant amount of canopies occur around much of the prime pedestrian frontages, including the Ped Accessway, providing weather protection. In addition, to the canopies, a pedestrian pergola mid-block on the Ped Accessway provide sun and weather shelter for pedestrians as they sit chat. A large pedestrian plaza is provided at the NE corner of the site which will provide a nice shaded gathering area for late afternoon hot summer days. The covered perimeter of the plaza also can provide shelter for outdoor dining and coffee in more incimate weather. Much of the Ped Accessway will be protected from NW and SW winds to enhance the sidewalk seating experience.

The criterion is met.

Project Design Guidelines

D1- Outdoor Areas

Guideline: 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.

Response:

The project has four primary open areas that will not be occupied by buildings. The first is the Pedestrian Accessway which occurs mid-site and runs north and south. The accessway is mandated by the NW Master Plan and is design to be a total useable pedestrian space with seating, circulation space, dining space, and potential out retailing displays. The second is the adjacent on grade parking which serves the grocery. The intent is that this space be flexible to allow special event to leverage the Ped Accessway into larger pedestrian space for art festivals, neighborhood flea market or some other similar social function. The third open space is the large plaza at the NE corner of the site. This is 1,500 s.f. of pedestrian and retail patron space for gathering and dining. This spec is further enhances with public art. Lastly is the 20 x 200 foot open space along NW 22nd. This space will anchored at each end with a slightly raised deck seating areas to serve the adjacent retail spaces for outdoor seating. The space in between with for a small amount of on grade parking to partially replace the existing on-grade parking along NW 22nd with landscape screening and small service access for the retail. All four areas will active

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

pedestrian friend environments.

The criterion is met.

D2- Main Entrances

Guideline: Make main entrances to houses and buildings prominent, interesting, pedestrian accessible and transit-oriented.

Response:

This project has multiple entrances. The primary entrances to the grocery occur along the Pedestrian Accessway and at the NE and SE corners of the building. The entrances are expressed with prominent timber canopies and projecting vestibules. The secondary retail spaces along NW 22nd and Raleigh are also utilize timber canopies to focus location. The mixed use apartment building has potentially multiple entrances as well but the building focus to highlight the residential entrance and lobby on NW 21st. An tire building element is dedicated to the function with that portion of the building recessed and change of brick color. The recessed building element is further accentuated with a recessed terrace at the top floor to compliment the lobby recess. Canopy and special lighting will also add to the prime residential entrance. Bus routes currently populate NW 21st and there is the potential for future street car service on NW 21st and NW Raleigh. The proposed entrance locations will all take advantage of this transit opportunity.

The criterion is met.

D3- Landscape Features

Guideline: Enhance site and building design through appropriate placement, scale, and variety of landscape features.

Response:

There are landscaping features proposed at multiple locations in the project. The most prominent will be the Pedestrian accessway which will blend sensitive hardscape with lush greenscape. The greenscape extends out into the parking areas with large planted areas internally and along the north and south street frontage. The pedestrian frontages will also incorporate but art in the planted realm. The greenery is not just at the ground plane. The large roof above the garage ramp and the adjacent 2nd floor apartment terrace will be heavily landscaped for beauty as well as storm water control. Much of the grade plane planting will also be included in the stormwater strategy. Hardscape and greenscape will also occur along NW 22nd to enhance the pedestrian experience. Needless to say, street trees will be provide in the public realm. The NE pedestrian plaza will be primarily hardscape with large public art integrated into the space.

The criterion is met.

D4- Parking Areas and Garages

Guideline: Integrate parking in a manner that is attractive and complimentary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Response:

The on grade parking is sandwiched between the 2 buildings and approximately half of it is internalized within the body of the mixed used apartment building. The parking is well screened from the north and south facing streets with landscaping and metal art panels. The parking is modestly blended into pedestrian accessway to provide flexible area for special events when more purely pedestrian space is needed. The on grade parking along NW 22nd is tucked in between raised dining decks at each corner and screened from sidewalk with landscaping and screening panels. The parking internalized within the mixed use building will be additionally screened from the sidewalk with laser cut metal art panels.

The parking for the apartment building is located completely below grade and accessed from NW Quimby. The eco-roofed ramp begins well inside the property offering safe queuing for cars exiting before crossing the sidewalk.

The criterion is met.

D5- Crime Prevention

Guideline: 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..

Response:

The mixed use nature of the neighborhood will inherently provide multiple eyes on the street. Large retail storefronts with bath the adjacent sidewalks with light and visibility. Exterior night lighting will be provided at entrances included more isolated service entrances. Retail functions will include multiple high human activity tenants including dining to expand the duration of eyes on the street. Residential units have direct view of the streets and effective public street lighting will be provided around the entire perimeter. Multiple outdoor seating areas are provided to keep the street "populated". Even the service functions along Quimby will maintain human activity in off hours between store deliveries and neighborhood shopper bring back their recycles to the can and bottle refund depot.

The criterion is met.

D6- Architectural Integrity

Guideline: Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

Response:

This guideline applies to the renovated warehouse building. The overall physical dimensions of the building do not change and the proposed design simply opens the building up to be an enthusiastic participant in the neighborhood. Large windows and entrances are abundantly added to all four facades.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

The large blank concrete walls give way to a lighter fabric of glass and artistically painted concrete with warm timber and wood accents. What you see in the building will be as important as what you see on the façade. The windows, doors and canopies greatly reduce the visual scale and impact of the existing unbroken concrete walls. Grocery stores are inherently vibrant and color spaces. The new transparency of the perimeter walls will bring that vibrancy out to the pedestrians.

The criterion is met.

D7- Blending into the Neighborhood

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

Response:

The Warehouse building is an existing building with little or no variation in its massing. The proposed design breaks down the mass of the building by adding a great deal of window area. This greatly reduces the solidity of the mass making the building appear much lighter and transparent. The added street level glazing will also provide direct views up into the intricate wood trusses of the interior and the monitor skylights. Pedestrians will be able to look through the building and see the sky. In addition, expansive wood and steel canopies are added to the existing shell to further eliminate the monotony of long solid concrete walls. Lastly creative application of colors, graphics, vertical greenery, and artwork will also add significantly to the liveliness of the existing façade.

The Apartment building breaks the building mass down to smaller vertical elements evoking an early 20th century scale smaller building organically merged into larger blocks over time. Early 20th century apartment houses are key neighborhood architectural reference.

Storefront elements also vary from building element to building element. Utilizing 2 different colors of brick, the design organizes the building into two distinct mass types, building mass that is securely tied to the ground and masses that float above the ground. Anchored elements and floating elements also change plane. These plane changes are also used to highlight specific ground level elements such as the Plaza or residential entrance. The breakdown of massing is supported at a finer grain with differing window types, storefronts, and weather protection elements. Sustainably harvested hardwoods are also used to accentuate certain exterior elements such as terraces and key entrances.

The criterion is met.

D8- Interest, Quality, and Composition

Guideline: All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

Response:

The palette of materials for both buildings is simple and provides continuity between buildings and elements within the buildings. While the existing warehouse has the simple bones of cast concrete, the mixed

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

use apartment will be predominately simple brick masonry with understated detailing. Windows styles in the 2nd through 6th floors of the mixed use building will help define the breakdown of mass and promote interest. The depth of recessed windows and localized material accents such as hardwood will provide subtle counterpoint to the brick.

Both buildings will have simple massing and focus their more elaborate detailing at the pedestrian level. Storefronts, canopies, signage and the other finer grained elements that occur at the street level will incorporate, more steel, glass, and hardwoods to provide quality and vitality. All portions of the two buildings are quite visible from the public realm and are composed to express the high level of finish and simple elegance. There is no front and back.

The criterion is met.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

MODIFICATIONS

Modification # 1

Approval of a Modification to NW Master Plan Standard 6c Building Line Standards for the Mixed-Use Building.

Development proposals and major remodeling projects, along a frontage containing a required building line, must comply with this standard. The building must extend to the street lot line along at least 75 percent of the lot line.

Proposal

We propose to reduce the amount of the building that extends to the lot line from 75 percent to 65 percent or from the 150 feet to 130.5 feet along NW 21st Avenue. The residential lobby bay is recessed from the property line. In addition, the building has been pulled away from the property line in order to create a corner plaza or courtyard at the intersection of NW 21st & NW Raleigh.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to enhance the urban quality and character along the sidewalk. The resulting development will better meet the intent of the applicable design guideline because both areas that are recessed or pulled away from the property line in order to provide rich pedestrian environments along the sidewalk.

Therefore, the applicant feels that by allowing the modification the resulting project will better meet the overall design guidelines.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying the required percentage of the building that is located on the lot line along NW 21 does not diminish the effectiveness or the intent of the standard. Instead, the applicant feels that the proposed modification will further enhance the urban quality and character by creating diverse pedestrian zones along the buildings edge such as an outdoor gathering area for tenants and outdoor seating areas at the corner plaza.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #2

Approval of a Modification to NW Master Plan Standard 8D_Ground Story Active Use Standard for the Mixed-Use Building on NW Quimby

Proposal

We propose to meet standards as written in the Master Plan:

8d.1 The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams.

8d.2 The area must be at least 25 feet deep, measured from the façade; and

8d.3 At least 35 percent of the ground floor wall area must be windows and doors.

We believe the proposal meets the intent of the standard outright if the retail shared use corridor located to the west of the retail space on NW Quimby contributes to the designated area for which the standard applies.

However, since the measurement location of the standard is in question we propose to clarify our interpretation by requesting that the area subject to the standard be measured directly from the eastern edge of the property adjacent to the NW 21st Avenue ROW.

A diagram showing the proposed active space designated areas is included in the LUR booklet.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, school and colleges, community service, religious institutions, daycare, community centers, and libraries the ground floor of buildings (when proposed) must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls in designated sites, per Map 05-6.

The resulting development meets the applicable design guideline because both Standard 7 and Standard 8 are met along the proposed active use area shown in the LUR booklet along NW Quimby. We maintain that the intent of the Master Plan is to provide active use along 50% of the Quimby frontage. The proposed development provides active use along 50% of the frontage.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

As proposed, allowing the active use along NW Quimby to contribute to both Standard 7 and Standard 8 is consistent with the purpose of the standards. This proposed method is similar to other measurement methods of the zoning code such that the standards may build on each other but are not intended to compound.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #3

Approval of a Modification to NW Master Plan Standard 8D_Ground Story Active Use Standard for the Mixed-Use Building on NW Raleigh.

Proposal

We propose to meet standards as written in the Master Plan:

8d.1 The distance from the finished floor to the bottom of the structure above must be at least 16 feet. The bottom of the structure above includes supporting beams.

8d.2 The area must be at least 25 feet deep, measured from the façade; and

8d.3 At least 35 percent of the ground floor wall area must be windows and doors.

We believe the proposal meets the intent of the standard outright if the the active use space that is located on the south side of the NW 21st & NW Raleigh courtyard contributes to the designated area for which the standard applies.

However, since the measurement location of the standard is in question we propose to clarify our interpretation by requesting that the area subject to the standard be measured directly from the eastern edge of the property adjacent to the NW 21st Avenue ROW.

A diagram showing the proposed active space designated areas is included in the LUR booklet.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, school and colleges, community service, religious institutions, daycare, community centers, and libraries the ground floor of buildings (when proposed) must be designed and constructed as follows. This standard must be met along at least 50 percent of the ground floor of walls in designated sites, per Map 05-6.

The resulting development meets the applicable design guideline because both Standard 7 and Standard 8 are met along the proposed active use area shown in the LUR booklet along NW Raleigh. We maintain that the intent of the Master Plan is to provide active use along 50% of the Raleigh frontage. The proposed development provides active use along 50% of the frontage.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

As proposed, allowing the active use along NW Raleigh to contribute to both Standard 7 and Standard 8 is consistent with the purpose of the standards. This proposed method is similar to other measurement methods of the zoning code such that the standards may build on each other but are not intended to compound.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #4

Approval of a Modification to NW Master Plan Standard 8E_Areas to provide for stairs, stoops, and other private entrance features are permitted within a pedestrian accessway up to a depth of 10 feet for the Warehouse at the Pedestrian Accessway.

Proposal

A 24' wide raised pedestrian dock area is proposed at the NW corner of the pedestrian accessway. The raised dock area is required because the grade drops by approximately 3' from the south end of the accessway to the north. Since the grocery store opens up to and activates the full length of the accessway the grades between the grocery store and the accessway need to be compatible. In addition, primary building entrances are located along the accessway. These entrances serve the adjacent parking lot as well as the pedestrian accessway. The pedestrian circulation areas between the parking lot, accessway and the grocery store also need to be ADA compatible. Therefore, the grade of the accessway adjacent to the grocery store needs to be carefully coordinated. The result is that much of the area of the accessway has been raised to meet the elevation of the south end of the accessway and the grocery store. Therefore, a dock lock gathering area has been created at the NW corner. Adjacent to the raised dock area is a 16' wide pedestrian thru zone.

The raised dock area is similar to the docks of NW 13th Ave such that it is considered a public space not a private porch. A secondary pedestrian circulation zone has been created between the warehouse and the seating areas.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The intent of the guideline is to provide a zone at each side of the accessway for stairs, stoops, and other private entrance features within a pedestrian accessway up to a depth of 10 feet. It our understanding that the intent of this standard is to limit the extent of primarily private residential porches not intended for the public. The proposed raised area is similar to the docks of NW 13th Ave such that it is considered a public space not a private porch. A secondary pedestrian circulation zone has been created between the warehouse and the seating areas. We anticipate that pedestrians will use this circulation zone and seating area in way that is similar to the way the docks are used on NW13th.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying extend of the grade change in the accessway is consistent with the purpose of the standard. The dock area is strictly a function of grade and accessibility not a division between public and private.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #5

Approval of a Modification to 33.140.230 Ground Story Window Requirements for the Mixed-Use Building on NW Quimby.

Proposal

The length of building façade directly on NW Quimby is 131'-9". Therefore, 65'-10" of ground story windows are required. The proposed length of the ground story windows directly on NW Quimby is 46'-0". Therefore, we are proposing to reduce the required ground story window length by 19'-10".

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas; encourage continuity of retail and service uses; encourage surveillance opportunities by restricting fortress-like facades at street level; and to avoid a monotonous pedestrian environment.

Grocery stores have service functions that need to be located on the building's perimeter. These program items have been grouped together on NW Quimby. A 14' wide fully glazed loading door is part of this service area. The glazed loading door breaks down the facade similar to the way windows break down a facade. In addition to the loading door, a recessed recycling area covered by a canopy and a egress door niche also further breakdown the facade to avoid a monotonous pedestrian environment. In addition, the window area exceeds the required window area.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

The proposal is consistent with the purpose of the standard because the portions of the NW Quimby facade that do not have ground story windows are broken up by retail services areas that encourage surveillance opportunities by restricting fortress-like facades at street level; and to avoid a monotonous pedestrian environment.

A large window like opening is provided between the tuck under parking at the sidewalk. The opening is filled with a laser cut art screen. The screen is set back from the sidewalk behind a 2'-0' L2 like landscape buffer. In addition, the areas of the ground story windows exceed the required area.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #6

Approval of a Modification to 33.140.230 Ground Story Window Requirements for the Mixed-Use Building on NW Raleigh.

Proposal

The length of building façade directly on NW Raleigh is 104'-5". Therefore, 52'-2½" of ground story windows are required. The proposed length of the ground story windows directly on NW Raleigh is 42'-0". Therefore, we are proposing to reduce the required ground story window length by 10'-2½".

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is to provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas; encourage continuity of retail and service uses; encourage surveillance opportunities by restricting fortress-like facades at street level; and to avoid a monotonous pedestrian environment.

The resultant development will better meet the guideline because there is a public courtyard located east of the portion of the façade directly on NW Raleigh. Since the courtyard is more than 20' deep the windows that open up to the courtyard facing NW Raleigh are not able to be included in the ground story calculation. However, the windows of the courtyard and the courtyard itself do function and contribute to the intention of the guideline.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying the requirement to include the section of wall and windows of the courtyard that face NW Raleigh would be consistent with the purpose of the regulation since their function meets the intent of the guideline and the combined length of the ground story windows would then significantly exceed the ground story windows requirement. In addition, a large window like opening is provided between the tuck under parking at the sidewalk. The opening is filled with a laser cut art screen. The screen is set back from the sidewalk behind a 3'-8' L2 like landscape buffer. In addition, the areas of the ground story windows exceed the required area.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #7

Approval of a Modification to 33.266.130 Parking and Loading Development Standards for the L2 Landscape Buffer on NW 22nd.

G.2.a1. Surface parking in EX zones are required to have L2 landscaping in the setback abutting a lot line.

Proposal

We propose to reduce the width of the L2 buffer and setback between the parking lot and the sidewalk from the required 5' to 2'-6".

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The purpose of the guideline is provide a buffer between surface parking lots and the sidewalk or street edge. A corten steel fence has been proposed in addition plantings similar to those prescribed by a full L2. Together the planting and fence provide a substantial buffer. The reduction in width allows an additional seven parking space. Offstreet parking in NW Portland is in critical demand. The proposed parking spaces replace an existing parking lot that is being reconfigured to meet PBOT standards. Therefore, the applicant feels that by allowing the Modification the resulting project will better meet the overall design guidelines.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying the required width of the L2 buffer and setback does not diminish the effectiveness or the intent of the standard. The proposed 2'-6" is adequate in width to provide plantings and the proposed fence. Furthermore, the applicant feels that the proposed modification improves the overall project because the modification provides more much needed offsite parking.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #8

Approval of a Modification to 33.266.130 Parking and Loading Development Standards for Warehouse Loading Zone.

F. Forward motion. Outside the Central City plan district, loading facilities must be designed so that vehicles enter and exit the site in a forward motion.

Proposal

A back in and pull out loading zone is proposed. The 28' wide curb cut for the loading zone is located on NW Quimby, 51' east of the intersection of NW 22st and NW Quimby.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

Since all but the western 20' of the site is covered with an existing warehouse it is not feasible to provide a Type A onsite loading zone such that vehicles can enter and exit in a forward direction of travel. It is not possible to locate a loading zone turn around or drive thru within the building. It is also not possible to provide a loading zone drive thru area to the west of the building due to the required turning radii required by trucks that use Type A loading zones.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying the direction of travel for loading vehicles does not diminish the effectiveness or the intent of the standard. The intent of the standard is 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.

Since the loading zone is located 51' east of the NW 22st and NW Quimby intersection it is located along the portion of the sidewalk likely to have the least amount of pedestrian traffic. The loading zone has also been grouped together with other back of house functions such as the trash and recycling area and the bottle return area. The thought is to group these working functions together in an area that is anticipated to less pedestrian traffic. In addition, PBOT has approved a 75' long offsite loading zone for this site.

BLOCK 296 SLABTOWN MARKET PLACE

CITY OF PORTLAND, COUCHS ADD; BLOCK 296; LOT 1-10 & 11-18
NW 21th Avenue & Raleigh Street, Portland, OR 97209

Application for Design Review - Type III

Modification #9

Approval of a Modification to 33.266.130 Parking and Loading Development Standards for the Mixed-Use Building Loading Zone.

F. Forward motion. Outside the Central City plan district, loading facilities must be designed so that vehicles enter and exit the site in a forward motion.

Proposal

A back in and pull out loading zone is proposed. The 20' wide curb cut for the residential loading zone is located on NW Quimby, 68' west of the intersection of NW 21st and NW Quimby.

Approval Criteria

Criterion 1: The resulting development will better meet the applicable design guidelines:

The proposed back in and pull out loading zone will better meet the design guidelines because much less of the onsite program needs to be dedicated to a loading zone truck turn around area than would be required with a forward motion onsite and offsite solution. The on grade parking serving the grocery store is at an absolute minimum parking stall to floor area ratio. Therefore, the loading truck turn around area would be required to be in addition to the grocery parking. The net result would be less active use / retail onsite and more vehicular area.

Criterion 2: On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested:

On balance, modifying the direction of travel for loading vehicles does not diminish the effectiveness or the intent of the standard. The intent of the standard is 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.

Since the loading zone is located 68' west of the NW 21st and NW Quimby intersection as well as to the west of all of the retail spaces located within the mixed-use building on NW Quimby it is located along the portion of the sidewalk likely to have the least amount of pedestrian traffic. The loading zone has also been grouped together with other back of house functions such as the trash and recycling area and the fire department connections. The thought is to group these working functions together in an area that is anticipated to have less pedestrian traffic. In addition, the proposed solution separates the onsite grocery parking from the residential loading. Otherwise, residential loading trucks would be forced to back in and out of the grocery parking drive aisle.