



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

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STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION

CASE FILE: LU 13-148833 DZM

Con-way Block 296,
Grocery & Mixed-Use Building
(EA # 12-218319 PC, EA 12-156491 DA)

REVIEW BY: Design Commission

WHEN: July 18, 2013 @ 1:30pm

WHERE: 1900 SW Fourth Ave., Room 2500A
Portland, OR 97201

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

BUREAU OF DEVELOPMENT SERVICES STAFF: KARA FIORAVANTI /
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GENERAL INFORMATION

Applicant: Alan Jones, Applicant
Holst Architecture
110 SE 8th Avenue / Portland, OR 97214

Con-way Properties Inc
Po Box 4138 / Portland, OR 97208-4138

Thomas Dichiara, Owner
C E John Properties 66 LLC
1701 SE Columbia River Drive / Vancouver, WA 98661

Site Address: 2170 NW RALEIGH STREET
Legal Description: BLOCK 296 LOT 1-10, COUCHS ADD; BLOCK 296 LOT 11-18, COUCHS ADD
Tax Account No.: R180231250, R180231350
State ID No.: 1N1E28CD 02500, 1N1E28CD 02600
Quarter Section: 2927
Neighborhood: Northwest District, contact John Bradley at 503-313-7574.
Business District: Nob Hill, contact Mike Conklin at 503-226-6126.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.

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

Proposal:

Renovation of a 36,000 s.f. warehouse for retail use, plus construction of a new 129,151 s.f. 6-story mixed-use building with ground floor retail and 114 apartments above. The new development will be separated from the renovated warehouse by a 60'-0" pedestrian accessway, as required by the Con-Way Master Plan. 64 (+3 ADA) surface and tuck-under vehicular parking spaces are proposed for the grocery and NW 21st retail portions of the proposal, with 76 (+3 ADA) vehicular parking spaces provided in a below-grade garage for the residential units. 6 (+1 ADA) vehicular parking spaces are proposed on site for the NW 22nd Avenue retail spaces. 126 long-term bicycle parking spaces are required with 88 currently shown in the underground garage and the remainder in bike rooms on the upper residential floors.

Exterior materials include painted and board-formed concrete, wood siding and canopies, aluminum storefront systems, a green wall, Corten steel, and pavers at the warehouse. Exterior materials for the 6-story mixed-use building include white brick, charcoal brick, wood siding and storefront systems, steel storefront systems, aluminum storefront systems, fiberglass windows, Corten steel, concrete, and pavers.

Several modifications are requested to the following standards:

1. **Con-way Master Plan Standard 6C Building Line Standard** to reduce the amount of building line at the NW 21st Avenue property line from the required 75%;
2. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Quimby frontage.
3. **Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard** to reduce the required 50' depth at the interior space facing the NW Raleigh frontage.
4. **Con-way Master Plan Standard 8D Ground Floor Active Use Standard** to reduce the Active Area required along the north and south elevations;
5. **Con-way Master Plan Standard 8E Private Entrances and Terraces Facing Pedestrian Accessways** to allow a raised deck area at the warehouse building to be constructed so that it projects 24'-1" into the pedestrian accessway for a linear distance of 39'-0", where a 10'-0" projection is allowed;
6. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Quimby for the 131'-9" long mixed-use building wall from the required 65'-10½" (50%) to 46'-0" (34.9%);
7. **33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Raleigh for the 104'-5" long mixed-use building wall from the required 52'-2½" (50%) to 42'-0" (40%);
8. **33.266.130 Parking Standards** to reduce the required 5'-0" of L2 landscape screening along the proposed parking on NW 22nd Avenue to 2'-6";
9. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the warehouse building; and
10. **33.266.310 Loading Standards** to allow reverse motion in NW Quimby for the proposed on-site loading space at the mixed-use building.

In addition, the applicant is proposing an additional loading space to be located in the right-of-way adjacent to the warehouse building along NW Quimby Street.

The Con-way Master Plan was approved under LU 12-135162 MS. This approval included Condition of Approval #6: "Street frontage improvements shall adhere to the design standards proposed in the August 30, 2012 Con-way Master Plan (Exhibit H-8a) under DESIGN PRINCIPLES FOR PUBLIC STREETS. The Con-way Master Plan street standards shall be finalized as part of the design approval for the first major development." This Type III Design Review application is

considered the “first major development” and, as such, will also be reviewing the Con-Way Master Plan street standards so they are “finalized”.

Design Review is required because the proposal is for new development in a Design overlay district.

Approval Criteria:

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

- Community Design Guidelines
- Con-way Master Plan (LU 12-135162 MS)

ANALYSIS

Site and Vicinity: This 91,400 SF site (two City blocks with a 60'-wide not-yet-developed pedestrian accessway) is part of the larger Con-way Master Plan area. Con-way Inc. traces its history to Leland James, who, in 1929, founded a small regional trucking company in Portland, named Consolidated Truck Lines. The company enjoyed great success through expansion and acquisition, and was later renamed Consolidated Freightways (CF). Today, Con-way delivers industry-leading services through its primary operating companies of Con-way Freight, Con-way Truckload, and Menlo Worldwide Logistics. These operating units provide industry-leading regional, inter-regional and national less-than-truckload (LTL); logistics, warehousing and supply chain management services; as well as full truckload freight transportation to the best companies across North America and around the globe. Con-way and its subsidiaries operate from more than 500 locations across North America and in 20 countries across five continents. Although Con-way's headquarters are now located in Ann Arbor, Michigan, they still control 25 acres in Northwest Portland, and will continue to maintain a presence in two large office buildings they currently occupy.

Con-way's property is located within the boundaries of the Northwest Plan District. The aggregate site area contained within the proposed Master Plan limits, excluding current right-of-ways, is 762,168 sq. feet, or 17.49 acres. Present uses of the Con-way property include office, industrial, warehousing and surface parking. The property originally accommodated a trucking depot and truck maintenance facilities; it evolved over time to include headquarters office facilities that supported the trucking operations. Trucking operations have moved to off-site locales. Today, Con-way owns and occupies office buildings on Blocks 293 and 294. It has largely vacated a third office building that resides on Block 295. Con-way also owns and occupies a warehouse building on Block 296 (the subject parcel of this Type III Design Review), a vacant truck maintenance building on Block 290, and a small, leased industrial building on Block 16. The balance of Con-way's site area includes paved lots which are used as parking.

Northwest Portland is recognized as the City's most intensely developed urban neighborhood – a place of diverse housing options, substantial employment, and regionally recognized destination retail. It is a close-in neighborhood with a mix of land uses located side-by-side in a compact geographic area. As noted in Appendix D of the approved Master Plan, as of 2009 population of Northwest Portland was estimated at close to 9,400 residents. And, while the district is known for a large supply of high value vintage older homes, nearly 90% of residential units district-wide (including apartments) are renter-occupied.

The northernmost boundary of the proposed Master Plan area is I-405, the southernmost boundary is NW Pettygrove Street, the westernmost boundary is NW 22nd Avenue and the easternmost boundary is almost to NW 20th Avenue. NW 21st (included within the Master Plan area boundary) and NW 23rd Avenues are the major north-south commercial corridors of the Northwest Plan District. They can be characterized as successful, vibrant retail streets offering

amenities like small retailers, boutique shops and a wide-range of restaurants to residents, office workers, and visitors including tourists. The proposed Master Plan is unlike the rest of the district in that it includes a vast area of surface parking lots and a few large office buildings.

Block 296, in particular, includes an existing 1-story cast in place concrete warehouse building that is approximately 36,000 SF in area. It sits at the western edge of the site, but is setback about 20' from NW 22nd Avenue. The interior of the building has intricate wood trusses and a series of large monitor skylights that will be preserved and remain exposed with the current proposal. The existing building is mostly blank walls with some openings for overhead loading doors. The remainder of the site is a surface parking lot with parking lot landscaping.

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

Included in the Northwest Plan District regulations is a requirement for the creation of a Northwest Master Plan for specified sites. Those specified sites (all owned by Con-way), as well as 3 other parcels under the same ownership received a Northwest Master Plan approval in 2012, under LU 12-135162 MS.

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

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

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

- LU 06-157680 DZ – Approval of signage for Con-way;
- EA 11-160116 PC – Pre-Application Conference for the development of a Master Plan for Con-way properties;
- EA 11-188950 DAR – Design Advice Request for the development of a Master Plan for Con-way properties;
- LU 12-135162 MS – Approval with conditions of the Northwest Master Plan for Con-way properties;
- EA 12-218319 PC – Pre-application Conference for the current proposal; and
- EA 12-156491 DAR – Design Advice Request for the current proposal

Agency Review: A "Request for Response" was mailed **June 3, 2013**. The following Bureaus have responded:

The **Bureau of Environmental Services** has not yet responded with formal comments. Staff expects that formal comments will be received before the July 18th hearing.

The **Bureau of Transportation Engineering** has not yet responded with formal comments. Staff expects that formal comments will be received before the July 18th hearing.

The **Water Bureau** responded, noting the location of existing service. Please see Exhibit E-3 for additional details.

The **Fire Bureau** responded, noting that a permit is required for this proposal. All applicable Fire Code requirements will apply to the new development. Please see Exhibit E-4 for additional details.

The **Site Development Section of BDS** responded, noting that a site specific seismic hazard study and a geotechnical engineering report are required to be submitted at the time of building permit application. It was also noted that a seismic upgrade of the existing warehouse may be required. The comments have been forwarded to the applicant. Please see Exhibit E-5 for additional details.

The **Life Safety Division of BDS** responded, noting that separate permits would be required, suggesting a Preliminary Life Safety Meeting be held, and noting certain building code requirements. The comments have been forwarded to the applicant. Please see Exhibit E-6 for additional details.

The **Bureau of Parks-Forestry Division** responded, noting that street trees will be required on all street frontages.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on June 28, 2013. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

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

Section 33.825.055 Design Review Approval Criteria

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

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

Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation

districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

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

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

Findings: The proposal enhances the sense of place and identity of the Northwest District Plan Area as prescribed by the examples given in the Community Design Guidelines. For instance, the new mixed-use building is a single building but in a very modest and refined way is divided into different volumes. The existing warehouse provides the space for one large retail tenant but two smaller retail spaces are provided on the street frontage along NW 22nd Avenue, as well as at the ground floor of the mixed-use building. Entrances to the mixed-use building and to the rehabilitated warehouse building are all predominantly located at corners with streets, with some entrances facing the pedestrian accessway. The proposal incorporates design elements such as large storefront windows, outdoor dining space and awnings along public right-of-ways as well as facing the pedestrian accessway. In addition, in anticipation of a future streetcar line clipping the northeast corner of the block, the proposed mix-use building is recessed at this location in order to prevent future conflicts, and as a result, provides courtyard space for outdoor dining as well as other public amenities.

Portions of the neighborhood platted after 1865 subdivided the land into 200' by 460' blocks. As such the existing block represents the historic block pattern in its current configuration. The proposal, and the Con-way Master Plan as a whole, seeks to establish mid-block pedestrian connections so that the area will be more aligned with Portland's predominant 200' x 200' block structure while maintaining the longer historic block pattern. This is not fully-realized however, as the proposal includes a row of parking along the eastern edge of the pedestrian accessway. This row of parking compromises the project's ability to reestablish the historic grid, as specified in the Con-way Master Plan. The Con-way Master Plan specifically designates a 60-foot wide strip at the center of this block and four others as pedestrian accessways. The Con-way Master Plan lists several design elements and allows for certain limited encroachments that can be incorporated into the design of the pedestrian accessways, of which parking is not listed. This is further described in findings below. In addition, the introduction of parking within the boundaries of this accessway establishes a suburban character that is wholly uncharacteristic of the Northwest neighborhood. Staff recognizes that the neighborhood has a parking problem but does not consider the introduction of surface parking lots, particularly in designated pedestrian accessways as an appropriate solution, as it degrades the dense urban character of one Portland's most pedestrian-oriented neighborhoods.

Because the introduction of automobile parking in the pedestrian accessway compromises the urban character of the Northwest neighborhood and the goals of the newly established pedestrian accessways, this guideline is not met; however with removal of the parking from the pedestrian accessway, this guideline could be met.

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

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

Findings for E1 and D4: At the perimeter of the proposed development, the applicant proposes sidewalks enhanced with landscaping both on site and in the public right-of way. However, at the center of the development is a Master Plan-dedicated pedestrian accessway, within which the applicant proposes a variety of recommended uses, as well as a 13'-0" deep row of parking along the eastern edge, which is not a recommended use for the pedestrian accessway. As a result of the parking extension into the pedestrian accessway combined with other permanent fixtures and furnishings, some areas of the 60'-0" pedestrian accessway have been reduced to 16'-0" wide, the width suggested as an example large enough to accommodate shared bicycle and pedestrian traffic. While some plantings are provided between the parking strip and the remainder of the pedestrian accessway, sheet C.10 clearly shows that some areas at the head of the parking spaces do not provide any real buffer between pedestrians and vehicles. As the Commission suggested at the February 21st DAR, and staff has also suggested, the pedestrian accessway is not an appropriate location for a row of parking.

Staff's surety that the pedestrian network is compromised by the proposed row of parking is supported by the Con-way Master Plan itself as follows:

- This network of 60-foot wide strips are repeatedly described as a "Pedestrian Accessways" in the Con-way Master Plan, as an example of a type of "Open Space", and repeatedly shown on several maps as such for the full width, 60'-0";
- Page 73 of the Con-way Master Plan – *"The accessways will have continuously paved walkways and seating areas, ornamental lighting, bicycle parking and landscape or garden elements. Stormwater run-off from adjacent buildings and paved hardscape may be treated in the accessways, adding a seasonal displays (sic) and effects. In addition, the accessways may have works of art or small water features."* It is true the Master Plan does not prohibit parking in the pedestrian accessway, but automobile parking is also not included as one of the program elements specifically listed as belonging in the pedestrian accessways;
- Map 06-2 *Possible Future Parking Counts* on page 91 of the Con-way Master Plan does not show possible future parking within the pedestrian accessway;
- Page 97 of the Con-way Master Plan Street Section for Pedestrian Accessway shows a 60'-0" right-of-way with 10'-0" on each side allowed for raised porch/planting area, leaving 40'-0" of "flexible design" for "ped/bike easement". It allows for lighting, furnishings, and prescribes "flush" sidewalks with "no curb". With regard to circulation, it states "limited vehicle access" and, with regard to parking, "none";
- The Con-way Master Plan includes guidelines related to the pedestrian accessway which offer suggestions of elements to incorporate, none of which are parking spaces; and
- Map 04-8 *City-Wide Open Space Network* on page 35 of the Con-way Master Plan shows the accessways represented in the same manner as other open spaces (parks) in the city.

While the Con-way Master Plan standards allow "areas to provide for stairs and other private entrance features permitted within a pedestrian accessway up to a depth of 10 feet" by right, it makes no such allowance for parking stalls. Indeed, the applicant is requesting a modification to this standard to allow the proposed deck at the grocery store to extend a total of 24'-0" into the pedestrian accessway, which is further discussed in findings below.

Staff notes that the remainder of the parking area includes a surface lot with perimeter landscaping, tuck-under parking with Corten screen walls and landscaping at the perimeter, and an underground garage.

Based on the Con-way Master Plan's graphical and written descriptions of "pedestrian accessway", particularly that they should provide only limited vehicle access and that the amount of parking should be "none", staff concludes that parking is not appropriate in the pedestrian accessway. Staff further concludes that the proposal to include vehicle parking within the boundaries of the pedestrian accessway does not meet the requirements of this guideline to create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians and to physically buffer pedestrians from vehicle areas.

This guideline is not met; however it could be met with the removal of parking stalls from the pedestrian accessway.

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

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

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

Findings for E2, D1, and D3: The proposal provides stopping places along all pedestrian paths, including perimeter sidewalks and along the pedestrian accessway. Along NW 22nd, the existing building is set back from the right-of-way nearly 20 feet. Canopies are provided at the public edge projecting 8 feet over the right-of-way along the NW Raleigh and NW Quimby frontages, and 12 feet over the more private NW 22nd Avenue frontage. Canopies are provided at southeast and northeast corners of the rehabilitated warehouse building and a significant amount of covered and uncovered seating is provide within the accessway and at an elevated deck associated with the future tenant. The mixed-use building also features horizontal metal canopies and fabric awnings on all façades as well as seating integrated with the northeast courtyard adjacent to the public right-of-way. The courtyard is also designed to feature art and movable furniture (a condition of approval will require Design Review approval of the courtyard art prior to issuance of certificate of occupancy of the mixed-use building). In addition, custom street furniture including reclaimed wood and metal benches are proposed in the furnishing zone of all of the right-of-ways.

The landscape plan is varied, yet unified across the whole development through the use of common plant materials and landscape furnishings such as Corten steel and plank decking. The proposal certainly includes stopping places, landscape features and outdoor areas that provide a pleasant environment for users and passersby; however staff feels that the pleasantness and safety of the pedestrian accessway could be further improved by the removal of the row of parking extending 13 feet into the pedestrian accessway. As discussed above under E1 and D4, the introduction of parking in this area is not endorsed by the Con-way Master Plan and ultimately weakens the south terminus of this future pedestrian accessway. The applicant has indicated that these spaces could be used periodically for farmer's or craft markets, however staff notes that this use would be redundant, particularly in front of a grocery store, and because the Con-way Master Plan aims for the Quimby Street parcel 320 feet away to be developed as a festival street explicitly for such uses. The applicant has not demonstrated how parking in the pedestrian accessway meets these relevant criteria.

Because the parking spaces are proposed within the pedestrian accessway, resulting in a less safe and less pleasant pedestrian environment, this guideline is not met; however with removal of the parking spaces from the pedestrian accessway, this guideline could be met.

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

Findings: The street level façades on all portions of the proposal are differentiated through the use of canopies, awnings, different materials, as well as different paint colors. The rehabilitated warehouse will provide human scale to the building through the introduction of storefront windows and a substantial amount of wood which will provide a sense of warmth. The mixed-use building provides visual interest with perforated Corten screen wall at the tuck-under parking area, and through the varied wall planes and storefront systems. The street level façade is further differentiated from upper levels through the use of monolithic solid wall planes combined with grouped floor-to-ceiling storefront windows, whereas the upper levels feature a more scattered fenestration pattern. The result is a substantial but not overwhelming appearance. *This guideline is met.*

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

Findings: The corners of the rehabbed building are where the entries are concentrated, and where canopies are located to protect those entering and exiting but also to serve as points where people may collect, particularly in inclement weather. In addition, the northeast corner of the warehouse building meets the pedestrian accessway with an extended deck area for seating which will allow opportunity for prolonged activity at this corner. The northeast corner of the mixed-use building features an outdoor area that will be activated by a future art installation and most likely by tenant-associated movable tables and chairs which can be accommodated in this space (a condition of approval will require Design Review approval of the courtyard art prior to issuance of certificate of occupancy of the mixed-use building). At the southeast corner, the orientation of the white brick volume proudly meets the corner of the property and leads the eye back toward the rest of the development. At the end of the mixed-use building on both the north and south façades, the perforated Corten steel screens will engage pedestrians despite the fact that it screens a less than pleasant view into a parking area. *This guideline is met.*

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

Findings: As noted above, a substantial number of canopies are provided on all frontages of the proposal, including in the pedestrian accessway, which will protect users and passersby from the rain and sun. Though the northeast courtyard is a result of the potential for a future streetcar line, its location will protect users from the negative effects of the sun as the 6-story building will provide shade on hotter days. *This guideline is met.*

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

Findings: The nearest existing transit stop is less than a half block to the south along NW 21st. The primary entrance for the mixed-use building is located just north of the southeast corner and will provide easy access to this stop. Entrances to the mixed-use building are varied in their design and many feature canopies or awnings, making them prominent and interesting. All are pedestrian accessible. At the rehabilitated warehouse building, entrances are prominent and provided at multiple locations including level entries as well as raised

entries. Transit stops are located within 1-3 blocks north, south and west of the subject property. *This guideline is met.*

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

Findings: By proposing residential uses above commercial uses, the proposal will further the development of this area as a 24-hour neighborhood. The ground level of the mixed-use building and the warehouse building will be developed for active uses and the proposal, as a whole, features a substantial amount of fenestration which will add eyes on the street. In addition, the majority of overnight parking will be secured in the underground residential garage. A perforated Corten screen is also provided at the tuck-under parking which will screen the negative impacts of the automobile parking while also provide opportunities for surveillance. *This guideline is met.*

D6. Architectural Integrity. 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.

Findings: The existing building is a one-story utilitarian warehouse, built in 1950-1952 by the Crown Zellerbach Company, a paper manufacturer. The applicant's proposal to rehabilitate the warehouse for use as a grocery store and other commercial space respects the original character of the building while dramatically improving the building's relationship with the streetscape and neighborhood. The proposal will make the building more accessible through the introduction of fenestration with metal and wood storefront systems, providing human scale with the introduction of wood siding systems and canopies, as well as providing seating areas. *This guideline is met.*

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

Findings: While much of the immediate vicinity remains utilitarian or paved with parking lots, portions of the neighborhood have begun to develop around the Con-way properties providing a variety of uses and eclectic styles in new and existing buildings. This proposal includes both a rehabilitated building and a sleek new modern building. The rehabilitation of the warehouse will add warmth to a building that is currently cold and uninviting, and will certainly prove to be a gathering place that serves the needs of the neighborhood. The new mixed-use building plays off the utilitarian character of much of the neighborhood by using little adornment, but nevertheless providing interest and elegance through its clean and playful design. *This guideline is met.*

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

Findings: The proposed warehouse rehabilitation presents a cohesive design that can be comprehended from any viewpoint. New fenestration is provided on all façades as well as wood canopies and seating areas. The proposed mixed-use building is divided into bays of varying width and color with differentiation also expressed at individual ground floor tenant spaces as well as variations in the fenestration and other details at upper levels. The building is playful but not chaotic, modern yet traditional. At the west end of the building, where tuck-under parking areas are visible, the applicant proposes perforated Corten screens which will provide some relief to an otherwise uninteresting view. In addition, the

Corten steel and plank decking are also proposed at landscaped areas in the 2nd floor courtyard, at the pedestrian accessway and in the landscaped areas along NW 22nd Avenue, providing cohesion to the development through landscape features. *This guideline is met.*

Con-way Northwest Master Plan Design Guidelines (Section 5)

Introduction

The existing Community Design Guidelines, along with these new seven (7) Con-way Master Plan design guidelines, are the applicable approval criteria for design review. Design guidelines are mandatory approval criteria that must be met as part of design review and historic design review. They inform developers and the community as to what issues will be addressed during the design review process. The guidelines state broader concepts than typical development standards in order to provide flexibility to designers, yet they are requirements.

Applicants are responsible for explaining, in their application, how their design meets each applicable guideline.

The design review process is flexible. It is intended to encourage designs that are innovative and appropriate for their locations. For this reason design guidelines are qualitative statements. Unlike objective design standards, there are typically many acceptable ways to meet each design guideline. Examples of how to address specific guidelines are included in this section for each design guideline. It is not the City's intent to prescribe any specific design solution through the design guidelines.

During the design review process, the review body must find that the proposal meets each of the applicable design guidelines. Proposals that meet all applicable guidelines will be approved; proposals that do not meet all of the applicable guidelines will not be approved.

If the review body approves the proposed design, they may add conditions to their approval to ensure the proposal's compliance with the guidelines. If the review body does not approve the proposed design, they would prefer that the applicants revise the design to address deficiencies rather than have the city impose a specific solution through conditions. They may find that such action is necessary to better achieve the goals for design review.

In some cases, a design guideline may be waived during the design review process. An applicable guideline may be waived as part of the design review process when the proposed design better meets the goals of design review than would a project that had complied with the guideline. If a waiver is requested, the applicants must explain, in their application, how the goals of design review are better met in the proposed design than would be possible if each guideline being considered for waiver was followed. Allowing the waiver of one or more guidelines during the design review process reflects the City's concern that the design guidelines not become a rigid set of requirements that stifle innovation.

Goals of the Con-way Northwest Master Plan Design Review

1. Encourage urban design excellence;
2. Integrate urban design and preservation of our heritage into the development process;
3. Promote the development of diversity and areas of special character within the district;
4. Establish an urban design relationship between the district and the Northwest District as a whole;
5. Provide for a pleasant, rich and diverse experience for pedestrians;
6. Assist in creating a 18-hour district which is safe, humane and prosperous; and
7. Ensure that development proposals are at a human scale and that they relates to the scale and desired character of its setting and the Northwest District as a whole.

Guideline 1: Provide human scale to buildings and edges along sidewalks, squares and pedestrian accessways.

Findings: Human scale is provided at both buildings with the incorporation of canopies and seating areas. At the mixed-use building, canopies are located 9-11 feet above grade, which reduces the overall scale of the 6-story brick building. At the warehouse building, canopies are located 15-20 feet above grade and extensive fenestration is introduced, which reduces the scale of the 32-foot tall building to create a more humane façade. Human scale is provided along the accessway and perimeter sidewalks as well with opportunities for seating and the softening of surface parking lot edges with landscaping. *This guideline is met.*

Guideline 2: Develop urban edge variety adjacent to parks, pedestrian accessways and greenstreets.

Program uses on the ground level of buildings adjacent to parks, accessways and greenstreets that activate and expand the public realm. Design the lower stories of buildings to include elements that activate uses and add variety and interest to the building facades.

Findings: The eastern edge of the warehouse building features varying projections including deep canopies, enclosed entrances, a raised deck for seating, a green wall, and variations in the paving, providing a varied urban edge. Despite the success of western edge of the pedestrian accessway, the public realm is limited as the proposed parking encroaches into the designated public realm of the pedestrian accessway. The proposed parking works in opposition to the goal of this guideline, which is to expand the public realm. While automobiles provide some activation, staff does not believe that is an appropriate type of activation, as outlined above under E1 and D4.

Because the proposed parking in the pedestrian accessway limits the project's ability to expand and activate the public realm in the accessway, this guideline is not met; however it could be met with removal of the row of parking in the accessway.

Guideline 3: Develop weather protection.

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

Findings: As noted above under E5, a substantial number of canopies are provided on all frontages of the proposal, including in the pedestrian accessway. The canopies will protect users and passersby from the rain, sun, and other negative effects of the weather. The northeast courtyard will also protect users from the negative effects of the sun as the 6-story building will provide shade to this area. *This guideline 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.

Findings: As discussed under D7, as this is the first development under the Con-way Master Plan, much of the immediate vicinity is still paved with parking lots or features rather utilitarian buildings. The rehabilitation of the warehouse will dramatically open the building up to the neighborhood, resulting in an amenity not only for the service it is intended to provide but also as viewed from the street. In addition to more window area, the introduction of wood canopies and raised seating areas will also provide human scale to the building. The mixed-use building is six stories tall, but the façade is divided into bays of varying width as well as set back at varying distances from the right-of-way. Canopies are also provided at the street level to provide human scale. In addition, though the building is to be constructed of brick forms, the significant amount of fenestration proposed lends to a feeling of lightness that will not overwhelm the sidewalk experience. As noted above, the design is playful in its

diversity of form, volume, and detail, but reads as an elegant introduction into the neighborhood. *This guideline is met.*

Guideline 5: Provide transitions between the public and private realms when residential structures abut streets, parks and pedestrian accessways.

Findings: The mixed-use building is located at the eastern end of the block and has an urban orientation toward NW 21st Avenue. (A building does not abut the pedestrian accessway, rather surface parking is proposed to abut the pedestrian accessway.) The mixed-use building contains residential units above ground level retail; therefore, the transition between NW 21st and the public and private realm is the commercial space itself. *This guideline is met at the NW 21st Avenue frontage.*

Guideline 6: Integrate high-quality materials and design details.

Findings: The proposed mixed-use building features brick, in two colors, as the primary building material. In addition to brick, wood, aluminum, and steel full-height storefronts are proposed with fiberglass windows recessed in the wall plane at the upper levels. Corten steel is used as an accent material, integrated into the design of the building as well as the landscaping on the entire block. Rehabilitation of the concrete warehouse includes the introduction of aluminum storefront systems and applied wood cladding, as well as substantial wood canopies which will provide warmth to the building. *This guideline is met.*

Guideline 7A: Provide private open spaces that are well integrated with adjacent development, act as gathering places designed to adapt to a variety of activities, are linked together and to other nearby open spaces, are accessible to the public and provide distinctive neighborhood identity.

PRIVATE PEDESTRIAN ACCESSWAYS OPEN TO THE PUBLIC Together with public sidewalks, the pedestrian accessways form a linked circuit of walkable open spaces within the Con-way Master Plan area. They will provide enhanced, connecting pedestrian experiences that are currently lacking in the neighborhood. New pedestrian accessways break down the superblocks in a north/south direction throughout the Con-Way properties. Although the accessways will be privately developed and owned as part of the site development, they will be offered for public use through permanent access easements. The north/south pedestrian accessways will provide the ability to enter the inner portions of the privately developed blocks, whether they are commercial uses, townhomes, and mixed-use, work/live spaces at the ground floor. The accessways will have continuously paved walkways and seating areas, ornamental lighting, bicycle parking and landscape or garden elements. Stormwater run-off from adjacent buildings and paved hardscape may be treated in the accessways, adding a seasonal displays and effects. In addition, the accessways may have works of art or small water features. Special signage will create identity and convey the appropriate uses of the accessways. Shade trees and ornamental plantings will be an important part of the pedestrian accessways, adding a distinguished identity and character. There may be variation in design from block to block, depending on the adjacent ground floor uses. The accessways will be privately maintained by adjacent properties.

Findings for 7A: As noted above under P1, E1, D4, D1, and Guideline 2, the pedestrian accessway at the center of the block is well-designed with the exception of the proposed parking along the eastern edge. As described above in Private Pedestrian Accessways Open to the Public, a number of uses and design elements are encouraged in the pedestrian accessways, none of which include automobile parking. Also noted in the findings above, the Con-way Master Plan itself describes the pedestrian accessways as 60-foot wide open spaces and on page 97 state that the amount of parking to be provided in pedestrian accessways is “none”. In addition, the introduction of automobile parking into the accessway alters the

character of the development to that of a suburban nature, which is in opposition to the character of the Northwest neighborhood, one of Portland's densest and most urban neighborhoods.

Because the proposed parking in the accessway limits its ability to act as a gathering place and presents a more suburban character to the neighborhood, this guideline is not met; however, with removal of the automobile parking from the pedestrian accessway, this guideline could be met.

Guideline 7D: Pedestrian Accessways – Provide a network of pedestrian accessways that, together with public greenstreets and building forecourts, form a special pedestrian circuit or network of connected open spaces in the neighborhood, in addition to adjacent development.

Provide for pedestrian accessways that are privately owned but open to the public. Pedestrian accessways are located mid-block between NW 20/21st and NW 21/22nd. See Map 05-08.

7.D.1 Design pedestrian accessways as mid-block linear greens and pedestrian walkways that provide continuous informal green open spaces helping to reduce the scale of large blocks.

7.D.2 Design pedestrian accessways so that the distance between building elevations is generally 60 feet. Pedestrian accessways should be accessible to the public through public access easements that are generous (for example, 40 feet wide) and extend continuously between public streets to the north and south.

7.D.3 Single north-south pedestrian pathways within an accessway should be large enough to accommodate shared bicycle and pedestrian traffic (for example, 16 feet wide).

7.D.4 Design the character of pedestrian accessways east of NW 21st to extend elements of the neighborhood park north to the forecourt of the Con-way office building. Residential uses are expected to be the predominant adjacent uses.

7.D.5 Design these accessways to include paved walkways, fixed seating, lighting, benches and bollards.

7.D.6 Include landscape elements such as shade trees, low shrubs and ground covers. Consider opportunities for gardens

7.D.7 Consider bioswales or places for stormwater treatment from adjacent private development.

7.D.8 Express the character of pedestrian accessways west of NW 21st to reflect the variety of commercial, office and residential uses expected as adjacent uses along the accessways, and design to accommodate a variety of activities.

7.D.9 Design the entries to the accessways with signage and to be welcoming to the public.

7.D.10 Connect the pedestrian accessways with designated crosswalks at mid-block on the local east/west streets.

Findings for 7D: As shown on Map 05-08 in the Con-way Master Plan, the pedestrian accessway is designated at 60 feet wide. While staff is supportive of the majority of the design elements and encroachments into the pedestrian accessway, staff does not support the inclusion of a row of automobile parking along the eastern edge. The purpose of the pedestrian accessways is to provide a continuous network of open spaces that provide for pleasant and safe pedestrian travel. The inclusion of parking stalls within this circuit compromises the potential for this area to be truly special, as described in the guideline and sub-guidelines above. As listed in the sub-guidelines, certain design elements are encouraged including paved walkways, fixed seating, lighting, benches, bollards, shade trees, shrubs and ground covers, as well as bioswales. Automobile parking is not listed and is therefore not encouraged nor supported by the stated goals. The introduction of parking limits the accessways use for pedestrians as well as its ability to truly be considered the open space it is intended to be, as outlined in the Con-way Master Plan.

Because the pedestrian accessway includes a row of automobile parking which compromises this area's ability to be fully expressed as an open space designed for pedestrian circulation, this guideline is not met; however with removal of the parking spaces, this guideline could be met.

District Street Standards

The Con-way Master Plan was approved under LU 12-135162 MS. This approval included Condition of Approval #6: "Street frontage improvements shall adhere to the design standards proposed in the August 30, 2012 Con-way Master Plan (Exhibit H-8a) under DESIGN PRINCIPLES FOR PUBLIC STREETS. The Con-way Master Plan street standards shall be finalized as part of the design approval for the first major development." This Type III Design Review application is considered the "first major development" and, as such, will also be reviewing the Con-Way Master Plan street standards so they are "finalized".

As such, staff notes that the street standards proposed as part of this application and described in pages C.81 through C.83 meet several of the guidelines above, including E1, E2, D3 of the Community Design Guidelines and #1 and #6 of the Con-way Northwest Master Plan Design Guidelines. The proposed materials include both a variety and consistency of street trees and storm water plantings as well as sidewalk paving patterns and high-quality street furniture such as bicycle racks and street benches. These elements will establish a pleasant, safe and efficient pedestrian network, provide stopping places, and provide human scale to the streetscape.

Though the Bureau of Transportation has verbally indicated that the proposed street light standard may not be acceptable, no official comments have yet been received. However, staff expects that PBOT will provide formal comments by the time of the hearing on July 18th. Final approval of the District Street Standards is contingent on PBOT approval.

33.825.040 Modifications That Will Better Meet Design Review Requirements:

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

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

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

- 1. Con-way Master Plan Standard 6C Building Line Standard** to reduce the amount of building line at the NW 21st Avenue property line from the required 75%;

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

Standard: 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.

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

Findings: Several of the guidelines above, including P1 and D8 call for varied façades that provide interest. The proposed building features varied wall planes, as well as additional cuts in those wall planes from the storefront systems. These cuts provide additional interest, as well as additional shelter.

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

Findings: The applicant proposes to reduce the required amount of building line at the NW 21st Avenue property line. At the northeast corner of the mixed-use building, the northernmost retail space is significantly recessed from NW 21st Avenue in anticipation of a potential future streetcar line clipping this corner. As a result, the recess allows for the development of a courtyard which will enhance the urban quality of the NW Master Plan Area.

By recessing portions of the building façade, the applicant is able to create a building that provides additional interest and enhances the urban quality of the area through the introduction of playful façades and an outdoor area where people can congregate and activate the streetscape. The purpose of the design standard, to enhance the urban quality of the NW Master Plan Area, is met.

Therefore this Modification merits approval.

2. Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard to reduce the required 50' depth at the interior space facing the NW Quimby frontage;

Purpose Statement: This requirement ensures 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 along NW 21st Avenue.

Standard: 7D. Areas designed to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:

7.D.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;

7.D.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 percent of the required area);

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

7.D.4. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and

7.D.5. Parking is not allowed in the ground floor areas designed to meet the standards of this subsection.

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

Findings: By establishing the orientation of commercial spaces in an east-west direction, rather than subscribing to a 50-foot depth from side street elevations, several guidelines such

as D2 and Guidelines 1 and 4 will be better met, particularly as development along the NW 21st active use corridor progresses. This orientation encourages longer narrower retail spaces that will allow for more variety along the commercial spine.

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

Findings: The purpose of the standard is to activate and enrich the public realm along 21st Avenue. Based on Map 05-5 which shows that this standard is to be measured from NW 21st Avenue, as well as the side streets, this would require standard 50-foot by 50-foot corner retail spaces, thus limiting the diversity of spaces along this commercial spine. The southernmost retail space in the mixed-use building faces east and is more than 50 feet deep measured east to west. Staff notes that locating the entrance to this space on NW 21st will provide the opportunity for better activation of 21st Avenue and allows a greater number of retail tenants than designing for large corner tenants. Nonetheless, this southernmost retail space wraps the corner and will have a substantial presence at NW Quimby despite its reduced depth. Other requirements of this standard are met at this location.

By orienting narrower retail spaces toward NW Quimby Street, the purpose of the design standard, to activate the public realm along NW 21st Avenue, is met.
Therefore this Modification merits approval.

3. Con-way Master Plan Standard 7D Retail Sales and Service or Neighborhood Facility Standard to reduce the required 50' depth at the interior space facing the NW Raleigh frontage;

Purpose Statement: This requirement ensures 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 along NW 21st Avenue.

Standard: 7D. Areas designed to accommodate Retail Sales and Service or Neighborhood Facilities uses must meet the following standards:

7.D.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;

7.D.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 percent of the required area);

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

7.D.4. The area may be designed to accommodate a single tenant or multiple tenants. In either case, the area must meet the standard of the Accessibility Chapter of the State of Oregon Structural Specialty Code. This code is administered by BDS; and

7.D.5. Parking is not allowed in the ground floor areas designed to meet the standards of this subsection.

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

Findings: By reducing the width of the corner retail spaces and orienting them toward NW 21st Avenue, several guidelines, including, E2, E3, E4, D1, D2, D8, and Guidelines 1 and 4 are better met, in that the retail spaces now provide more diversity and interest in their form and the provision of an outdoor courtyard to active this corner.

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

Findings: The purpose of the standard is to activate and enrich the public realm along 21st Avenue. The northernmost retail space is less than 50 feet deep, when measured from NW Raleigh Street; however orienting this space toward NW 21st avenue and recessing the space from the right-of-way allows the opportunity to develop a courtyard which will allow for activation of the exterior which will surely enhance the public realm more than designing a 50-foot deep enclosed space at this corner.

By recessing and orienting the northernmost retail spaces toward NW 21st Avenue and establishing an outdoor courtyard at this corner, the purpose of the design standard, to activate and enrich the public realm along 21st Avenue, is met.
Therefore this Modification merits approval.

4. Con-way Master Plan Standard 8D Ground Floor Active Use to reduce the Active Area required along the north and south elevations;

Purpose Statement: 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.

Standard: 8D. Ground floor active use standard – In order to accommodate active uses that include but are not limited to residential, retail, lobbies, commercial, office, schools 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 designed to accommodate active uses must meet the following standards:

- 8.D.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;
- 8.D.2. The area must be at least 25 feet deep, measured from the façade; and
- 8.D.3. At least 35 percent of the ground floor wall area must be windows and doors.

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

Findings: Guidelines related to developing a diverse pedestrian experience and adding interest to the architectural composition, as well as providing opportunity for surveillance and mitigating the negative effects on parking areas are all better met by this modification. These include guidelines E3, D4, D5, D8 and 4.

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

Findings: These standards are to only apply to those portions of a building that front on the pedestrian accessway and, extending east from the accessway, a distance of 150 feet along NW Quimby and NW Raleigh. The proposed building is oriented away from the pedestrian accessway and faces NW 21st Avenue, where the ground level provides active uses along that frontage (required by other development standards) and extending approximately 70 feet to the west. As such, only a small portion (less than 50%) of the northern and southernmost retail

spaces comply with standard 8D, with the western portion of the building not in compliance due to the presence of parking. The need for this modification would be resolved if the northern and southern rows of tuck-under parking were replaced with enclosed active use space. The applicant is intent on providing the surface parking spaces within the area subject to this standard and chosen to mitigate their effect on the building by providing perforated Corten screens and a landscape treatment along the sidewalk at these areas. The purpose of the standard is to provide a rich and diverse pedestrian experience and to maintain a healthy urban district with improvements that provide visual interest and interrelate with the pedestrian environment. Staff contends that the Corten screens and landscaping lend to the diversity of the pedestrian experience as they provide visual interest and allow for views and the flow of air through this space.

The modification to the ground floor active use standards allows for a creation of a diverse pedestrian experience by providing an alternative to the storefronts proposed along NW 21st Avenue and providing interest to the pedestrian environment through the incorporation of the Corten screens which are located throughout the proposal along pedestrian pathways, thus meeting the purpose of the standard.

Therefore this Modification merits approval.

- 5. Con-way Master Plan Standard 8E Private Entrances and Terraces Facing Pedestrian Accessways** to allow a raised deck area at the warehouse building to be constructed so that it projects 24'-1" into the pedestrian accessway for a linear distance of 39'-0", where a 10'-0" projection is allowed;

Purpose Statement: See purpose statement under Modification #4 above.

Standard: 8E. Private entrances 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 within the accessway by including a low fence, wall, hedge, or similar feature.

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

Findings: Several design guidelines, including E2, E4, D1, D8 and Guidelines 2 and 5 are better met with the extension of the raised seating area into the accessway. This extension allows provides greater interest and variety of the urban edge along the pedestrian accessway and allows for prolonged social engagement in this transitional area.

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

Findings: The purpose of the standard is to provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas. By extending the allowed 10-foot encroachment an additional 14'-1" into the pedestrian accessway, this provides space for more seating and prolonged social engagement between users of the interior space and pedestrians.

By extending the raised seating area a greater distance into the pedestrian accessway, the purpose of the design standard, to provide for a pleasant and diverse pedestrian experience that connects indoor activities to outdoor spaces, is met.

Therefore this Modification merits approval.

- 6. 33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required

ground floor windows along NW Quimby for the 131'-9" long mixed-use building wall from the required 65'-10½" (50%) to 46'-0" (34.9%);

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

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

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

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

Findings: Several design guidelines are better met with this reduction in ground floor windows, particularly D4, D5, D8, E3 and Guidelines 4 and 6. The reduction in ground floor windows allows greater opportunity for interest and diversity in form and design detail with the introduction of the perforated Corten screen which also allows the parking garage edge to better integrate with the environment by allowing air to pass through this area and providing views between the garage and the outside.

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

Findings: The purpose of the standard is to provide a pleasant and rich pedestrian experience, avoid a monotonous environment and encourage surveillance and a continuity of retail and service uses. The standard is not met due to the western end of the mixed-use building's ground floor designed for tuck-under parking, rather than commercial use. The tuck-under parking however is accessory to the retail use to the west. The intent of this standard is to limit blank walls which create an unpleasant pedestrian experience. While retail use is concentrated along NW 21st in accordance with other standards of the Con-way Master Plan, the western portion of this building is used for parking. Rather than hiding the parking behind a solid blank wall, the applicant is proposing landscaping as well as a perforated Corten screen which will serve to break up the monotony of the façade, add diversity in the façade's texture, and provide opportunity for surveillance. The windows concentrated at the east end of this façade equal 32.5% of the total wall area, more than the required 25%.

The reduction of ground floor windows, supplemented by perforated Corten screens to the tuck-under parking, provides a pleasant and diverse pedestrian experience, while maintaining a connection between the interior and the exterior, and meets the purpose of the design standard. *Therefore this Modification merits approval.*

- 7. 33.140.230 Ground Floor Windows in the EX Zone** to reduce the total length of required ground floor windows along NW Raleigh for the 104'-5" long mixed-use building wall from the required 52'-2½" (50%) to 42'-0" (40%);

Purpose Statement: See purpose statement under Modification #6 above.

Standard: See standards description under Modification #6 above.

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

Findings: As noted for the ground floor windows on NW Quimby, the reduction in ground floor windows on NW Raleigh lend to a more diverse pedestrian experience. This façade, in particular, has distinct representations of solids and voids at the ground level, with storefront windows concentrated together to allow for substantial brick piers, and the Corten screen establishing a different type of void than the storefronts in both texture and visual permeability. As such, the modification allows the design to better meet guidelines D4, D5, D8, E3, and Guidelines 4 and 6.

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

Findings: The purpose of the standard is to provide a pleasant and rich pedestrian experience, avoid a monotonous environment and encourage surveillance and a continuity of retail and service uses. The standard is not met due to the western end of the mixed-use building's ground floor designed for tuck-under parking, rather than commercial use. The tuck-under parking however is accessory to the retail use to the west. The intent of this standard is to limit blank walls which create an unpleasant pedestrian experience. While retail use is concentrated along NW 21st in accordance with other standards of the Con-way Master Plan, the western portion of this building is used for parking. Rather than hiding the parking behind a solid blank wall, the applicant is proposing landscaping as well as a perforated Corten screen which will serve to break up the monotony of the façade, add diversity in the façade's texture, and provide opportunity for surveillance. The windows provided at the retail area along NW Raleigh Street equal 40% of the total wall area, more than the required 25%. In addition, although the windows at the recessed portion of this façade are set back 25 feet are not allowed to be included in these calculations, they do provide approximately 20 linear feet of ground floor windows, which would meet the standard if they were able to be counted. Staff feels that these windows, despite their distance, contribute to the intent of the standard, particularly since their function will allow the entire wall to be opened so that interior activities can extend to the exterior.

The reduction of ground floor windows, supplemented by perforated Corten screens to the tuck-under parking, provides a pleasant and diverse pedestrian experience, while maintaining a connection between the interior and the exterior, and meets the purpose of the design standard. *Therefore this Modification merits approval.*

- 8. 33.266.130 Parking Standards** to reduce the required 5'-0" of L2 landscape screening along the proposed parking on NW 22nd Avenue to 2'-6";

Purpose Statement: The development standards promote vehicle areas which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones.

The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;

- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

Standard: 33.266.130.G.2.d. Perimeter landscaping. The minimum setbacks and landscaping standards required are provided in Table 266-5. In all zones except EG2 and IG2, for a lot line abutting a street, 5 feet of L2 standard landscaping is required.

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

Findings: Staff found guidelines D3, D4, D6, and Guideline 1 to be applicable with regard to this standard. Guidelines D3 and D4 relate specifically to landscape design and promote a diversity of landscape features appropriate for their location and size. Staff notes that this parking area is smaller than the other parking area on the site and smaller than most parking areas, generally. The historic use of this paved area included head-in parking, which is no longer supported by the Bureau of Transportation. As such, the historic use of the set back area is maintained by retaining some parking, though the orientation has been changed. In order for the parking area to provide space for two parking stalls, the perimeter landscaping must be reduced. Staff considers this a reasonable request as it would not make sense to maintain 5-foot wide perimeter landscaping at the expense of a parking space as this would result in a parking area one stall wide. The reduced landscaping is appropriately scaled for the relatively small size of the parking area.

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

Findings: Although the L2 landscape strip is proposed to be reduced by half to 2'-6", the planter area will still provide many of the benefits a full-width planter would provide, including reduction of stormwater and pollution, mitigating the negative visual impact of the parking area and protecting the adjacent pedestrian right-of-way from automobile traffic.

The purpose of the design standard, to protect pedestrians and provide for the mitigation of the negative effects of the parking area are met with the proposed appropriately-scaled perimeter landscaping, is met.

Therefore this Modification merits approval.

9. 33.266.310 Loading Standards to allow reverse motion for the proposed on-site loading space at the warehouse building; and

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

Standard: 33.266.310.F.1. 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.

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

Findings: By allowing reverse motion the building can be programmed with loading facilities occupying less floor area as well as façade area. Allowing reverse motion enables the loading facilities to occupy only 14 linear feet of building frontage, as shown on C.28. Were forward motion required, the loading facilities would compromise the grocery store's ability to have active corners and façades. Therefore, guidelines E3, E4 and 1 are better met by this modification.

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

Findings: The purpose of the standard, as it relates to direction of motion, indicate that access to loading facilities must not have a negative effect on traffic safety and other functions abutting the right-of-way. With proper security measures employed, the purpose of this standard will be met. Limiting the floor area devoted to loading facilities can also ensure that effects on traffic and other functions will be improved as curbcuts will be minimized, reducing the opportunities for conflict.

The purpose of the design standard is to limit the negative effects of loading functions on the right-of-way and other traffic. By limiting the area that loading is permitted, opportunities for conflict are ultimately reduced, as are the negative effects of large loading facilities on the streetscape.

Therefore this Modification merits approval.

10.33.266.310 Loading Standards to allow reverse motion for the proposed on-site loading space at the mixed-use building.

Purpose Statement: See purpose statement under Modification #9.

Standard: See standard description under Modification #9.

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

Findings: Using similar reasoning as with the modification to allow reverse motion at the warehouse building, allowing reverse motion at the mixed-use building allows for the loading facilities to occupy less floor area as well as façade area. Were forward motion required, the loading facilities would compromise the mixed-use building's ability to have active corners and façades, requiring more of this area for the unpleasant active of loading. Therefore, guidelines E3, E4 and 1 are better met by this modification.

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

Findings: The purpose of the standard, as it relates to direction of motion, indicates that access to loading facilities must not have a negative effect on traffic safety and other functions abutting the right-of-way. With proper security measures employed, the purpose of this standard will be met. Limiting the floor area devoted to loading facilities can also ensure that effects on traffic and other functions will be improved as curbcuts will be minimized, reducing the opportunities for conflict.

The purpose of the design standard is to limit the negative effects of loading functions on the right-of-way and other traffic. By limiting the area that loading is permitted, opportunities for conflict are ultimately reduced, as are the negative effects of large loading facilities on the streetscape.

Therefore this Modification merits approval.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

Staff is supportive of the proposed rehabilitation of the existing warehouse and new mixed-use building, noting their overall pleasant and interesting design. Staff does has concerns over the location of parking, particularly within the designated pedestrian accessway, noting that this use of the accessway is neither supported by the Con-way Northwest Master Plan, nor is it consistent with the character of the neighborhood. Recognizing the high demand for parking in the Northwest neighborhood, staff concedes that some surface or tuck-under parking may be acceptable; however staff does not make this concession for the proposed parking in the accessway. The proposed parking in the pedestrian accessway lends to the proposal tipping toward a suburban character rather than the urban character it is intended and required to promote. As this is the first development under the recently adopted Con-way Northwest Master Plan, staff suggests that it is especially important that this proposal not compromise the well-established urban character of the Northwest neighborhood.

TENTATIVE STAFF RECOMMENDATION

Approval is not yet recommended.

If approval is reached for the full project, the following conditions are recommended:

- A. As part of the building permit application submittal, the following development-related conditions (B through C) must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 13-148833 DZM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. Design Review approval of the northeast courtyard art is required prior to issuance of the certificate of occupancy of the mixed-use building. However, if the art installation will be through the Regional Arts and Cultural Council (RACC), Design Review would not be required per 33.420.045 T.
- C. No field changes allowed.

Procedural Information. The application for this land use review was submitted on May 6, 2013, and was determined to be complete on May 24, 2013.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on May 6, 2013.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or

extended at the request of the applicant. In this case, **the 120 days will expire on: September 25, 2013.**

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

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

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

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

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

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. This Staff Report will be posted on the Bureau of Development Services website. Look at www.portlandonline.com. On the left side of the page use the search box to find Development Services, then click on the Zoning/Land Use section, select Notices and Hearings. Land use review notices are listed by the District Coalition shown at the beginning of this document. You may review the file on this case at the Development Services Building at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

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

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

Appeal Fee Waivers: Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing

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

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

Recording the final decision.

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

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

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

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

For further information on recording, please call the County Recorder at 503-988-3034

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

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

Planner's Name: Kara Fioravanti

Date: July 8, 2013

EXHIBITS

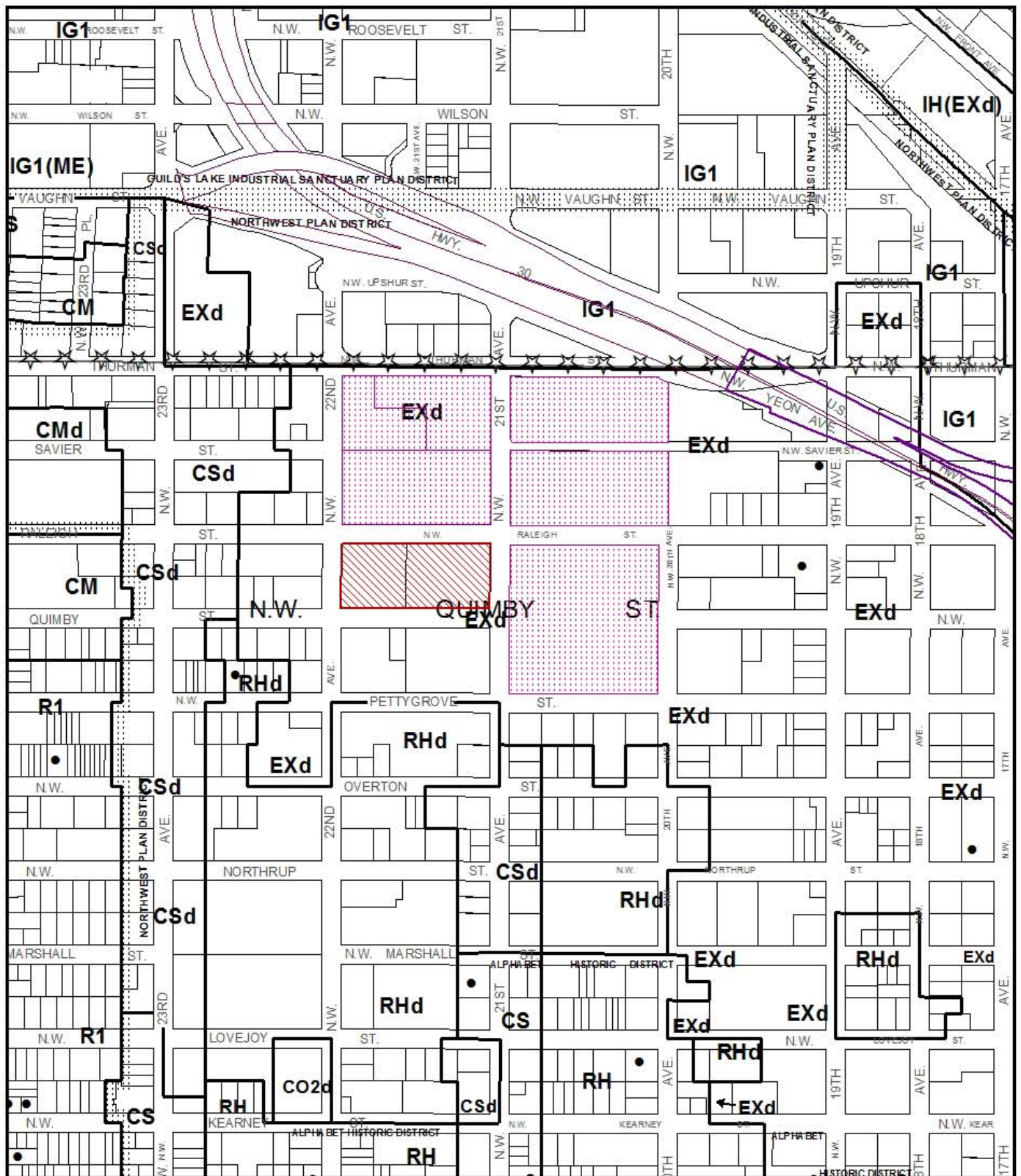
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittals
 - 1. Original Narrative, dated April 1, 2013
 - 2. Original Drawing Set, sheets C.1-C.106, dated May 3, 2013
 - 3. Revised Narrative, dated June 24, 2013
 - 4. Stormwater Management Memo, dated April 24, 2013
 - 5. Revised Narrative, dated June 24, 2013
 - 6. Drainage Report, dated July 2, 2013
- B. Zoning Map (attached):
- C. Plans & Drawings:
 - 1. Table of Contents
 - 2. Overview Title Sheet
 - 3. Existing Master Plan and Block 296 Map
 - 4. Existing Master Plan and Block 296 Photos
 - 5. Master Plan and Block 296 Diagrams
 - 6. Master Plan and Block 296 Diagrams
 - 7. Block 296 Diagrams and Code Review
 - 8. Site Plan (attached)
 - 9. Rendering, Aerial (attached)
 - 10. Rendering, Aerial of Warehouse and Pedestrian Accessway
 - 11. not used
 - 12. Warehouse Title Sheet
 - 13. Rendering, Aerial of West Façade
 - 14. Rendering, Northeast Corner
 - 15. Rendering, Looking West on NW Quimby Street
 - 16. Rendering, Southeast Corner
 - 17. Ground Floor Plan, FAR: 0:91, Long Term Bike Parking:3
 - 18. Roof Plan
 - 19. Building Elevations
 - 20. Building Elevations
 - 21. Rendering, Northeast Corner at Pedestrian Accessway
 - 22. Enlargements, Northeast Corner at Pedestrian Accessway
 - 23. Enlargements, Northeast Corner at Raleigh
 - 24. Enlargements, Southeast Corner at Quimby
 - 25. Enlargements, Northwest Corner at Raleigh
 - 26. Enlargements, Northwest Corner at 22nd
 - 27. Enlargements, Southwest Corner at 22nd
 - 28. Enlargements, Loading Zone on Quimby
 - 29. Building Materials
 - 30. Landscape Plan, 22nd Avenue Frontage
 - 31. not used
 - 32. Accessway Title Sheet
 - 33. Rendering, Meandering Through the Accessway
 - 34. Rendering, Looking at Green Wall
 - 35. Rendering, Approaching from Parking
 - 36. Rendering, Approaching from Raleigh
 - 37. Site Plan
 - 38. Concept Diagrams
 - 39. Plant Palette
 - 40. Planting Plan
 - 41. Materials Plan
 - 42. Composite Plan
 - 43. not used
 - 44. Mixed-Use Title Sheet
 - 45. Rendering, Southeast Corner

46. Rendering, Northeast Corner
47. Rendering, Northwest Corner
48. Rendering, Aerial of West Façade
49. Rendering, Southwest Corner
50. Rendering, Garage Entry and Ramp Cover
51. Plans
52. Plans
53. Plans
54. Plans
55. East Building Elevation
56. West Building Elevation
57. North Building Elevation
58. South Building Elevation
59. East-West Building Section
60. North-South Building Elevation
61. Rendering, East Façade Storefronts
62. Rendering, East Façade Storefronts
63. White Brick Rendering and Enlargement
64. White Brick Enlargements and Details
65. Charcoal Brick Rendering and Enlargement
66. Charcoal Brick Enlargements and Details
67. Enlargement, Wood Storefront at SE Corner
68. Enlargement, Wood Storefront at Residential Lobby
69. Enlargement, Butt-Glazed Aluminum Storefront at 21st
70. Enlargement, Steel Storefront at 21st
71. Enlargement, Aluminum Storefront at 21st
72. Enlargement, Wood Storefront at 21st
73. Enlargement, Aluminum Storefront at NE Corner
74. Corten Screen Details
75. Enlargement, Sixth Floor Amenity Deck
76. Building Materials
77. Landscape Plan, 21st Avenue Frontage
78. Landscape Plan, 2nd Floor Roof Decks and Stormwater Planter
79. not used
80. Right-of-Way Title Sheet
81. Keyed Site Plan
82. Site Trees, Plantings, Pavers, Furnishings, Lights
83. Sidewalk Scoring Pattern Diagrams
84. 22nd Parking Turning Radius Diagrams
85. not used
86. Appendix Title Sheet
87. Existing Site Survey
88. Grading Plan
89. Utility Plan
90. New Season's Sign Package
91. New Season's Sign Package
92. New Season's Sign Package
93. New Season's Sign Package
94. New Season's Sign Package
95. Warehouse Lighting Plan
96. Pedestrian Accessway Lighting Plan
97. Mixed-Use Lighting Plan
98. Mixed-Use Roof HVAC Plan
99. Modification Diagrams

- 100. Modification Diagrams
- 101. Modification Diagrams
- 102. Modification Diagrams
- D. Notification information:
 - 1. Request for response
 - 2. Posting letter sent to applicant
 - 3. Notice to be posted
 - 4. Applicant's statement certifying posting
 - 5. Mailing list
 - 6. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of Bureau of Development Services
 - 6. Life Safety Review Section of Bureau of Development Services
- F. Letters: none received
- G. Other:
 - 1. Original LUR Application
 - 2. Copy of the LU 12-135162 MS Hearings Officer approval of the Con-way Master Plan

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



ZONING

- Site
- Also Owned
- Historic Landmark



This site lies within the:
NORTHWEST PLAN DISTRICT

File No. LU 13-148833 DZM
 1/4 Section 2827,2927
 Scale 1 inch = 400 feet
 State_Id 1N1E28CD 2600
 Exhibit B (May 07, 2013)

