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Bureau of Development Services
Land Use Services

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FINAL FINDINGS AND DECISION BY THE DESIGN COMMISSION RENDERED ON August 20, 2009

CASE FILE NUMBER: LU 09-138591 DZM
PC # 08-144513

Resource Access Center

BUREAU OF DEVELOPMENT SERVICES STAFF: Kara Fioravanti 503-823-5892 / kfioravanti@ci.portland.or.us

GENERAL INFORMATION

Applicant:	City of Portland, Site Owner 222 NW 5th Avenue/Portland, OR 97209-3812
Representative:	Dave Otte, Holst Architecture 110 SE 8th Avenue/Portland OR 97214
Site Address:	West half of block bounded by NW Broadway, 6th, Hoyt and Irving
Legal Description:	BLOCK U LOT 1&2 TL 2402, COUCHS ADD; BLOCK U LOT 3&4 TL 2403, COUCHS ADD; BLOCK U LOT 5&6 TL 2406, COUCHS ADD; BLOCK U LOT 7&8 TL 2407, COUCHS ADD
Tax Account No.:	R180237010, R180237014, R180237018, R180237019
State ID No.:	1N1E34BD 2402, 1N1E34BD 2403, 1N1E34BD 2406, 1N1E34BD 2407
Quarter Section:	2929
Neighborhood:	Old Town-China Town, contact Carol McCreary at 503-984-4081.
Business District:	Old Town Chinatown Business Association, contact Dorian Yee at 503-224-7066.
District Coalition:	Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District:	Central City - River District
Zoning:	CXd, Central Commercial with design overlay
Case Type:	DZM – Design Review, Modification Review
Procedure:	Type III, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

Proposal
The applicant seeks **Design Review** approval for a new half block development, the Resource Access Center. The proposed Resource Access Center will be an 8-story building to provide a 24-hour shelter for 90 men on the 1st floor, a center providing homeless services on floors 2-3 and 130 studio apartments on floors 4-8.

The building is primarily a brick building with a concrete base. Entry into the shelter will be from NW Broadway, the housing units from NW Hoyt and the Resource Access Center from NW Irving. A loading dock is accessed from NW Hoyt. Courtyards and open areas are provided on multiple levels of the building. The building is anticipated to be certified LEED Gold and incorporates sustainable strategies including grey water harvesting, solar hot water, heat recovery ventilators, and extensive use of recycled, renewable and reclaimed materials.

Oriel windows are proposed at the north and south elevations of the building. They extend 2'-4" into the right-of-way and are located at the upper residential units that occupy the east half of the tower. An exception to the oriel window maximum width standard of 12' is requested for both oriels, which are proposed at 28'-7 ½" wide and 30'-11 ½".

The proposal includes a **Modification Request** to allow the two required on-site loading spaces to be in a tandem configuration (33.266.310).

The proposal includes a **Modification Request** to allow one of the two on-site loading tandem spaces to be less than the required 35'-length (33.266.310).

The proposal includes a **Modification Request** to allow stairwell enclosures and rooftop mechanical to be closer than 15' from roof edges, cover more than 10% of the roof area and extend above the 10' height limit – the proposed rooftop enclosure is only 9'-2" from the east building edge and the stairwell is at the east building edge, the proposed rooftop enclosure covers approximately 50% of the roof area, the proposed solar panels peak at a height of 15'-9" above the parapet and the proposed mechanical screen extends to 11'-4" above the parapet. (33.130.210 B.).

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:

- Central City Fundamental Design Guidelines
- River District Design Guidelines
- 33.825.040 Modifications

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 filed, provided that the application is complete at the time of filing, or complete within 180 days. This application was filed on June 24, 2009 and determined to be complete on July 15, 2009.

ANALYSIS

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

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate the following since 1999:

- PR 08-192201, 192202, 192204 and 09-102193 – 4 approved Property Line Adjustments.
- PR 09-111224 – a Zoning Confirmation letter for this site.

Agency Review: A "Notice of proposal in Your Neighborhood" was mailed **July 31, 2009**. The following Bureaus have responded with no issue or concerns:

- Fire Bureau

The Bureau of Environmental Services responded with the following comment: Please see Exhibit E-1 for additional details.

The building and public improvement plans for this project are currently being reviewed by BES under commercial building permit 09-140690-CO and public works permit 09-140365-WE, respectively. Checksheets from BES have already been issued for the commercial building permit. BES does not object to approval of the Design Review, Modification Review, and Adjustment Review, though these reviews do not alter BES requirements as outlined under the above referenced permits. See below for comments related to the building permit; the applicant may also contact the following BES staff with permit-related questions:

a. Mark Chang (503-823-6004) with questions about building plan review for 09-140690-CO.

b. Brett Hulstrom (503-823-7807) with questions about BES Source Control checksheet items for 09-140690-CO, and with questions regarding the below included comments.

c. Margaret Russell (503-823-7189) with questions about public works permit 09-140365-WE.

Comments Related to Building Permit Review
1. This site is very close to one acre in size. If there are frontage improvements or other activities that increase the amount of disturbed area to one acre, all construction activities would require DEQ oversight and a 1200-C Permit. DEQ's contact for 1200-C Construction Permits is Dennis Jurries (503-229-5937). You can find the application materials via DEQ's website at http://www.deq.state.or.us/wq/stormwater/constappl.htm

2. During construction, any groundwater or precipitation water removed from the construction area that is discharged through a City sewer requires pre-authorization through the BES Batch Discharge Program. All batch discharge applications will be evaluated before such a discharge to the City sewer is approved.

At the time of building plan review a dewatering plan must be shown on the building plans and must show the dewatering system, proposed discharge location, volume, and duration of the discharge. Please consult with your construction contractor on obtaining their protocol for dewatering. Fees are assessed for temporary construction discharges to the City's sewer system; visit http://www.portlandonline.com/auditor/index.cfm?c=28044&a=200914 for current rates. Note that in the combined sewer area sanitary sewer rates apply for any dewatering discharges.

For more information regarding the BES program for construction and groundwater discharges, visit http://www.portlandonline.com/shared/cfm/image.cfm?id=121072.

3. The proposed area for development is next to a contaminated site with groundwater and soil contamination. The high groundwater table is at 2 feet below grade surface according to USGS data. Therefore, if groundwater dewatering will occur as a result of below grade work, sampling data will be required to screen for any contaminates that may be present in the groundwater. Disposal methods can be chosen after the analytical data and capacity in the City's sewer system has been assessed.

4. The City has permanent groundwater dewatering requirements, which can be found in Chapter 4 Section 4 of the Stormwater Management Manual (SWMM). The design of the project may be affected by the dewatering requirements. This is a combined sewer area; therefore, all options must be exhausted before the City will allow permanent dewatering into the sewer system. Also, fees to use the City sewer system apply. Please reference Chapter 4 for detailed information.

5. Any commercial kitchen, restaurants, deli's, or the like that will be part of this project will be required to install a sampling manhole to comply with the City's Extra Strength Sewerage Charge (ESSC) Program, a sampling manhole or 6" plumbing "T" on the waste line will be required. The sample location must be downstream of any treatment devices and are placed in the sanitary waste line at a location that accounts for all discharge flows. The location of the sampling "T" needs to be out of the way of traffic or standard operations of the facility, and in a space that measures 3' W X 3' L X 3' H. If this does not suit your development, alternatives can be discussed.

6. Solid waste (including, grease bins/drums/boxes) and recycling (cardboard, plastic, paper, glass, etc) areas require pavement underneath the receptacles, protection from stormwater/rainwater through berming or grading (hydraulic isolation), a structural cover that is relative in size to the perimeter of the trash/recycling area, and a sanitary (waste line) drain inside the bermed/graded area. Depending on where the area is located, a planning/design review may be required. If the covered area is large, a structural engineering review may be required for the structural cover.

7. Loading docks (material transfer areas) require protection from stormwater/rainwater within the first 3 feet of the dock face (hydraulic isolation). This area cannot accept stormwater run-on and must be plumbed to the sanitary sewer.

8. Catch basins located in covered parking areas are not required, but if included they must discharge to the sanitary sewer. Catch basins discharging the sanitary sewer must meet the OSPSC section 1108.0, which requires an elbow and air tight clean-out. Trench drains or catch basins located at the entrance into the parking structure may discharge to the storm sewer system.

9. If commercial tenants have food prep activity areas, the BES Pollution Prevention Group recommends the installation of grease management devices where appropriate. This will help reduce extra strength sewer charges that may be incurred in the future.

10. If a water reuse system is proposed (e.g. rainwater harvesting or groundwater re-use systems) and the reuse water is used for non-potable uses (toilets, urinals, water features, and cooling towers), the discharge to the sanitary sewer will require a sanitary billing meter on the outlet of the collection tank or cistern.

The Bureau of Transportation Engineering responded with the following comment: Please see Exhibit E-2 for additional details.

Portland Transportation/Development Review has reviewed the application for its potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services.

In relation to the Oriel window standards, the design has been revised to eliminate the need for a major encroachment permit by meeting those standards that cannot be modified through design review. As for the current requested modifications to the Oriel window standards, PBOT has no objection to granting their approval. The following street improvements will be conditions of building permit approval.

1. The applicant will be required to reconstruct the sites frontages to River District Standards, with the exception of NW 6th Avenue which is being reconstructed by the Transit Mall project. If NW 6th Avenue is damaged in the course of building construction, the applicant will need to reconstruct the damaged portions.
2. Improvements on NW Broadway will need to be coordinated with Multnomah County.
3. A 5-ft dedication will be required to construct a 12-ft wide sidewalk corridor on NW Broadway.

4. Given the nature of the planned use of the site, reducing the requirement for two loading spaces to one standard loading space and one substandard space is acceptable.

NW Hoyt Street
At this location, NW Hoyt Street is classified as a Local Service Traffic and Transit street, Local Bikeway, City Walkway in a Pedestrian District, Local Truck Street, Minor Emergency Response Street, and Local Design Street in the City's Transportation System Plan (TSP). According to City database sources, the street is improved with 36-ft of paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration. For a site located on a Local Traffic Street and City Walkway, in a Pedestrian district in the Central City Plan District, the Pedestrian Design Guide recommends a 12-ft pedestrian corridor (0.5-ft curb/4-ft furnishing zone with tree wells /6-ft/sidewalk/1.5-ft setback to the property line).
1. The applicant must reconstruct the frontage to meet River District Design Standards. Curb extensions will be required at both ends of the block.
2. No dedications are required to accommodate the anticipated street improvements.

NW Irving Street
At this location, NW Irving Street is classified as a Local Service Street in all categories and is located in a Pedestrian District in the City's Transportation System Plan (TSP). According to City database sources, the street is improved with 36-ft of paving in a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-12-0 sidewalk configuration. For a site located on a Local Traffic Street and City Walkway, in a Pedestrian district in the Central City Plan District, the Pedestrian Design Guide recommends a 12-ft pedestrian corridor (0.5-ft curb/4-ft furnishing zone with tree wells /6-ft/sidewalk/1.5-ft setback to the property line).
1. The applicant must reconstruct the frontage to meet River District Design Standards. Curb extensions will be required at both ends of the block.
2. No dedications are required to accommodate the anticipated street improvements.

NW Broadway
At this location, NW Broadway is classified as a Traffic Access Street, Transit Access Street, City Bikeway, City Walkway in a Pedestrian District, Local Truck Street, Major Emergency Response Street, and Community Main Street in the City's Transportation System Plan (TSP). According to City database sources, the street is improved with 70-ft of paving over a 60-ft right-of-way (r.o.w.). The site's frontage is improved with a 0-7-0 sidewalk configuration on the bridge ramp. For a site located on a Traffic Access Street and City Walkway in a Pedestrian district, the Pedestrian Design Guide recommends a 15-ft pedestrian corridor (0.5-ft curb/4-ft furnishing zone with tree wells /8-ft/sidewalk/2.5-ft setback to the property line). However, the road is located primarily on structure and can only accommodate a 12-foot corridor.
1. The applicant must reconstruct the frontage to meet River District Design Standards. The curb should be located at 12-feet from the structure's railing/wall.
2. Some of the roadway currently sits on private property and will need to be dedicated as public right-of-way.

NW 6th Avenue
NW 6th Avenue is being reconstructed with the Transit Mall project. No improvements are required along this frontage, however, if any portion is damaged during construction of the building or otherwise, the applicant will be required to replace/reconstruct in kind with existing improvements.

Street Improvements (Chapter 18.88)
The above street improvements must be constructed under a separate street job permit to River District Standards per the requirements of the City Engineer. A bond and contract

ensuring the improvements will be completed will be a condition of building permit approval.

Transportation System Development Charges (Chapter 17.15)
System Development Charges (SDCs) may be assessed for this development. The applicant can receive an estimate of the SDC amount prior to submission of building permits by contacting Rich Eisenhauer at 503-823-7080.

Driveways and Curb Cuts (Section 17.28)
Curb cuts and driveway construction must meet the requirements in Title 17. The Title 17 driveway requirements will be enforced during the review of building permits.

RECOMMENDATION
No objection to approval. Note: A separate street job permit for public improvements will be a condition of building permit approval.

The Water Bureau responded with the following comment: Please see Exhibit E-3 for additional details.

There is no existing metered water service connected to this site at this time. Water is available from the 12-inch mains in NW Hoyt Street and NW 6th Avenue. City code requires metered water services to be installed in the public right of way, adjacent to the properties they are to serve. The services will need to be purchased from the Water Bureau. Fees for this will be calculated at the time of Building Permit application, with the fees added directly to the Building Permit. The static water pressure range at this location is estimated to be 68 to 85 psi. Conditions of Approval: None. Please call me if you have any questions or comments. My phone number is 503-823-3936.

The Plan Review Section of BDS responded with the following comment: Please see Exhibit E-4 for additional details.

A Building Permit has been applied for and is currently under review or has been issued or, a Life Safety plans examiner has been in contact with the applicant. Please refer to correspondence from the Life Safety plans examiner for building code-related comments.

The Site Development Section of BDS responded with the following comment: Please see Exhibit E-5 for additional details.

Stormwater. Site Development does not recommend on-site infiltration of stormwater at this location due to soil type and high groundwater. Please refer to the response from BES regarding requirements pertaining to stormwater.

Geotechnical engineering. At the time of building permit review, in order to evaluate whether the foundation design of the proposed structure complies with the Oregon Structural Specialty Code, a site specific seismic hazard study and geotechnical report is required for structures that are more than 6 stories.

Erosion Control. Erosion control requirements found in Title 10 apply to both site preparation work and development. Full compliance with the erosion control requirements of Title 10, as well as maintenance of the erosion control elements, such as silt fences on private property and bio bags in the public right-of-way, is the responsibility of the property owner, the developer, and the builders. An erosion control plan must be submitted at the time of building permit review. Please refer to the City of Portland Erosion and Sediment Control Manual for additional information regarding erosion and sediment control requirements.

DEQ permit may be required: A 1200-C permit from the Oregon Department of Environmental Quality is required for construction activities including clearing, grading, excavation, and stockpiling that will disturb one or more acres and may discharge to surface waters or conveyance systems leading to surface waters of the state.

The Bureau of Parks-Forestry Division responded with the following comment: Street trees will be required.

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **July 31, 2009**. Written responses have not been received from either the Neighborhood Association or notified property owners.

ZONING CODE APPROVAL CRITERIA

DEVELOPMENT STANDARDS (33.130, 33.266, 33.285, 33.510)
Staff has reviewed the project in conformance with all applicable development standards and has noted only a few key standards below.

33.510.200 and Map 510-2 FAR – Central City Plan District standards limit building FAR to 6:1. *Based on a half block, 20,000 square foot site and a proposed gross floor area of 106,658 sq. ft. the proposed FAR is approx. 5.3:1.*

33.510.205 and Map 510-3 Height – Central City Plan District standards limit building height to 75' at this site. Height bonuses are not allowed at this site. *The proposed building is 75' when measured from the highest adjoining ground surface within a 5' horizontal distance of the exterior wall of the building to the top of the parapet.*

33.130.210 B.2. Height – Exceptions to the maximum height standard are stated here: All rooftop mechanical equipment and enclosures of stairwells that provide rooftop access must be set back at least 15' from all roof edges that are parallel to street lot lines. Rooftop elevator mechanical equipment may extend up to 16' above the height limit. Stairwell enclosures, and other rooftop mechanical equipment which cumulatively covers no more than 10% of the roof area may extend 10' above the height limit. *The proposal seeks a Modification to this standard.*

33.285.040 B.3. Use Regulations for Mass shelters in C and EX zones – Applicants for a new mass shelter may choose to be an allowed use, as stated here: Allowed use. Mass shelters that meet the standards of Section 33. 285.050 are allowed uses.

33.285.050 B. Standards for Mass Shelters
1. Certification. The shelter must be certified by the Portland Office of Neighborhood Involvement as meeting operational standards established by the City of Portland and Multnomah County for mass shelter programs. Certification must be obtained before an application is submitted. Adjustments to this standard are prohibited. Once a shelter is certified, it must be recertified annually. If a shelter is not recertified or loses its certification, it must apply for review through the conditional use process as a new shelter. *This shelter is*

certified by the Portland Office of Neighborhood Involvement. The applicant understands the shelter must be recertified annually.

2. Maximum occupancy. Mass shelters may have up to one shelter bed per 35 square feet of floor area. Adjustments to this standard are prohibited. *The proposed shelter is 15,259sq. ft. The proposed shelter provides 90 beds, well below the allowed maximum occupancy.*

3. Density. Table 285-1 sets out the maximum number of shelter beds allowed within a facility and within 1300 feet of the facility. If the site has split zoning, the smaller number applies. Adjustments to this standard are prohibited. *Based on Table 285-1 the maximum number of shelter beds within this facility and within 1300 feet of this facility is 100. The existing shelter at NW 5th and Glisan that this proposal is replacing will be closed prior to this proposal opening; based on this fact, and the facts that the proposal only provides 90 beds and no other facility provides beds within 1300 feet of this facility, this standard is met.*

4. Outdoor activities. All functions associated with the shelter, except for children's play areas, outdoor recreation areas, parking, and outdoor waiting must take place within the building proposed to house the shelter. Outdoor waiting for clients, if any, may not be in the public right-of-way, must be physically separated from the public right-of-way, and must be large enough to accommodate the expected number of clients. *The application states there are no anticipated outdoor activities and no anticipated outdoor waiting areas.*

5. Hours of operation. To limit outdoor waiting, the facility must be open for at least 8 hours every day between 7:00 AM and 7:00 PM. *The application states the facility will be open for at least 8 hours everyday between 7AM and 7 PM.*

6. Supervision. On-site supervision must be provided at all times. *The application states on-site supervision will be provided at all times.*

7. Toilets. At least one toilet must be provided for every 15 shelter beds. *Seven toilets are required, seven are proposed.*

8. Development standards. The development standards for residential development in the base zone, overlay zone, or plan district apply to mass shelters, unless superceded by standards in this subsection. *All pertinent residential development standards are met.*

9. Parking. The parking space requirements for Community Service uses apply to mass shelters. *Parking is not required at this site.*

10. Signs. Signs must meet the regulations for houses. *Sign area for the Mass Shelter is limited to 1 square foot.*

DESIGN REVIEW (33.825)

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

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

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

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

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

> **Findings**: The site is designated with design overlay zoning (d). Therefore the proposal requires Design Review approval. Because the site is within the River Sub-District of the Central City Plan District, the applicable approval criteria are listed in the River District Design Guidelines and the Central City Fundamental Design Guidelines.

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

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

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

Central City Plan Design Goals
1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;

8. Assist in creating a 24-hour Central City which is safe, humane and prosperous**;**
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

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

A1 Integrate the River
A1-1 Link the River to the Community

Findings: Shared balconies at each residential floor on the building's east façade will provide all residents a visual connection to the Willamette River. The public courtyard and one of the main entrances are oriented to both the Willamette River and the main accessway for pedestrians to the Willamette River through the Union Station Pedestrian Bridge. *The criteria are met.*

A2 Emphasize Portland Themes

Findings: Integration of natural colors throughout the building emphasizes Portland's commitment and connection to its natural surroundings. Varying hues of green tinted glass accent the residential window surrounds like the delicate canopy of a tree. Rainwater is visibly celebrated through downspouts and weirs in the courtyard planters that act as impromptu natural water features. The building is anticipated to be certified LEED Gold and incorporates sustainable strategies including grey water harvesting, solar hot water, heat recovery ventilators, and extensive use of recycled, renewable and reclaimed materials. The penthouse has been deliberately designed to celebrate ample solar hot water panels as an expression of the building's top. *The criteria are met.*

A3 Respect the Portland Block Structures
A3-1 Provide Convenient Pedestrian Linkages

Findings: The block that this building will occupy is part of the traditional 200 foot block pattern. The bulk of the new building's mass is oriented toward the property lines, reinforcing the street grid and creating a gateway element at the base of the Broadway Bridge and entrance to Old Town and the Pearl District. In addition, a central portion of the site is given over to exterior courtyards, ensuring a high proportion of open space, light and air to built space. The courtyards also provide a visual and experiential linkage to the river due to its adjacency to the Union Station Pedestrian Bridge that connects to the waterfront. Finally, this project will improve sidewalks to meet pedestrian standards (including curb extensions and street trees) and will fully build out to the available property lines at the corners, reinforcing the 200 foot block pattern. *The criteria are met.*

A4 Use Unifying Elements

Findings: The site maintains a consistent streetscape through the typical streetlights, sidewalks and street trees from the River District standards. Broadway's sidewalk will be widened to 12 feet and elevated sidewalks will be rebuilt on grade to allow for street trees. New curb extensions at both corners will help unify the streetscape with adjacent blocks. Entries are well marked with canopies, lighting, transparency, and formal manipulation of the façade and ground plane. Finally, exterior colors selected for the project are carefully balanced to reflect and respect the surrounding context of Old Town's masonry structures, Union Station's singular architectural identity, and the unique urban tree canopy of Portland's streets. *The criteria are met.*

A5 Enhance, Embellish & Identify Areas
A5-1 Reinforce special Areas
A5-1-7 Reinforce the identity of the Union Station Area.
C1 Enhance View Opportunities

Findings: At the convergence of the Pearl District and Old Town neighborhoods where the Broadway Bridge lands adjacent to the historic Union Station, the Resource Access Center will be an important link between the River District and Downtown. Massing for this new building was based on two guiding principles – enhance view corridors to Union Station and create an urban gateway to Downtown from the Broadway Bridge. Both goals have been met by stacking the bulk of the building's program to the West edge of the block. This massing maintains views to the Union Station clock tower from the South on 6th Avenue and Broadway, while creating a dense edge and gateway element along Broadway. Additionally, the deliberate and significant (when compared to the blocks adjacent to the limited height area) height limits at the blocks surrounding the Union Station clock tower are in complete deference to the Union Station clock tower. The height limit establishes a datum for all new buildings nearby Union Station in order to maintain the station and its notable clock tower as the prominent feature of the immediate area. This project respects that height limit.

Built with two distinct faces, the Resource Access Center's main facades do not have a front or back, but rather use durable materials characteristic of the surrounding buildings to enhance the area. Furthermore, the simple forms and refined and restrained design allow the surrounding architecture to sing. The light colored brick faces the West with deference to the Federal Building's light colored concrete façade. The dark colored brick faces the East with deference to Union Station's warmer colors of charcoal and red. The unifying base of integrally colored concrete and transparent curtainwall wraps the entire first and second floors of the Resource Access Center; creating a warm, open, and modern interpretation of classical buildings' base and piano noble. The penthouse of the Resource Access Center has been deliberately designed to celebrate ample solar hot water panels as an expression of the building's top, visually keying it to the eclectic mix of surrounding neighbors including the Federal building's detailed cornice, the Bus Station's exuberantly exposed roof structure, and finally Union Station's intricate tile roof and symbolic clock tower.

Balconies are placed on the east elevation to maximize connection and views to Union Station, the Willamette River and Mount Hood.

The criteria are met.

A5-2 Emphasize NW Broadway's Bright Lights

Findings: As a vehicular entry into Downtown from the Broadway Bridge, the Resource Access Center has a special chance to extend the Broadway Bright Lights north to truly create a gateway element that compliments both Broadway and the iconic Union Station clock tower. The design incorporates innovative yet understated LED lighting on the North façade that compliment the window patterns and provide visual interest, while offering deference to the historic clock tower and the historic Broadway Bright Lights farther to the South. *The criteria are met.*

A5-3 Incorporate Water Features.

Findings: Rainwater is visibly celebrated through downspouts and weirs in the courtyard planters that act as impromptu natural water features. *The criteria are met.*

A5-4 Integrate Works of Art

Findings: The Resource Access Center is engaged with the Regional Arts and Culture Council and is participating in the Percent for Art program. While the exact form and location for the art has not yet been determined, the art will be experienced from the public realm. *The criterion is met.*

A7 Establish & Maintain a Sense of Urban Enclosure

Findings: The building is built to the full extent of the property, maximizing the urban enclosure and establishing an urban character along NW Broadway, Irving, and Hoyt streets that enhances the strong built edges of these rights-of ways. *The criteria are met.*

A8 Contribute to a Vibrant Streetscape
A8-1 Design fences, wall and gateways to be seen over

Findings: Two story tall windows at the ground level reveal double height lobbies, grand stairs and interior active uses on all sides of the building. Exterior gardens, courtyards and balconies are designed to be visually accessible from the sidewalk through visually permeable materials. *The criteria are met.*

A9 Strengthen Gateways
A9-1 Provide a distinct sense of entry and exit

Findings: This building occupies a site adjacent to the Broadway Bridge, a primary gateway to the Central City. The design incorporates innovative yet understated LED lighting on the North façade that provides visual interest and excitement at this gateway. The massing of the building, at the west edge of the site, establishes a physical sense of the importance of the Broadway Bridge gateway, while deferring to the significant Union Station and its clock tower. The bulk of the new building's mass is oriented toward NW Broadway, creating a gateway element at the base of the Broadway Bridge and entrance to Old Town and the Pearl District. An oriel projection over the right of way creates a transition that is expressive of the different scales of development on either side of the gateway. The base of the building provides clear and distinct entry points into the building through expressive canopies, transparency to interior active uses, and carefully scaled entry sequences and alcoves. *The criteria are met.*

B1 Reinforce & Enhance the Pedestrian System
B1-1 Provide human scale to buildings along walkways

Findings: Along NW Broadway, the sidewalk will be widened to 12'-0" to enhance the pedestrian experience in the right of way. All frontages will be developed to meet the River District Standards including sidewalk width, curb extensions, street lighting and street trees. A bike lane on Broadway provides a buffer between the street furniture zone and motor vehicle lanes. Street parking buffers the furniture zone and motor vehicle lanes on Irving and Hoyt streets.

The primary entry for the Mass Shelter is located on NW Broadway, indicated by a pedestrian scaled canopy. Beyond the entry is a double height lobby, visible from the sidewalk behind a two story tall glass wall. The glass wall that reveals the lobby is part of a continuous ribbon of glass that runs the length of all three street frontages. On NW Irving, the glass ribbon exposes a gathering space for the Resource Access Center, providing a changing backdrop of activities visible from the sidewalk. Along NW Hoyt, the glass provides views into two double height lobbies, one for volunteers and one for the housing component of the program. Below the ribbon of glass is a base of board-formed, integrally colored concrete intended to offer a

durable, yet warm and humanly scaled material that offers random detailing and visual interest.

All entries are oriented to connect pedestrians with transit services. Broadway is well served by bus service, while light rail runs on NW 6th Avenue to the east with a station one block to the south.

The criteria are met.

B2 Protect the Pedestrian

Findings: All exterior mechanical equipment is mounted on the rooftop and screened to be out of pedestrian's field of view. Primary entries to the building are marked with canopies equipped with light fixtures to enhance the pedestrian experience day and night. A bike lane on Broadway provides a buffer between the street furniture zone and motor vehicle lanes. Street parking buffers the furniture zone and motor vehicle lanes on Irving and Hoyt streets. Curb extensions on both corners will ease pedestrian crossings, as well as reduce the speed of motor vehicles approaching the intersection. New street tree and street lights meeting River District Standards will also contribute to the safety of the sidewalk environment. *The criteria are met.*

B3 Bridge Pedestrian Obstacles

Findings: The loading zone is minimized to reduce necessary curb cuts, reducing opportunities for pedestrian/motor vehicle conflicts. *The criteria are met.*

B4 Provide Stopping & Viewing Places

Findings: Entry alcoves with canopies on Hoyt, Irving and Broadway provide places to stop and rest, as well as respite from inclement weather. The public Resource Access Center courtyard provides a gathering space with numerous seating options for visitors to the building. Ample ground floor windows offer stopping and viewing places into active-use spaces on all three frontages. *The criteria are met.*

B6 Develop Weather Protection

Findings: All of the entry alcoves are covered by visually sculptural canopies that create comprehensive weather protection with appropriate lighting. *The criteria are met.*

B7 Integrate Barrier Free Design

Findings: All areas of the building are designed for accessibility. All building entries are at grade. *The criteria are met.*

C2 Promote Quality and Permanence in Development
C1-1 Increase river view opportunities emphasize the River District ambiance

Findings: The Resource Access Center Development uses a variety of exterior materials including brick, integrally colored and board formed concrete, prefinished metal, and glass to create building facades that provide a range of visual experiences and promote a sense of permanence. Increased river and waterway view opportunities are provided by balconies with river views. And, the public courtyard is oriented to the Union Station Pedestrian Bridge – the area's only pedestrian link to the Willamette River over the train tracks. *The criteria are met.*

C4 Complement the Context of Existing Buildings

Findings: The Resource Access Center Development uses materials that are common to the area's historic construction methods. Brick and concrete are the predominant materials used in the three significant neighboring buildings. Warm tones in the integrally colored concrete and dark brick mix with the clean, lightly colored brick and varying hues of green glass accent panels to create a vibrant yet respectful neighbor to Union Station, the bus station, Post Office, and the Federal Building. The two faces of the Resource Access Center Development provide appropriately rendered facades to the two different neighborhoods they face – darker warmer colors facing the train and bus station, and lighter, crisper colors facing the Federal Building and Post Office.
The criteria are met.

C5 Design for Coherency

Findings: Designed from the pedestrian perspective, four major materials – brick, concrete, metal, and glass – interlock into a simple, yet sophisticated building. Three primary programmatic elements (lower floor assembly and office uses, upper floor apartments, and a heavily programmed mechanical and solar penthouse) are all intentionally reinforced in the façade unifying the design concept with a base, middle, and top. *The criteria are met.*

C6 Develop Transitions Between Buildings and Public Spaces

Findings: The public courtyard at the Resource Access Center entrance on NW Irving provides a well-developed transition between the building and the public realm. Offering ample seating, bicycle parking, activity zones, covered areas, and a variety of spatial types for use by groups or individuals, the courtyard is intended to be an outdoor room that is as much a part of the building as any space inside. A seventeen-foot wide portal with rolling gate provides an inviting entry between the sidewalk and courtyard. *The criteria are met.*

C7 Design Corners that Build Active Intersections

Findings: The two corners that the Resource Access Center Development occupies on NW Broadway and Hoyt and Irving are designed to be open and visually active. Clear glazing and sculpturally articulated facades of board formed, integrally colored concrete wrap the corners below the floating brick building masses to frame a public multi-purpose space at Irving and a grand, monumental open stair at Hoyt. The intersections will be further activated by new curb extensions and an additional four feet of sidewalk area on NW Broadway. *The criteria are met.*

C8 Differentiate the sidewalk level of the building

Findings: The sidewalk level of the building is clearly distinguished from the cantilevered upper floor brick masses above. Ground floor facades are further differentiated with an expansive curtainwall and sculptural, board formed and integrally colored concrete walls that clearly differentiate from the visually heavier volumes with punched openings of operable windows above. *The criteria are met.*

C9 Develop Flexible Sidewalk Level Spaces

Findings: Multipurpose space, large lobbies, and the open public courtyard define the sidewalk level of the building. These program elements will accommodate a variety of uses over time from community meetings and holiday gatherings to impromptu performance spaces and opportunities for rotating public art. *The criteria are met.*

C10 Integrate Encroachments

Findings: Oriel windows and a sculptural concrete canopy enhance the pedestrian environment by providing encroachments that offer weather protection, a highly articulated façade, and visual texture and depth. And, the oriels specifically relate to the gateway location of this site. *The criteria are met.*

C11 Integrate Roofs and Use Rooftops

Findings: The first floor roof deck at the NE corner of the site is occupied with the public Resource Access Center courtyard. The first floor roof deck at the SE corner of the site has tall parapet walls to screen mechanical equipment and green roofs to provide visual interest from above. The upper roof is designed as a modern cornice to celebrate the solar panels that provide hot water to the building. The penthouse walls will be made of two layers of expanded metal mesh to give a de-materializing effect, and are held back from main facades at least 15 feet. The stair extension to the roof on the east elevation is designed to be a cohesive extension of the façade below. *The criteria are met.*

C12 Integrate Exterior Lighting

Findings: The building lighting strategy defers to the architecture by highlighting the solid and transparent nature of adjacent façade materials. Highlighting building entries with downlights and simple linear strips will further enhance the building's presence from afar while providing a warm and safe lighting condition for pedestrians entering and exiting the building. Understated, yet decorative LED lighting is provided on the north and south façades to offer a visual balance with the Union Station clock tower and the Broadway Bright Lights. *The criteria are met.*

C13 Integrate Signs

Findings: Signage on the building is carefully integrated into the overall architectural and lighting design of the building. Signs at the four entries consist of applied, raised stainless steel fascia letters over concrete walls or prefinished metal canopies and will cover significantly less square footage than is allowed. The rolling gate to the Resource Access Center's courtyard entry provides additional sign area that is fully integrated with the quality and textural detailing of building material used elsewhere at the ground level. *The criteria are met.*

MODIFICATION REQUESTS (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:
The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met: ***A. Better meets design guidelines.*** *The resulting development will better meet the applicable design guidelines; and B.* ***Purpose of the standard.*** *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

1. The proposal includes a **Modification Request** to allow the two required on-site loading spaces to be in a tandem configuration. (33.266.310)

2. The proposal includes a **Modification Request** to allow one of the two on-site loading tandem spaces to be less than the required 35'-length. (33.266.310)

Purpose of the standard: *"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."*

Findings: The two tandem loading spaces inside the building off Hoyt Street provide the necessary off-street loading for occasional pick up and deliveries while maintaining the lowest impact to the pedestrian spaces around the building.

The building contains no retail component and does not anticipate a high frequency of delivery intervals. The small residential apartments will be furnished by the Housing Authority of Portland, and it is not anticipated that residents will have a large number of possessions – the application even states it is unlikely that any residents will move in or out of the building with a moving truck. Additionally, the loading entry is located mid-block on a local service street that does not accommodate transit. For these reasons, it is appropriate and consistent with the standard to allow tandem loading and one of loading spaces to be substandard.

The result includes a smaller curb cut and more ground floor area devoted to active uses – a design that better meets the "Pedestrian Emphasis" B Guidelines of the Central City Fundamental and River District Design Guidelines.

The criteria are met.

3. The proposal also includes a **Modification Request** to allow stairwell enclosures and rooftop mechanical to be closer than 15' from roof edges, cover more than 10% of the roof area and extend above the 10' height limit – the proposed rooftop enclosure is only 9'-2" from the east building edge and the stairwell is at the east building edge, the proposed rooftop enclosure covers approximately 50% of the roof area, the proposed solar panels peak at a height of 15'-9" above the parapet and the proposed mechanical screen extends to 11'-4" above the parapet. (33.130.210 B.).

Purpose of the standard: *"The height limits are intended to control the overall scale of buildings. The CX zone allows the tallest buildings, consistent with its desired character."*

Findings: The rooftop mechanical penthouse has been designed to be an integral and celebrated element of the building. With carefully organized solar panels that peak at a height of 15'-9" above the parapet and double layered walls of pre-finished expanded metal that extend to 11'-4" above the parapet, the penthouse creates a highly articulated element that rests lightly on the brick volumes that make up the bulk of the building's mass. The partially open metal walls will have a de-materializing effect as the building reaches the sky, while the solar panels will offer visual interest that tell a story about how the building uses the sun to heat its water. The penthouse is an integral part of the building's form and provides an intentional design element that creates a visual cornice. Being consistent with the purpose of the standard, the proposal will continue the established character of the area by providing visual interest at the tops of buildings, such as Union Station's clock tower, the bus station's exposed roof structure, and the Federal Building's highly articulated beaux-arts cornice. The result is a purposeful, well-scaled and detailed top to the building's volumes. For these reasons the proposal better meets Design Guidelines A2, Emphasize Portland Themes; A9,

Strengthen Gateways; C4, Complement the Context of Existing Buildings; C11 Integrate Roofs and Use Rooftops. *The criteria are met.*

DEVELOPMENT STANDARDS

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

CONCLUSIONS

At the convergence of the Pearl District and Old Town neighborhoods where the Broadway Bridge lands adjacent to the historic Union Station, the Resource Access Center will be an important link between the River District and Downtown. The proposed design is fully responsive to this gateway site – the quality materials relate to the surroundings, the ground level will enhance the pedestrian experience, the dynamic roof expresses goals of the project and Portland's identity, and the integration of interesting detailing and materials (such as the LED light slots in the upper floors, weathered steel, and outdoor spaces) result in a successful project for Portland's urban setting.

DESIGN COMMISSION DECISION

It is the decision of the Design Commission to approve **Design Review** for a new building, the Resource Access Center, in the River Sub-district of the Central City Plan District. The proposed Resource Access Center will be an 8-story building to provide a 24-hour shelter for 90 men on the 1st floor, a center providing homeless services on floors 2-3 and 130 studio apartments on floors 4-8.

Oriel windows are proposed at the north and south elevations of the building. They extend 2'-4" into the right-of-way and are located at the upper residential units that occupy the east half of the tower. An exception to the oriel window maximum width standard of 12' is requested for both oriels, which are proposed at 28'-7 ½" wide and 30'-11 ½".

Approval of the following three Modification requests:
Modification Request to allow the two required on-site loading spaces to be in a tandem configuration (33.266.310).

1. The proposal includes a **Modification Request** to allow one of the two on-site loading tandem spaces to be less than the required 35'-length (33.266.310).

2. The proposal includes a **Modification Request** to allow stairwell enclosures and rooftop mechanical to be closer than 15' from roof edges, cover more than 10% of the roof area and extend above the 10' height limit – the proposed rooftop enclosure is only 9'-2" from the east building edge and the stairwell is at the east building edge, the proposed rooftop enclosure covers approximately 50% of the roof area, the proposed solar panels peak at a height of 15'-9" above the parapet and the proposed mechanical screen extends to 11'-4" above the parapet. (33.130.210 B.).

Approvals per Exhibits C.0-C-49, signed, stamped, and dated August 20, 2009, subject to the following conditions:

A. As part of the building permit application submittal, the following development-related conditions (A – B) 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 09-138591 DZM. All

requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."

B. No field changes allowed.

By: _____
Gwen Milius, Design Commission Chair

Application Filed: June 24, 2009
Decision Rendered: August 20, 2009 Decision Filed: August 21, 2009
Decision Mailed: September 3, 2009

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on June 24, 2009, and was determined to be complete on July 15, 2009.

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 June 24, 2009.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the120-day review period.

Some of the information contained in this report was provided by the applicant.
As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. This report is the final decision of the Design Commission with input from other City and public agencies.

Conditions of Approval. This approval 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.

Appeal of this decision. This decision is final unless appealed to City Council, who will hold a public hearing. Appeals must be filed by 4:30 pm on September 17, 2009 at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor in the Development Services Center until 3 p.m. After 3 p.m. and on Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. Information and assistance in filing an appeal is available from the Bureau of Development Services in the Development Services Center or

the staff planner on this case. You may review the file on this case by appointment at, 1900 SW Fourth Avenue, Suite 5000, Portland, Oregon 97201.

If this decision is appealed, a hearing will be scheduled and you will be notified of the date and time of the hearing. The decision of City Council is final; any further appeal is to the Oregon Land Use Board of Appeals (LUBA).

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to City Council on that issue. Also, if you do not raise an issue with enough specificity to give City Council an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Who can appeal: You may appeal the decision only if you have written a letter which was received before the close of the record at the hearing or if you testified at the hearing, or if you are the property owner or applicant. Appeals must be filed within 14 days of the decision**. An appeal fee of $13,058.50 will be charged (one-half of the application fee for this case).**

Neighborhood associations and low-income individuals may qualify for a waiver of the appeal fee. Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Fee waivers for low income individuals must be approved prior to filing your appeal; please allow three working days for fee waiver approval. Fee waivers for neighborhood associations require a vote of the authorized body of your association. Please see appeal form for additional information.

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.

- *Unless appealed,* The final decision may be recorded on or after **September 18, 2009 – (the day following the last day to appeal).**
- 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 must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

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

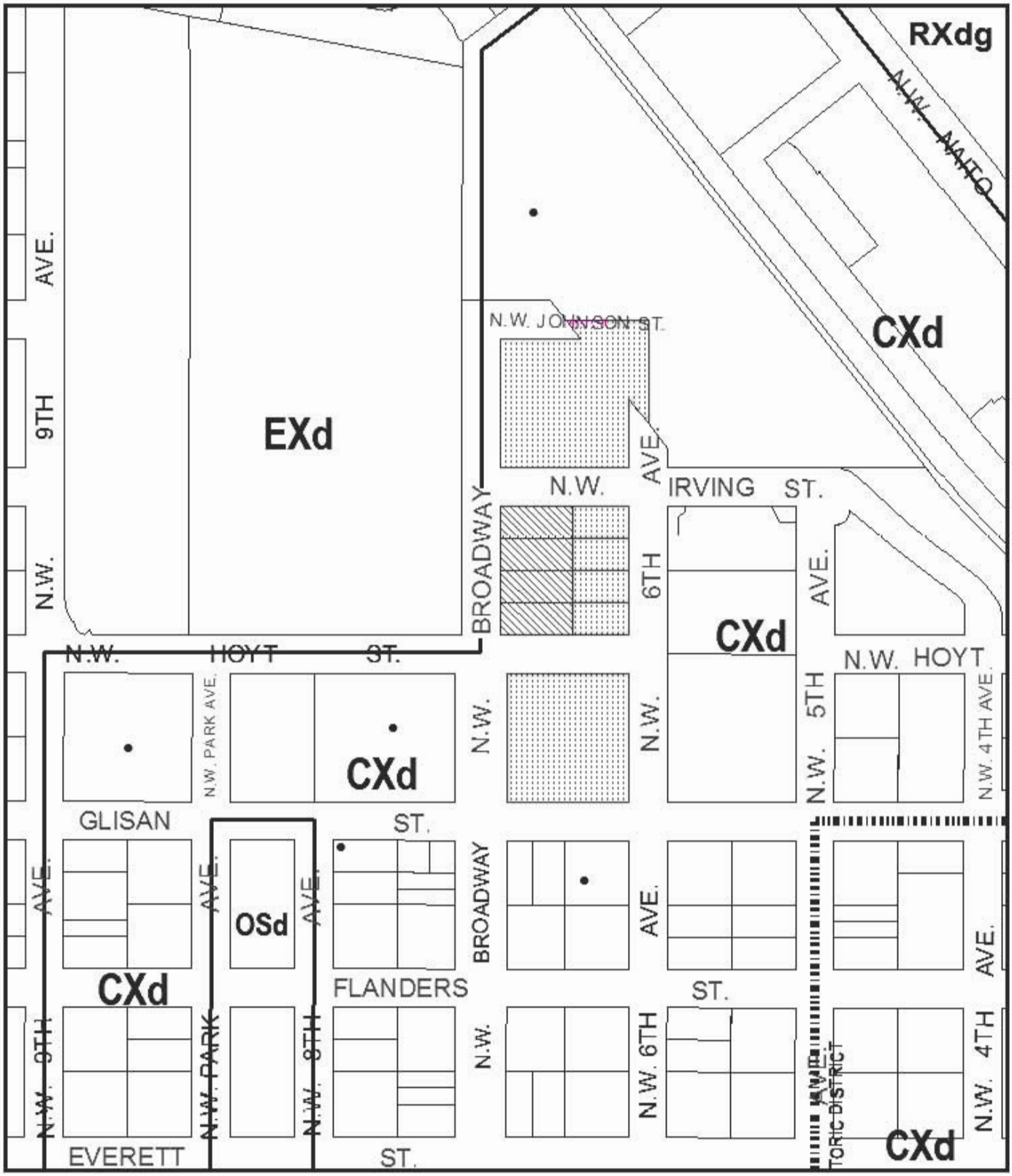
Kara Fioravanti
August 21, 2009

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-7300 (TTY 503-823-6868).

EXHIBITS – NOT ATTACHED UNLESS INDICATED

A. Applicant's Submittals
   1. Narrative
   2. Original Drawings
B. Zoning Map (attached)
C. Approved Plans & Drawings: Exhibits C.0 to C.49 [C.18, C.22 and C.25 are attached]
D. Notification information:
   1. Request for response
   2. Posting letter sent to applicant
   3. Notice to be posted
   4. Applicant's statement certifying posting
   5. Mailed notice
   6. Mailing list
E. Agency Responses:
   1. Bureau of Environmental Services
   2. Bureau of Transportation Engineering and Development Review
   3. Water Bureau
   4. Plan Review Section of BDS
   5. Site Development Review Section of BDS
F. Letters
   1. Venerable Group, 8-14-09
   2. Joint Land Use and Design Review Committee Old Town/Chinatown and Pear District, 8-20-09
   3. Commissioner Nick Fish, 8-20-09
   4. Architectural Heritage Center, 8-18-09
G. Other
   1. Original LUR Application
   2. Site History Research
   3. Certification letter from ONI
   4. Staff Report and Recommendation to the Design Commission, 8-10-09
   5. Staff Presentation to the Design Commission, 8-20-09
   6. Staff notes from public hearing, 8-20-09

cc: Applicants and Representatives
Neighborhood Associations
Those who testified, orally or in writing
City Auditor's Office
Development Services Center
BDS Staff for Bureau of Buildings
BDS Staff for Commission Book



ZONING

Site

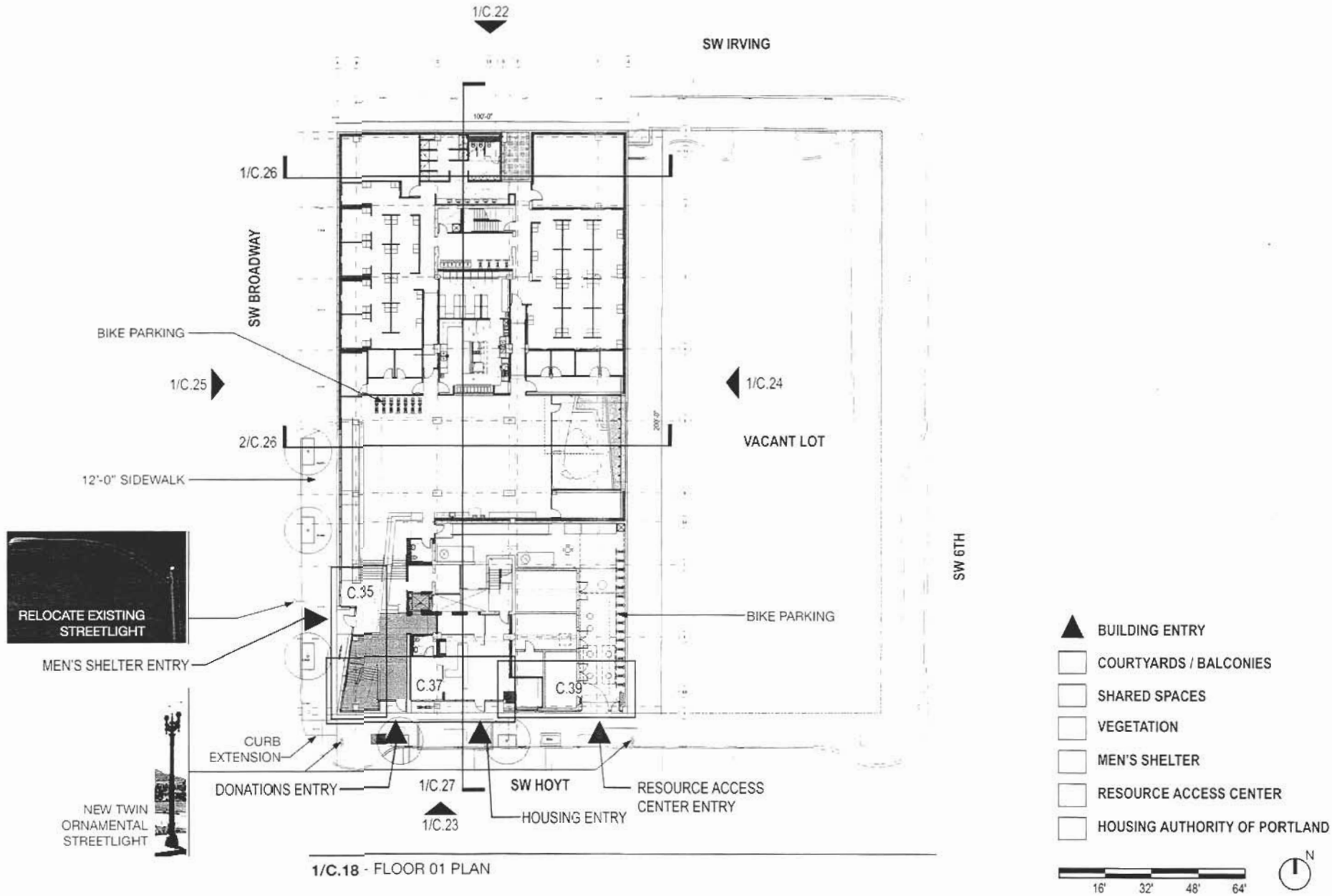
Also Owned

Historic Landmark

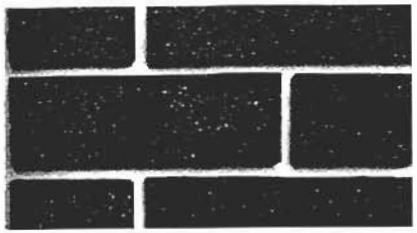
NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT

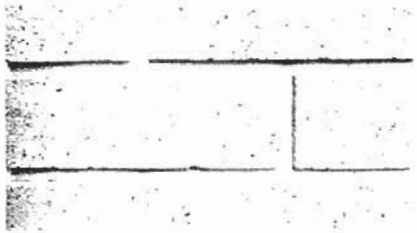
File No.	LU 09-138591 DZM
1/4 Section	2929
Scale	1 inch = 200 feet
State_Id	1N1E34BD 2403
Exhibit	B (Jul 06,2009)



1/C.18 - FLOOR 01 PLAN



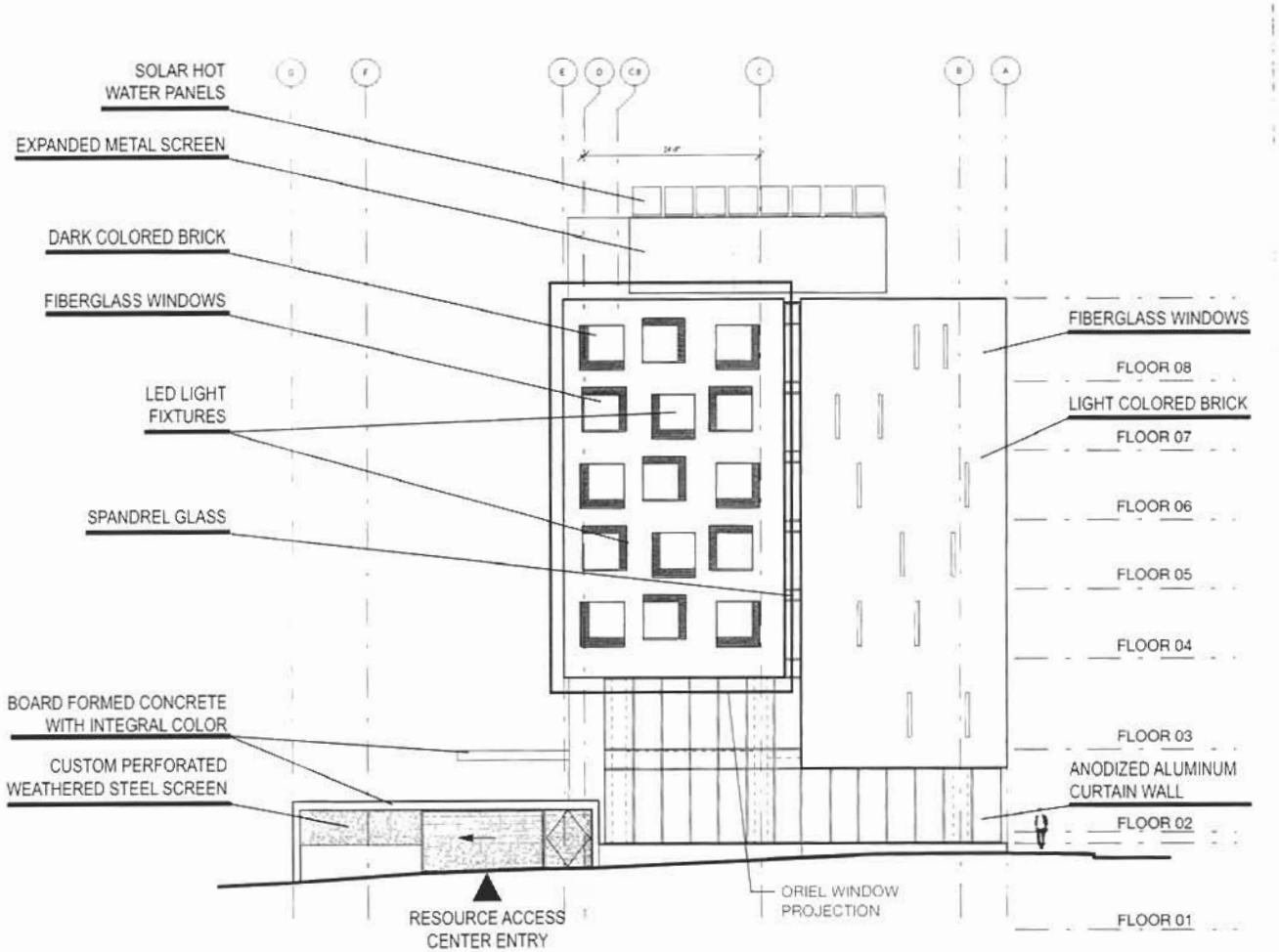
DARK COLORED BRICK



LIGHT COLORED BRICK

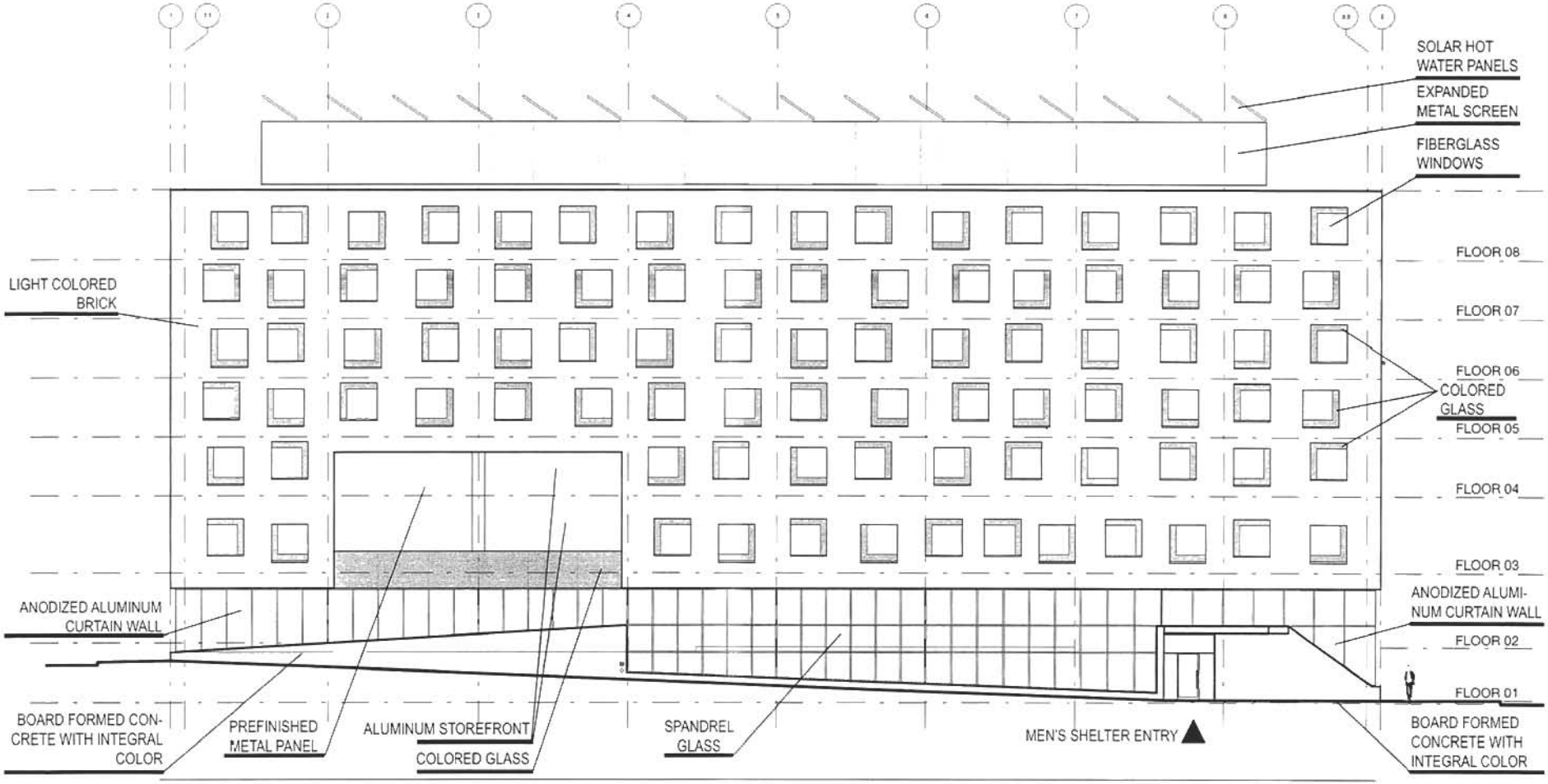
BOARD FORMED CONCRETE

BOARD FORMED CONCRETE WITH INTEGRAL COLOR



1/C.22 - NORTH ELEVATION

8' 16' 24' 32'



1/C.25 - WEST ELEVATION

8' 16' 24' 32'

HOLST ARCHITECTURE | RESOURCE ACCESS CENTER DEVELOPMENT | SUBMITTED: JUNE 23, 2009 REVISED: AUGUST 10, 2009 | LU 09-138591 | rC.25