



STAFF REPORT AND RECOMMENDATION TO THE LANDMARKS COMMISSION

CASE FILE: LU 16-274674 HRM
 PC # 16-177872
 SW 3rd and Ash
 REVIEW BY: Landmarks Commission
 WHEN: June 12, 2017 1:30 PM
 WHERE: CH2M Building
 2020 SW Fourth Ave
 Lincoln Conference Room, First Floor
 Portland, OR 97201

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

Bureau of Development Services Staff: Tanya Paglia 503-823-4989 / Tanya.Paglia@portlandoregon.gov

NOTE: Text which has been added or changed from previous staff report, dated March 24, 2017, is boxed or underlined throughout the document.

GENERAL INFORMATION

Applicant: Agustin Enriquez
 GBD Architects, Inc.
 1120 NW Couch St., Suite 300
 Portland, OR 97209
 Greg Goodman
 Downtown Development Group
 625 SW Broadway
 Portland, OR 97205

Site Address: 108 SW 3RD AVE

Legal Description: BLOCK 31 LOT 1&2, PORTLAND; BLOCK 31 LOT 7&8, PORTLAND

Tax Account No.: R667704500, R667704600
State ID No.: 1N1E34CD 02300, 1N1E34CD 02400
Quarter Section: 3029

Neighborhood: Old Town-China Town, contact Sarah Stevenson 503-226-4368 x2 or Zach Fruchtengarten 503-227-1515.

Business District: Old Town Chinatown Business Association, contact at chair@oldtownchinatown.org.

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

Plan District: Central City - Downtown
Zoning: CXd – Central Commercial w/Design & Historic Resource Overlays

Case Type: HRM – Historic Resource Review with a Modification
Procedure: Type III, with a public hearing before the Landmarks Commission. The decision of the Landmarks Commission can be appealed to City Council.

Proposal: The applicant seeks Type III Historic Resource Review approval for a 75' tall, mixed use, six-story building consisting of approximately 8,640 sf of ground floor retail, 133 market rate apartments, and 63 off-street parking stalls on one level of structured underground parking to replace an existing surface parking lot. The proposal includes a community room with an outdoor deck on the 6th floor and two rooftop amenity spaces served by two stairs and an elevator. Parking and loading entries are proposed in the building's southwest corner along SW 3rd Ave. Stormwater management is proposed to occur in an above grade flow-thru planter on the second floor in the interior courtyard.

The predominant building material for all street facing frontages is brick including mission cut red brick and smooth cut red brick. The building materials also include aluminum storefront systems, fiberglass windows, steel and wood canopies, precast concrete window sills, parapet caps and column bases, and custom steel columns and beams framing each retail bay.

The ground floor is comprised almost entirely of active uses along the three street frontages. At SW Ash Street, program functions include corner retail at both the SW 2nd and SW 3rd corners with the main residential entry and lobby between. At SW 2nd, retail space occupies almost the entire frontage with the exception of a secondary entry along the southern property line for bikes and access to the ground floor fitness room. At SW 3rd, retail space occupies approximately half of the frontage with the balance designed for an egress door for one of the building's stairs, a garage door for entry to the below grade vehicular parking garage, and a double door for loading/trash to serve both the ground floor retail program and the residential floors above. Total vehicular parking for the project is 63 stalls (three of which are accessible) - all located below grade.

The five residential floors above the ground floor (levels 2 thru 6) contain 133 apartments in a mix of studios and one bedrooms. On the 6th floor, a community room with an outdoor deck is provided for use by the building tenants. In addition, a rooftop amenity deck will be available to all residents and their guests. The space will include a fire pit, a bbq, and seating. It is served by two stairs and an elevator that are architecturally integrated into the overall massing of the building.

Stormwater management is proposed to occur in an above grade flow-thru planter on the second floor in the interior courtyard. Water will be collected from the rooftop, sloped to drain to downspouts on the south elevation and day lit to the courtyard on the second floor where the stormwater is treated and managed on-site. The utility vault will be located within the right-of-way.

The project will use the floor area and height bonus option allowed in the Central City Plan District, section 33.510.210 to earn additional FAR beyond the 4:1 base. The building is 104,552 gross square feet above grade and 75' in height for a total FAR of 5.36.

A Modification to the ground floor window standards (33.130.230.B.3) along SW 3rd Ave is requested to reduce the required length from 50% to 39%.

Historic Resource review is required because the proposal is for exterior alterations in the Skidmore/Old Town Historic District.

Relevant Approval Criteria:

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

- Skidmore/Old Town Historic District Design Guidelines (2016)
- Central City Fundamental Design Guidelines
- 33.846 Historic Resource Review
- 33.846.070 Modifications Considered During Historic Resource Review

ANALYSIS

Site and Vicinity: The site for the proposed development is a surface parking lot along SW Ash Street between SW 2nd and SW 3rd Avenue. SW 2nd Avenue is a vibrant street with a mix of office uses and destination food and beverage retail spaces like Kell’s Irish Restaurant and Pub and the recently opened Pine Street market. SW Ash Street is a pedestrian friendly street with a modest amount of vehicular traffic with food and beverage retail spaces. SW Ash and SW 2nd are particularly active streets in the evening. SW 3rd Avenue is a busy one-way street heading south and is the first south bound opportunity for vehicular trips from the Burnside Bridge. SW 3rd is also the western perimeter of the Skidmore/Old Town Historic District; the size and scale of the buildings along 3rd tend to be on the large side for the District. Directly to the west of the subject property is the historic Embassy Suites Hotel – a 100’ tall, full block building constructed in 1910.

The site is zoned CXd (Central Commercial) with design overlay. It is a 100’ x 195’ parcel located within the Skidmore/Old Town Historic District. This district was designated on May 5, 1977. Adopted by the City of Portland in May 2016, the Design Guidelines describe the importance of the District to both the City of Portland as well as the broader architectural community. The introduction to the guidelines states “The Skidmore/Old Town Historic District is a locally and nationally significant cultural resource important both for its association with the rich history of Portland’s early development, evolution and regional role, and for the exceptional architectural values of its nineteenth and early twentieth-century commercial buildings, including one of the finest collections of cast-iron buildings in the nation.” An excerpt from the nomination for the district reads as such:

The Skidmore/Old Town Historic District is significant for its exceptional mid-nineteenth- to early twentieth century commercial buildings. They present a broad range of commercial architectural styles that lend variety to the district’s urban character, while working in concert to create a cohesive and distinct historic sense of place. The district includes a variety of styles, the most predominant being the Victorian Italianate, Richardsonian Romanesque and Commercial styles, but includes buildings in other styles such as Victorian Gothic and 20th Century Classical, as well as transitional expressions and amalgams. But the most noteworthy and defining elements of the district’s historic character derive from its Victorian-era masonry and cast-iron façade buildings, primarily in the Italianate style. The district’s cast-iron structures are the backbone of a distinctive historic cityscape marking Portland’s first commercial core. This collection is one of the largest and best preserved in the American West.

Currently on site is a surface parking lot with food cart vendors. Curb cuts exist on all street frontages with (5) modest size street trees. The southwest portion of the subject

block is occupied by three commercial buildings. From north to south, they are: the three-story Porter Hotel building constructed in 1898, currently with a ground-floor restaurant and office space at the upper floors; a one-story building with no name, constructed in 1915, and currently occupied by a coffee shop; and the two-story Phoenix Building constructed in 1902, which contains office space. To the southeast is the Haseltine Building. It was constructed in 1893 in the Richardsonian Romanesque style. The registration form for the Skidmore/Old Town Historic District states the following about the Haseltine Building:

This large, four-story building was constructed as a mercantile building by James E. Haseltine for his firm J.E. Haseltine Co., wholesaler of various goods including hardware, hardwoods, and wagon-making materials. The first and second stories are rusticated stone, with stucco-covered brick on the upper two floors. The building is organized into five bays, with groups of three rectangular windows in each bay. Massive round stone arches define the ground floor openings. Decorative details include rusticated stone used in the lintels, window sills, and belt course below the roofline. The parapet was repaired in 1951. In 1980, the building was renovated for commercial use. This building was designated as a local landmark in 1969 and was listed as a “primary landmark” in the 1975 National Register nomination.

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.

The Historic Resource Protection overlay is comprised of Historic and Conservation Districts, as well as Historic and Conservation Landmarks and protects certain historic resources in the region and preserves significant parts of the region's heritage. The regulations implement Portland's Comprehensive Plan policies that address historic preservation. These policies recognize the role historic resources have in promoting the education and enjoyment of those living in and visiting the region. The regulations foster pride among the region's citizens in their city and its heritage. Historic preservation beautifies the city, promotes the city's economic health, and helps to preserve and enhance the value of historic properties.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Downtown Subdistrict of this plan district.

The Skidmore/Old Town Historic District is a unique asset to Portland and has been recognized nationally by its placement on the National Register of Historic Places. In addition, the Skidmore/Old Town Historic District has been identified as a National Landmark, of which there is only one other in Portland, Pioneer Courthouse. There are certain procedures and regulations the City has adopted for the protection and enhancement of the Skidmore/Old Town Historic District.

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

- LU 16-177872 EA - Pre-Application Conference to discuss a Type III review for new building.
- LU 16-211049 EA - Design Advice Request for a new 6-story mixed-use building.

Agency Review: A “Notice of proposal in Your Neighborhood” was mailed **March 21, 2017**.

The following seven Bureaus, Divisions and/or Sections responded with no objections and included comments found in Exhibits E1-E8:

- Bureau of Environmental Services (Exhibit E-1)
- Fire Bureau (Exhibit E-2)
- Life Safety Division of the Bureau of Development Services (Exhibit E-3)
- Site Development Review Section of the Bureau of Development Services (Exhibit E-4)
- Urban Forestry (Exhibit E-5)
- Water Bureau (Exhibit E-6)
- Bureau of Transportation Engineering and Development Review (Exhibit E-7)
- Bureau of Transportation Engineering and Development Review Addendum (Exhibit E-8)

Please note:

- The Bureau of Transportation Engineering and Development Review was unable to support the proposal as of the previous hearing on April 10, 2017 due to the outstanding items identified in their initial response (Exhibit E-7):
The applicant will need to receive 30% public works concept approval, demonstrate compliance with loading requirements or apply for and receive approval of an Adjustment or Modification, and seek approval for the location of any vaults proposed in the public right-of-way.
These issues are now resolved and PBOT has issued an **addendum granting their support** for the proposal (Exhibit E-8).
- A Driveway Design Exception required by the Bureau of Transportation Engineering and Development Review has been granted and includes conditions that will apply at the time of building permit:
This Driveway Design Exception (DDE) request is for two exceptions at the SW 3rd Ave vehicle entry:
 - 1) *Allow the driveway to be 34 feet, which exceeds the maximum 30-foot standard. Because the parking and loading entrances are located adjacent to each other, there is not sufficient space between them to bring the curb back to full height. Therefore, a shared driveway is appropriate for the parking and loading entrances. Recommend approval.*

2) *Vehicle access gate to be located less than 20 feet from the right-of-way line - Using the City approved trip generation rates for Central City Apartments, the peak hour entering volume is 19 vehicles. Using a gate opening time of 10 seconds, the expected 95th percentile queue is between 0 and 1 vehicle. Recommend approval (with conditions below).*

Conditions:

- 1) *The security gate must fully open/close in 10 seconds or less.*
- 2) *The security gate and parking ramp must be a minimum of 20 feet wide.*
- 3) *The parking spaces must be reserved for residential use only.*
- 4) *The security gate must be activated by remote control or transponder device with a 50-foot minimum detection radius issued to all residents who are allowed access to the parking spaces.*
- 5) *The security gate details and specifications must be added to the door schedule sheet of the building permit plan set.*

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **March 21, 2017**. One written response has been received from either the Neighborhood Association or notified property owners in response to the proposal.

1. Dennis Harper, wrote on 3/11/2017, stating general approval for the massing but a concern that the glazed penthouse should step back to better fit the historic district and that the glazed entrance volume should be pushed back to create a small entry court.
2. J.A. Atwood, wrote on 4/7/2017, stating support for the project, noting the overall high quality of materials and design.

Staff Response: The findings below discuss how the project meets applicable Historic Resource Review Guidelines.

No written responses have been received from the Neighborhood Association in response to the proposal.

Procedural History:

The application was deemed complete on February 10, 2017 and the first hearing for this case with the Historic Landmarks Commission was held on April 10, 2017. The Commission agreed with the Staff Report which had recommended denial as there was unanimous agreement that the building as presented did not yet meet all of the guidelines, and the application also did not yet have support from PBOT. The Commission's feedback included a need for: refinement of the 6th floor glass penthouse to address concerns around size/setback/proportion; additional relief and greater quality of detailing needed for the ground floor storefront system; change in the choice of window product to one with a more appropriate depth and profile; and relocation of canopies at the ground floor to provide better weather protection. The hearing was continued to May 8, 2017, and later rescheduled at the applicant's request to May 22, 2017, and then rescheduled again to June 12, 2017 at the applicant's request.

ZONING CODE APPROVAL CRITERIA

(1) HISTORIC RESOURCE REVIEW (33.846)

Purpose of Historic Resource Review

Historic Resource Review ensures the conservation and enhancement of the special characteristics of historic resources.

Historic Resource Review Approval Criteria

Requests for Historic Resource Review will be approved if the review body finds the applicant has shown that all of the approval criteria have been met.

Findings: The site is located within the Skidmore/Old Town Historic District. Therefore the proposal requires Historic Resource Review approval. The relevant approval criteria are the Skidmore/Old Town Historic District Design Guidelines and the Central City Fundamental Design Guidelines.

Central City Fundamental Design Guidelines and Skidmore/Old Town Historic District Design Guidelines

The Skidmore/Old Town Historic District is a unique asset to Portland and has been recognized nationally by its placement on the National Register of Historic Places. In addition, the Skidmore/Old Town Historic District has been identified as a National Landmark, of which there is only one other in Portland, Pioneer Courthouse. There are certain procedures and regulations the City has adopted for the protection and enhancement of the Skidmore/Old Town Historic District.

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.

Central City Plan Design Goals

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

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.

Skidmore/Old Town Historic District Design Guidelines and Central City Fundamental Design Guidelines

A1.a. Reinforce the Predominant Scale and Massing of the Historic District.

A1.b. Reinforce Pedestrian Scale and Orientation in the District.

D3. Develop Respectful Relationships to Adjacent Historic Buildings.

D4. Design the Scale or Apparent Scale of New Buildings to be Compatible with the Character of the District.

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

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

CCFDG C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

CCFDG C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

Findings for A1.a, A1.b, D3, D4, CCFDG A4, C4, C5 and C8: The proposed building will occupy a half block site, presently undeveloped and in use as surface parking. The building design proposed takes numerous cues from the existing historic buildings in the district. The Historic Skidmore / Old Town District is one of the oldest areas in the City of Portland. A common characteristic of the area is the presence of smaller buildings than much of downtown as a result of the 200' square blocks historically being divided into eight 50'x100' lots. As the district's blocks filled in, the small lots, some of which were divided into even smaller parcels with only 25' frontages, resulted in continuous street walls that were articulated by small, individual facades, though some buildings occupied 1/4 of the blocks.

The proposed building design respects the existing urban design of the district by creating strong visual breaks of distinct building masses that fit the fine-grained building massing of the neighborhood. The Historic Skidmore/Old Town District is also notable for its cast iron collection as well as the masonry detail work of its buildings. The proposed building design builds on that character with brick detailing at the base of the building, at pilasters, and at the cornices, providing a complimentary building to the historic neighborhood.

Given the large site, with three sizable frontages, especially the nearly 200 feet expanse along Ash Street, responding to the fine grain character of the district presents a challenge. The proposed building achieves this by breaking up the exterior to appear as two buildings conjoined by a glazed recess with distinctive fenestration patterns and subtle changes in materials and cornice lines.

Since the first hearing on April 10, 2017, the ground level has been significantly revised, and now features two different and unique retail storefronts. The western portion of the building has a taller canopy with larger storefront windows and the eastern portion of the building has a shorter canopy and employs a traditional style, storefront system with transom. The aluminum storefront mullions are more pronounced with the addition of mullion caps. Despite the variation, the building is tied together in having a highly glazed

ground floor featuring large full height storefront windows. The result is a large window-to-wall area ratio which also unifies the proposed building with the Skidmore/Old Town Historic District where extensive ground floor glazing is common.

While 3-4 stories is more common in the district than taller buildings, the site abuts the landmark Hazeltine building which is one of the taller buildings in the Skidmore/Old Town district. The proposed building matches its neighbor's height, but on the east elevation where it abuts the Hazeltine, its top story is a fully glazed penthouse rather than a regular sixth story, to recede in deference to the landmark.

At the first hearing on April 10, 2017, the Historic Landmarks Commission did not note any concerns with the overall building height, however, they did have concerns about the size and proportions of the penthouse, expressing that it felt too big and appeared disproportionate to the rest of the building. To refine the penthouse and bring it into harmony with the subject and neighboring buildings, the Commission suggested a number of potential remedies: reduce the height of the penthouse; set it back farther; heighten the brick cornice band below the penthouse; or some combination of these options.

In response to the feedback, the applicant has changed the proportions of the penthouse, including the brick cornice below, and the metal cornice above. The aluminum storefront window system that makes up the largest portion of the penthouse has been reduced from 10'-7" to 8'-0" while the brick cornice below it has been increased from 3'-1" to 3'-6 3/8" and the metal cornice above has been increased from 2'-6" to 4'-2". The end result is a penthouse that appears shorter-than as opposed to taller-than the stories below it. The re-apportioning of height amongst the three elements strengthens the building's presentation as a five story building with a penthouse rather than a building with six full stories. The penthouse windows no longer tower above the other floors, out of scale with the windows on the stories below. Overall, the refined penthouse is a more unified element of the building.

The primary material of both main building volumes is brick, a traditional durable material highly appropriate for the district. While the ground floor retail bays along SW 2nd, Ash, and 3rd use similar materials as the middle of the building, they have a higher degree of design detail including precast concrete sills on the eastern building volume, precast concrete street names at the corners, tapered brick pilasters, and precast concrete at the base of pilasters and window bulkheads. Such detailing increases pedestrian scale visual interest as well as enhancing the building's compatibility with the district as attention to detail and craft is a unique aspect of many of Portland's historic buildings when compared to more recent development. While not employing true cast iron pieces in the storefronts, the proposal takes inspiration from the cast iron legacy of the district in employing steel columns designed to replicate cast iron columns framing each retail bay.

These guidelines are met.

A2. Maintain and Strengthen the Street Wall in New Construction, Additions, and Improvements to Open Portions of Sites.

D2. Strengthen the Street Wall with New Buildings.

CCFDG A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.

CCFDG C6. Develop Transitions between Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

Findings for A2, D2, CCFDG A7 and C6: The existing condition is a 100' x 195' surface parking half block. The proposed building design fills in a missing hole in the urban fabric by building to the property line and maintaining and extending the traditional 200' block pattern. The new building will be built with no setback from the street on all three facades, except at entry points, continuing the street wall of the historic buildings remaining on the south side of the block.

The glazed top floor of the eastern volume steps back just a little bit in deference to its landmark neighbor, while not detracting from the enclosure offered to the street by the overall composition. At each entry into the building – main residential building entry, each retail storefront, the bike entry, and the vehicular garage entry – a recess is designed along the sidewalk to create a transition zone. These recessed entries create semi-public / semi-private transition areas that provide shelter from the weather.

These guidelines are met.

A3. Reintegrate Cast Iron into the District.

A4. Select Historically Compatible, High Quality Materials with Finishes and Colors that are Appropriate to the District.

D1. Integrate the Design of New Buildings with the Cast Iron Character of the Historic District.

D8. Incorporate and Reflect a Rich Textural Quality, a High Level of Detail, and Skilled Craftsmanship.

D9. Use Exterior Materials and Colors Where Materials are Permanent that are Visually Compatible with the Architectural Character and the Surrounding Buildings.

CCFDG A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

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

Findings for A3, A4, D1, D8, D9, CCFDG A5 and C2: The Historic Skidmore/Old Town District is known for its high quality materials on the exterior of buildings with one of the predominant building materials in the district being red brick. As such, the proposed design utilizes high quality materials (a smooth red brick and a mission cut red brick) for the majority of the building facing 2nd, 3rd, and Ash Street.

A common design element in the Historic Skidmore/Old Town District is the use of cast iron along the ground floor of buildings with large expanses of glass. The proposed design incorporates a custom steel column and beam modern re-interpretation of cast iron detailing with large amounts of ground floor glass to blend the new building into the historic district. In addition, a reclaimed cast

iron door will be used on the east façade in close proximity to the Hazeltine building.

While finding the building's primary cladding materials appropriate, staff had some outstanding concerns about several material choices included in the design presented at the first hearing. Of greatest concern was the use of vinyl windows in the proposal, a material not previously embraced by the Landmarks Commission for a building of this scale in a historic district. Because Skidmore/Old Town is one of Portland's only two National Historic Landmarks, this was of particular concern in this proposal. At the April 10, 2017 hearing, the Commission agreed that the specific vinyl windows proposed would not be appropriate for the district. Commissioners noted that the material itself was not the primary issue, but rather the profile and quality of the specific vinyl window system proposed. Of particular concern was the glass being located too close to the face of the sash making the windows appear flat and out of character with the district. The Commission asked the applicant to explore window options that set the glass back further in the frame.

In response the revised design features fiberglass windows. These windows are proposed to be black and shown to have some level of detail in the section drawings on C23, C25 and C26. At the April 10, 2017 hearing, standard aluminum 2" storefront was also proposed and rejected by the Commission. The concern was that it would read as chunky and modern and feel out of place in this district. The Commission suggested that a wood system or a more appropriate aluminum system be considered to make the proposal approvable. The applicant now proposes a more refined aluminum storefront system with greater detail. Staff supports the new window and storefront systems as these are more in keeping with the historic district.

These guidelines are met.

A5. Install Lighting that Strengthens the Historic Character and Vitality of the District.

A8. Sensitively Integrate the Entries to Parking and Loading.

CCFDG B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

CCFDG C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

CCFDG C12. Integrate Exterior Lighting. Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for A5, A8, CCFDG B2, C11 and C12: The proposed building design provides safe, easy pedestrian access along all frontages of the building. The loading, trash, and vehicular garage entry/exit are located in one area along the

mid-block of 3rd Avenue to centrally locate the necessary vehicular functions that must cross the sidewalk. This allows for the safest possible pedestrian condition.

Locating parking, loading and trash together on the building's west façade was discussed and vetted with the Commission at the building's DAR and was not raised as an issue at the April 10, 2017 hearing. In previous designs, the west façade was broken down to appear as two different buildings in response to the scale of buildings in the district. While this division worked well from a massing perspective, it created the appearance of a small building whose ground floor was entirely occupied by parking, loading and trash entries which caused concern at the DAR. The revised design creates the appearance of a single building along SW 3rd where parking and loading occupy less than half of the ground floor frontage. The Commission was supportive of this change at the building's first hearing.

The building's mechanical equipment will be screened and well integrated with the building design, logically grouped away from street facing roof edges where it will not detract from the pedestrian experience. A rooftop amenity area is provided for access and use by building residents. Special views to the Willamette River will be afforded from the rooftop space.

The exterior lighting plan utilizes subtle, discreet fixtures that will not call attention to themselves. The site will be well lit for safety, and the lighting distributed in a regularized pattern that complements the building's architecture. Exterior lighting at the base of the building will be provided to accentuate structural bays.

These guidelines are met.

A7. Integrate Awnings and Canopies within the District in a Manner Sensitive to the Building and District.

CCFDG B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Findings for A7, CCFDG B6: All building street elevations have extensive canopy coverage. Pedestrian scaled canopies and awnings are provided for all ground floor retail spaces and a larger canopy is provided for the main residential building entry located mid-block of SW Ash Street. The canopies are composed of steel surrounds with wood soffits and have depths of 4'-0". Prior to the first hearing staff was concerned that the canopies were proposed to attach to the building in such a way that a 10" gap between the building and the canopy coverage would be created. This was due to the canopies attaching via steel knife plates and standing off the face of the building. While visually distinctive, interesting and pedestrian scaled overall, staff had concerns about the weather protection offered by the canopies. The Commission shared the concern and said that a 0" to 1" gap would be approvable but not anything greater. The current proposal has reduced the gap to 1". The canopies are otherwise well integrated with the architecture of the building. As with most other canopies in the district, these are set within individual storefront bays rather than spanning several bays making them compatible with the district. Staff thus believes the canopies of the updated proposal are approvable.

These guidelines are met.

D5. Emphasize a Horizontal and Vertical Articulation in New Buildings which Relates to the Characteristics of the District's Italianate Buildings.

D6. Reflect the Pattern of Tall First Stories in the District.

D7. Strengthen the District's Pattern of Large Plate Glass Windows and Tall Doors on Ground Floors and Smaller Detailed Windows on Upper Floors, Both with Clearly Defined Window Surrounds.

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

Findings for D5, D6, D7, D8, and CCFDG C9: As with historic buildings in the district, the subject building shows strong verticals broken up with horizontal bands. The window wall pattern of the ground floor reflects the district in having more glazing than wall at the building's base. In upper levels, the windows are smaller, and there is a higher proportion of wall than found on the ground floor, although the upper levels are still heavily glazed. These windows add texture to the building with a large punch from the face of brick to glass by utilizing deep profiles and having the windows sit back in the wall plane.

The proposed design reflects the district in having a first story taller than the building's upper five floors. The ground floor has been developed to provide the most flexible long-term usability. Each ground floor bay has a long and tall expanse of vision glazing allowing for the maximum range of retail configurations. Finished slab elevations have been carefully created to allow for both small and larger retail opportunities – allowing for a variety of future retail tenants.

These guidelines are met.

CCFDG A1. Integrate the River. Orient architectural and landscape elements including, but not limited to lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and Greenway. Develop access ways for pedestrians that provide connections to the Willamette River and Greenway.

Findings for CCFDG A1: The site is three blocks west of the Willamette River. Along SW 2nd Avenue, the top floor of the residential apartments is designed with a mostly glass window system to provide as much of a view to the river as is feasible for each of the apartments. On top of the building, an exterior amenity deck is provided along the eastern edge of the building for all residents to have visual access to the Willamette River.

This guideline is met.

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

CCFDG B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

CCFDG B4. Provide Stopping and Viewing Places. Provide safe, comfortable places

where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

Findings for CCFDG A8, B1 and B4: The building's sidewalk level will encourage pedestrian activity with its design and a program that features a great deal of highly visible commercial use. The majority of the ground floor space provided is dedicated to retail use or residential lobby. The result will be an active and vibrant streetscape along all of 2nd, all of Ash, and most of 3rd. Overhead pedestrian canopies will provide weather protection and allow the retail space to spill out onto the sidewalk continuing the active ground floor nature of the neighborhood.

Similar to the Embassy Suites Hotel building across SW 3rd Avenue, large window and door openings encourage the use of the sidewalk with visual and physical connections into building's active interior spaces from adjacent sidewalks. The incorporation of sheltered spaces from the pedestrian canopies and awnings adds to the pedestrian network and the main residential entry is highlighted by the glazed recess above it.

These guidelines are met.

CCFDG C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Findings for CCFDG C7: The vertical core and circulation systems are designed toward the middle of the building's mass. This strategy frees up the corners of the ground floor for large, generous retail opportunities. In addition, the building tops at each corner intersection are distinctive.

The intersection of 3rd and Ash is an important intersection from an urban design perspective as 3rd Avenue bends slightly southwest at Ash Street. As such, the corner is particularly prominent. The proposed building design locates the tallest building mass at this corner and has the most pronounced building cornice here. Also at the corner of SW 3rd and Ash, the upper story windows are taller and grander than the lower part of the building. In addition, a unique brick pilaster detail exists at the corner where the brick subtly tapers towards the top of the building in a nod to the type of craft and detail common in the District. The other corner at SW 2nd and Ash is also highlighted by the building being topped with a predominantly glassy "penthouse".

This guideline is met.

(2) Modification Requests (33.846)**33.445.050 Modifications that Enhance Historic Resources and 33.846.070 Modifications Considered During Historic Design Review**

The review body may grant modifications to site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the historic design review process. However, modification to a parking and loading regulation within the Central City plan district may not be considered through the historic design review process. Modifications made as part of historic design review are not required to go through a separate adjustment process. To obtain approval of a modification to site-related development standards, the applicant must show that the proposal meets the approval criteria. Modifications to all other standards are subject to the adjustment process. Modifications that are denied through historic design review may be requested through the adjustment process.

The approval criteria for modifications considered during historic design review are:

- A. Better meets historic design review approval criteria.** The resulting development will better meet the approval criteria for historic design review than would a design that meets the standard being modified; and
- B. Purpose of the standard.**
 - 1. The resulting development will meet the purpose of the standard being modified; or
 - 2. The preservation of the character of the historic resource is more important than meeting the purpose of the standard for which a modification has been requested.

The following modification is requested:

Modification #1: Ground Floor Windows, PZC 33.130.230.B.3 – reduce the required length from 50% to 39% along SW 3rd Ave.

Purpose Statement: In the C zones, blank walls on the ground level of buildings are limited in order to: Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level; Encourage continuity of retail and service uses; Encourage surveillance opportunities by restricting fortress-like facades at street level; and Avoid a monotonous pedestrian environment.

Standard: 33.130.230.B.3 – 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*
- 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 proposal requests Modification to the Ground Floor Windows standards along the 3rd Ave frontage primarily due to the parking, loading and trash being collocated along this streetscape. The site has three street frontages: SW 2nd Avenue,

SW Ash Street, and SW 3rd Avenue. SW 2nd and SW Ash far exceed both the required length (72% and 84%) and percent of the ground level wall area (72% and 84%). SW 3rd Avenue exceeds the area (39% versus a required area of 25%), but does not meet the required length (39% versus a required length of 50%). The activities along the SW 3rd Avenue frontage are mostly retail with the minimum width dimensions for an egress corridor, parking garage access, and the trash/loading room.

The majority of the Historic District was created prior to the invention of the automobile. As such, very few curb cuts for on-site vehicular parking exist within the district. That reality contributes to a very dense and lively street atmosphere - in particular along SW 2nd Avenue and SW Ash Street. That quality is particularly attractive from an urban design and pedestrian perspective and allows for a dynamic and interesting retail environment. With that urban quality in mind, the design provides more glass window wall area and length on both SW 2nd and SW Ash while not meeting the strict technical requirement on all street frontages. Priority was given to SW 2nd and SW Ash frontages as the former has the high bar of abutting the landmark Hazeltine building while the latter is the building's primary façade and faces onto Ash across from other historic buildings in the district. A slight reduction of window length (39% versus 50%) on the less historically significant frontage along SW 3rd Avenue is a superior tradeoff to provide a better retail and pedestrian environment on SW Ash Street and SW 2nd Avenue. Among the purposes of the required ground floor window standard are to provide a diverse pedestrian experience, encourage surveillance opportunities by restricting fortress-like facades at street level, and to avoid a monotonous pedestrian environment. By providing well above the required amount of window length and wall area on the more prominent pedestrian street frontages of SW 2nd and SW Ash, many of the stated purposes are accomplished.

In addition, by locating all of the vehicular access points on SW 3rd Avenue, a majority of the vehicular traffic is removed from the Historic District's heart of SW 2nd and SW Ash. The design team prioritized the internal core of the District (2nd and Ash) over the perimeter of the District (3rd Ave). This strategy was supported by the Commission at the Design Advice Request hearing and at the first Historic Resource Review hearing. The Commission also noted that while the glazed doors at the center of the façade which span 8'-8" are not taken into consideration as ground floor windows because of the use behind them, the translucent glow they will provide is preferred to a solid, opaque door.

Finally, when looking at the entire length of SW 3rd Avenue on the block, the experience of a pedestrian will meet the overall intent of the ground floor window standard as the existing neighboring historic structures are entirely active use and predominantly glass windows in both wall area and length. Of the 200' of building frontage along SW 3rd Avenue, the length of window for the proposed development is 39' and for the adjacent existing two story office building, Stumptown Roasters, and Bijou Café is approximately 75'. The overall window length for the entirety of SW 3rd Avenue is 114' of 200' - equating to the practical experience for a pedestrian of 57% of window length (in excess of the 50% desired length). Taking into account the desires of the broader historic District, the proposal is consistent with the overall intent of the ground floor window standard. Therefore, the standard is met and Guidelines A8 and CCFDG A8, B1, and B4 are better met by the proposal.

Therefore, this Modification merits approval.

DEVELOPMENT STANDARDS

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

CONCLUSIONS

The proposal will fill in a hole in Skidmore / Old Town's urban fabric with a high quality masonry building. The proposed design will include fine-grained details, while also being simple enough to remain complementary to the adjacent landmark Hazeltine building as well as historic buildings in the district in general.

Following the April 10, 2017 hearing the applicant made significant changes to the design of the proposed building that responded to the concerns stated by the Commission and staff. The proposal is significantly improved, with a penthouse whose proportions and scale now fit the building and district. The proposed window and storefront system materials and detailing are also much improved and will help unify the new building with the Skidmore/Old Town Historic District.

The purpose of the Historic Resource Review process is to ensure that additions, new construction, and exterior alterations to historic resources do not compromise their ability to convey historic significance. While this proposal meets some of the applicable Historic Resource Review criteria and modification criteria, not all of the approval criteria are met and therefore it does not yet warrant approval.

TENTATIVE STAFF RECOMMENDATION

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

Staff recommends **approval** of the Historic Resource Review for a new six-story mixed-use building in the Skidmore/Old Town Historic District and the Central City Plan District to replace an existing surface parking lot.

Staff recommends approval of the following Modification:

- *Ground Floor Windows* – To reduce the required length from 50% to 39% (PZC Section 33.130.230.B.3).

This recommendation of approval is per Exhibits C.1-C.61, and subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (A-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 16-274674 HRM." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. At the time of building permit submittal, a signed Certificate of Compliance form (<https://www.portlandoregon.gov/bds/article/623658>) must be submitted to

ensure the permit plans comply with the Design/Historic Resource Review decision and approved exhibits.

- C. No field changes allowed.
- D. Because the parking garage gate does not meet PBOT standards the parking garage shall comply with the following conditions which accompany the Driveway Design Exception which has been granted:
 - 1) *The security gate must fully open/close in 10 seconds or less.*
 - 2) *The security gate and parking ramp must be a minimum of 20 feet wide.*
 - 3) *The parking spaces must be reserved for residential use only.*
 - 4) *The security gate must be activated by remote control or transponder device with a 50-foot minimum detection radius issued to all residents who are allowed access to the parking spaces.*
 - 5) *The security gate details and specifications must be added to the door schedule sheet of the building permit plan set.*

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Procedural Information. The application for this land use review was submitted on November 17, 2016, and was determined to be complete on February 10, 2017.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on November 17, 2016.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless extended by the applicant, the 120th day is June 10, 2017.

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

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

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

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

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

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

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

Recording the final decision.

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

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

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

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

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

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

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

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

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

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

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

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

Tanya Paglia
June 2, 2017

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Submittal
 - 1. Applicant's Written Narrative, Overview, Previous Conditions of Approval, Architectural Summary, Design Guidelines, Zoning Summary 11/16/2016
 - 2. Original plan set – NOT APPROVED/reference only 11/16/2016
 - 3. Second plan set – NOT APPROVED/reference only 2/10/2017
 - 4. Memo from Applicant in response to Incomplete letter, 2/10/2017
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Plan set cover page
 - 2. Table of contents C.1
 - 3. Site plan C.2 (attached)
 - 4. Parking Plan: Level P1 C.3
 - 5. Floor plan: LEVEL 01 C.4 (attached)
 - 6. Floor plan: LEVEL 02 C.5
 - 7. Floor plan: LEVEL 03-05 C.6
 - 8. Floor plan: LEVEL 06 C.7
 - 9. Roof Plan C.8
 - 10. Detailed roof plan C.9
 - 11. Mechanical enclosure details C.10
 - 12. East - West Section C.11
 - 13. North - South Section C.12
 - 14. West elevation C.13 (attached)
 - 15. North elevation C.14 (attached)
 - 16. East elevation C.15 (attached)
 - 17. South elevation C.16 (attached)
 - 18. Detail key C.17
 - 19. Detail at SW Corner C.18
 - 20. Detail at NW Corner C.19
 - 21. Detail at N Entrance C.20
 - 22. Detail at NE Corner C.21
 - 23. Detail at hidden elevation C.22
 - 24. Window detail 1 C.23
 - 25. Window detail 2 C.24
 - 26. Window detail 3 C.25
 - 27. Window detail 4 C.26
 - 28. Storefront detail 1 C.27
 - 29. Storefront detail 2 C.28
 - 30. Balcony and railing details C.30
 - 31. Product info - expansion joint C.31
 - 32. Product info - windows C.32
 - 33. Product info - garage door and mechanical louver C.33
 - 34. Sight line study - solar panels C.34
 - 35. Long term bike parking C.35
 - 36. Long term bike parking C.36
 - 37. Materials/colors C.37
 - 38. Landscape: streetscape C.38
 - 39. Landscape: level 2 courtyard C.39
 - 40. Landscape: rooftop C.40
 - 41. Landscape: materials C.41
 - 42. Landscape: plants C.42
 - 43. Exterior lights C.43
 - 44. Civil: Existing conditions C.44
 - 45. Civil: Grading and utility plan C.45

46. Civil: Street improvement plan C.46
 47. Appendix cover page
 48. Rendering - view from NE corner looking SW APP. 1
 49. Rendering - view from NW corner looking SE APP. 2
 50. Rendering - view at NW corner at ground floor retail APP. 3
 51. Rendering - view at NW corner at pilaster detail APP. 4
 52. Vicinity plan APP. 5
 53. Contextual building analysis APP. 6
 54. Contextual height analysis APP. 7
 55. Massing diagram APP. 8
 56. Site FAR diagram APP. 9
 57. Ground floor windows APP. 10
 58. Modifications APP. 11
 59. Window comparison map: vinyl vs fiberglass APP. 12
 60. Window comparison: vinyl APP. 13
 61. Window comparison: fiberglass APP. 14
- 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 Transportation Engineering and Development Review
 2. Bureau of Transportation Engineering and Development Review Addendum
 3. Bureau of Environmental Services
 4. Fire Bureau
 5. Life Safety Division of the Bureau of Development Services
 6. Site Development Review Section of the Bureau of Development Services
 7. Bureau of Parks, Forestry Division
 8. Water Bureau
- F. Letters
1. Dennis Harper, 3/11/2017, stating general approval for the massing but a concern that the glazed penthouse should step back to better fit the historic district and that the glazed entrance volume should be pushed back to create a small entry court.
 2. J.A. Atwood, 4/7/2017, stating support for the project, noting the overall high quality of materials and design.
- G. Other
1. Original LUR Application
 2. Incomplete letter, 12/12/2016
 3. Request for Completeness with BES, Site Development & PBOT responses, 11/28/16
 4. DAR Summary Memo, EA 16-211049 DA, 9/12/2016
 5. DAR Memo to Commission, EA 16-211049 DA, 9/2/2016
 6. Pre-Application Conference notes, EA 16-177872 PC, 6/21/2016
- H. Received at or after hearing on April 10, 2017
1. Staff Report for first hearing, 3/24/2017
 2. Staff Memo to Commission, 4/3/2017
 3. Staff Presentation, 4/10/2017
 4. Applicant Presentation, 4/10/2017
 5. Applicant request to continue hearing date from April 10 to June 12, 2017
 6. Testifier List, 4/10/2017