



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

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**FINAL FINDINGS AND DECISION BY THE LANDMARKS COMMISSION RENDERED ON August 24, 2020**

**CASE FILE NUMBER: LU 20-124363 HR AD  
PC # 19-261700**

**FLATWORKS BUILDING**

**BUREAU OF DEVELOPMENT SERVICES STAFF:**

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The Historic Landmarks Commission has **approved** a proposal in your neighborhood. This document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

**GENERAL INFORMATION**

**Applicant:** Robert Thompson, TVA Architects Inc  
920 SW 6th Ave, Ste 1500, Portland OR 97204  
[bobt@tvaarchitects.com](mailto:bobt@tvaarchitects.com), 503.220.0668

**Representative:** Lamont Smith, Sturgeon Development Partners  
16840 Alder Circle, Lake Oswego OR 97034

**Owner:** Grand Opportunity LLC  
920 SW 6th Ave #1200, Portland, OR 97204

**Site Address:** 236 SE GRAND AVE

**Legal Description:** BLOCK 119 LOT 1&2, EAST PORTLAND; BLOCK 119 LOT 3&4, EAST PORTLAND

**Tax Account No.:** R226508020, R226508040

**State ID No.:** 1N1E35CC 07000, 1N1E35CC 07100

**Quarter Section:** 3031

**Neighborhood:** Buckman, contact Richard Johnson at [buckmanlandusepdx@gmail.com](mailto:buckmanlandusepdx@gmail.com)

**Business District:** Central Eastside Industrial Council, contact [ceic@ceic.cc](mailto:ceic@ceic.cc).

**District Coalition:** Southeast Uplift, contact Leah Fisher at 503-232-0010 x313.

**Plan District:** Central City - Central Eastside

**Other Designations:** Existing site development is not considered a contributing resource to the Historic District

**Zoning:** **EXd**, Central Employment with Historic Resource Protection and Design Overlay  
**Case Type:** **HR, AD**, Historic Resource Review with Adjustment Review  
**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 a Type III Historic Resource Review for proposed 8-story, half-block office building with approximately 7,800sf of ground floor retail. Loading and below-grade parking with 42 parking stalls will be accessed off SE Pine. The half-block site is situated at the north end of the East Portland / Grand Avenue Historic District and is also in the Central Eastside Subdistrict of the Central City Plan District.

Stormwater will be handled via eco-roof covering a minimum of 60% of roof area. Allowable FAR is 6:1 with bonus FAR potential of 3:1. The proposed FAR is 7.2:1, and bonus FAR of 1.2 will be achieved by paying into the affordable housing fund. Short- and long-term bike parking requirements will be met on site.

Requested Adjustments:

1. *Number of Loading Spaces, 33.266.310.C.2.c.* To reduce the number of required Standard A loading spaces from 2 to 1.

A Historic Resource Review is required for a new structure within a Historic District per PZC 33.846.060.B.3. A Type III procedure is required because this development exceeds the value of \$481,300 (Table 846-1). An Adjustment Review is required because the applicant is requesting to not meet the standard indicated above.

**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:

- *33.445, Historic Resource Protection Overlay Zone*
- *33.846, Historic Reviews*
- *Central City Fundamental Design Guidelines*
- *Design Guidelines for East Portland/Grand Avenue Historic District Zone*
- *Adjustments Approval Criteria (33.805.040)*

## ANALYSIS

**Site and Vicinity:** The site is an 18,000 square-foot, half-block parcel located on the east side of SE Grand Avenue, between SE Ash and SE Pine Streets. It is situated at the northern end of the East Portland / Grand Avenue Historic District and is also located in the Central Eastside Subdistrict of the Central City Plan District. The southern half of the site is currently developed with a non-contributing, one-story retail building built in 1925. The northern half of the site is currently developed with a surface parking lot. Both will be demolished for this proposal.

At the time of the application submittal, the City's Transportation System Plan did not consider the site to be in a Pedestrian District. The surrounding streets are classified as follows:

- SE Grand: One-way headed north, Civic Main Street, Major Transit Priority Street, Major City Traffic Street, Central City Transit/Pedestrian Street and a City Bikeway.
- SE Ash: Local Service for all modes.
- SE Pine: Local Service for all modes.

**Zoning:** The Central Employment (EX) zone allows mixed uses and is intended for areas in the center of the City that have predominantly industrial-type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are

allowed but are not intended to predominate or set development standards for other uses in the area.

The 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 Central Eastside Subdistrict of this plan district.

East Portland/Grand Avenue Historic District is listed in the National Register of Historic Places under two of the eligibility criteria: "A" for its association with the development of the City of East Portland (which was annexed into Portland in 1893) and "C" for its examples of commercial architectural styles from the period 1883 to 1939.

**Land Use History:** City records do not indicate any relevant prior land use reviews for this site.

**Agency Review:** A "Notice of Proposal in Your Neighborhood" was mailed **July 21, 2020**. The following Bureaus have responded with no issue or concerns:

- Life Safety Section of BDS (Exhibit E1)
- Fire Bureau (Exhibit E2)
- Site Development Section of BDS (Exhibit E3)
- Bureau of Environmental Services (Exhibit E4)
- Water Bureau
- Urban Forestry

The Bureau of Transportation Engineering responded with the following comment: (Please see Exhibit E.5 for additional details).

*PBOT has no objections to the Historic Resource Review and associated Adjustment/Modification for the proposed single Standard A on-site loading space, subject to the following condition of approval:*

1. *Prior to the issuance of a Building Permit for this project, the applicant must receive approval of the submitted Driveway Design Exception (20-169335 TR) for the proposed garage-related access-control mechanism.*

*BDS staff note:* Condition of approval D has been added.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **July 21,**

**2020.** No written response was received from either the Neighborhood Association or notified property owners in response to the proposal.

## **PROCEDURAL HISTORY:**

**Early Assistance Pre-Application Conference (PC): EA 19-261700 PC: January 9, 2020**  
(Exhibit G3).

**Design Advice Request (DAR #1): EA 20-106146 DA: March 9, 2020** (Exhibit G4).

Commission feedback included:

- Contextual Information: Scaled context studies are needed to show the building's relationship to its surrounding historical context.
- Compatibility versus differentiation: Because of the proposal is larger than typical historical resources in the district, there is a greater need to enhance compatibility rather than increase differentiation.
- Size and scale: At 8-stories with an almost half-block footprint, the proposal is significantly larger than the typical historic structures in the district, which are one to four stories in height and a quarter-block or smaller in footprint.
- Tripartite: A tripartite treatment of the facades is a good start; however, a stronger expression of the base, the middle and the top would better respond better to the district.
- Base. A finer-grained expression at the base level is needed, as this is where pedestrians will directly experience the building.
- Middle. The vertical grouping of windows with curtain wall between is not yet successful. Look to successful precedents in the district, such as the Weatherly, for examples of treatment.
- Top. A stronger overall expression of the "top" is needed, whether the top floor is set back or not.
- East Facade. The Commission appreciated the mid-block setback that creates the opportunity for windows, reduces the amount of blank facade, and adds articulation and depth to this large rear wall.
- Ground Floor Activation. The Commission was very supportive of the full activation offered along SE Grand and was appreciative of the placement of parking below-grade. They encouraged maximizing active uses and adding entries on Pine and Ash and suggested adding a more active use where the bike parking is located along Ash.
- Design. The building should not feel like a glass building with pre-cast concrete (or any other type of cladding) applied to it.

**Design Advice Request (DAR #2): EA 20-128167 DA: June 1, 2020** (Exhibit G5).

Commission feedback included:

- Composition and scale. Most, if not all, of the commissioners still felt the overall massing felt too big, and all agreed there needs to be two distinct building volumes, and the penthouse should not cross over the top of the two lower masses. Options to study to address these concerns may include:
  - Reduce the overall height of the penthouse by one story so it abuts the 7-story mass and doesn't span over the top of it.
  - Study increasing the south end to 8 stories with a reduction in the 2-story penthouse over the north end.
  - Study increasing the north end to 8 stories with a reduction in the 2-story penthouse over the south end.

**Land Use Application LU 20-124363 HR, AD: Submitted on February 28, 2020** (Exhibit G1).

- On June 8, 2020, the applicant requested the application to be deemed complete. A hearing was scheduled for July 27, 2020 (Exhibit A6).

- On June 25, 2020, the applicant requested the hearing date to be postponed to August 10, 2020 (Exhibit A8).
- On August 10, 2020, the first hearing was held. Staff recommended approval with standard conditions and an added condition from PBOT about the Driveway Design Exception to the garage. While the Commission generally supported the project, they noted some minor concerns with resolution of the ground level and the spandrels at the recess and asked the applicant to return with revisions to address the following concerns:
  - Storefronts. Study whether the storefronts without entries can also be recessed, as shown in the renderings.
  - Granite base. Change drawings to reflect proposed granite slab treatment on elevations.
  - West Elevation, Ground Level. The storefronts, bulkheads and granite at the base of piers all need a more consistent approach, especially on the light colored 6-story mass.
  - West Elevation, Main Entry. Look into whether the main canopy can be more differentiated from the other canopies.
  - West Elevation, Spandrels at recess. Change elevations to show the wider metal spandrels at the recess, as shown in the renderings.
  - North Elevation. Add dimension to eastern most bay. Because the headers at the two eastern bays appear quite low, it may be more successful to treat the glazing as “windows” rather than “storefronts”.
- The second hearing was held on August 24, 2020. In response to Commission’s concerns, the following revisions were made:
  - Storefronts. All storefront bays have been recessed 3 feet, except at the two eastern bays on the north elevation.
  - Granite base. The drawings have been revised to reflect the proposed granite slab treatment on the elevations.
  - West Elevation, Ground Level. The ground level design has been revised to show a more consistent approach to the storefronts, bulkheads, granite at the base of piers and canopies.
  - West Elevation, Main Entry. The main canopy has been raised above the transoms to better differentiate it from the other canopies.
  - West Elevation, Spandrels at recess. The elevation has been revised to show the wider metal spandrels at the recess.
  - North Elevation. Dimensions have been added to the underside of the headers and canopies. Because the headers at the two eastern bays are quite low, the glazing has been moved to the property line, rather than recessed like the other bays, treating them more like “windows” rather than “storefronts”.

The Commission appreciated the changes made and voted 6-0 in support of the proposal.

## **ZONING CODE APPROVAL CRITERIA**

### **(1) HISTORIC DESIGN REVIEW (33.846)**

#### **Chapter 33.846.060 - Historic Resource Review**

##### **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 the approval criteria have been met.

**Findings:** The site is located within the East Portland Grand Avenue Historic District and the proposal is for a non-exempt treatment. Therefore, Historic Resource Review approval is required. The approval criteria are the *Design Guidelines - East Portland Grand Avenue Historic Design Zone*. Because the site is within the *Central City Plan District*, the *Central City Fundamental Design Guidelines* are also approval criteria.

*The Design Commission has considered all guidelines and addressed only those applicable to this proposal. The Design Guidelines - East Portland Grand Avenue Historic Design Zone and the Central City Fundamental Design Guidelines are addressed concurrently. Additionally, the findings have been grouped by level under Macro, Mid, and Micro.*

## **Design Guidelines - East Portland Grand Avenue Historic Design Zone** **Central City Fundamental Design Guidelines**

### **MACRO LEVEL**

#### **Guidelines for New Construction and Additions**

**Introduction:** Siting and Building Orientation. In general, buildings should be sited and oriented to create a strong, concentrated urban environment throughout the District. New construction should enhance the District and continue its cohesive identity. Siting and building orientation should reinforce patterns of defensible space, such as providing windows that building occupants can see out and pedestrians can see in as a safety and comfort feature, rather than blank walls that leave pedestrians feeling less secure. Functionally, the major arterials in the Historic District each have a different degree of pedestrian, auto and truck-related usage. This should be taken into consideration but should not override the basic goal of this section to re-establish the historical patterns of a concentrated urban environment. The major arterials can be functionally characterized as follows:

- Morrison/Belmont (E/W) Grand Ave. (N/S) - Primarily pedestrian oriented with heavy truck and auto usage, future streetcar or trolley anticipated. Primarily commercial buildings or mixed-use commercial with housing above.
- Martin Luther King Jr. Blvd. (N/S) - Primarily auto and truck oriented with some pedestrian usage. Commercial, industrial and retail related uses.
- Alder St. (E/W) - Primarily pedestrian oriented with local auto usage. Primarily commercial buildings or mixed-use commercial with housing above.
- Sixth Ave. (N/S) - Auto, truck and pedestrian oriented usage. Mostly industrial buildings and auto-related businesses.

#### **A6-1i. Siting and Building Orientation.**

1. In addition to meeting zoning requirements, siting and building orientation should be visually compatible with adjacent buildings and the District's architectural character.
2. Buildings and additions should be built up to the sidewalk along major arterials and side streets. Buildings should front Grand Avenue or Martin Luther King Jr. Boulevard. Setbacks at ground level from major arterials and cross streets are discouraged as they break the traditional development pattern of the District and are counter to establishing a concentrated urban environment.
3. Development along Martin Luther King Jr. Boulevard should be in harmony with and compatible in design and orientation with Grand Avenue.
4. Building entrances should be located in a manner that re-establishes the traditional pattern in the District. Central entries were the most common along Grand Avenue. Corner entries were also used along the major arterials and side streets. Where buildings were oriented on the side streets, central, corner and off-center entries were common.
  - a. On Grand, main central entries are encouraged, but some flexibility should be allowed for main corner entries where they are found to be compatible with the District.

- b. On Martin Luther King Jr. Boulevard, corner and central entries on the boulevard are encouraged. For buildings fronting the boulevard, main entries on cross streets or on the interior of the block are discouraged.

**Findings for A6-1i:** This proposal meets the Siting and Building Orientation guidelines by being sited and oriented to support a strong, concentrated urban environment. This is done in the following ways:

- *Items 1 and 2.* The new building occupies the west half of the block, with 200 feet of the frontage facing Grand Ave. The building occupies 100 percent of the site and is built out to the adjacent sidewalks and east property lines reinforcing traditional development patterns of the district. This building orientation is compatible with, and duplicates, the orientation of adjacent buildings in the district.
- *Item 3.* Not applicable as site is located on SE Grand.
- *Item 4.* To reinforce traditional development patterns that make up most of the buildings in the district, the full block frontage along SE Grand is broken up into two partial block masses, a smaller six-story “building” mass and a taller eight-story “building” mass. This substantial change in massing is a critical move to help break up the scale of the proposal. The two “building” masses each have their own strong separate identity with a strong rectangular mass, but there is also a shared approach to fenestration, materiality, and detailing. The main building entry is in the 12 feet, 6-inch deep x 15 feet wide recess at the intersection of the two “building” masses, and is reinforced with a major projecting canopy that aligns with the above recess of the building façade to give clarity, and help differentiate the two different “building” masses.

*This guideline is met.*

**Introduction: Parking.** The character of the East Portland/Grand Avenue Historic District predates the emergence of the automobile as the dominant transportation mode it is today. The District’s character is created by its collection of historic buildings. It is important in emphasizing this character to prevent surface parking from dominating the District’s buildings. This is particularly true along both Martin Luther King Jr. Boulevard and Grand Avenue to which most of the District’s buildings are oriented.

**A6-1j. Parking**

1. Parking should be located behind buildings on Grand Avenue or Martin Luther King Jr. Boulevard.
2. Parking lots should be accessible from the east-west cross streets, Third and Sixth Avenues.
3. Design solutions should reduce visible surface parking along Grand Avenue and along Martin Luther King Jr. Boulevard.
4. Parking lots located along King and Grand should provide a sense of edge along the street with a gateway, compatible fence, masonry wall or arcade located adjacent to the sidewalk.

**Findings for A6-1j:** This proposal meets the Parking guidelines by emphasizing the historic pre-auto character of the district. This is done in the following ways:

- *Items 1 and 2.* Parking for 42 cars is located below grade with garage access off SE Pine Street at the far SE corner of the site, locating it mid-block and away from SE Grand Avenue.
- *Item 3.* Parking is below grade and will be concealed from sight.
- *Item 4.* Not applicable as proposal is to replace a surface parking lot with below-grade parking.

*This guideline is met.*

**Introduction: Scale and Proportion.** The architectural character of the District must be considered when addressing this guideline. The reader is referred to the third section of this document, "East Portland/Grand Avenue Historic District's History, Character and Context" for information which will aid in understanding the District's character. In addition, this document contains many photographs, both contemporary and historic. They are included to aid the reader in understanding the area's character.

**A6-1k. Scale and Proportion.**

1. The scale, form, proportion, and detailing of the new building or addition should be compatible with adjacent historic buildings and the architectural character of the District. The relationship of voids to solids, the size and relationships of window bays, doors, entrance and other architectural elements should be of a scale and proportion that is visually compatible with the adjacent historic buildings and the District.
2. New buildings should maintain the cornice and rooflines of adjacent historic buildings. This may be accomplished by setting back the taller building at the cornice or roofline level of the adjacent buildings.
3. Rooftop additions should meet all of the above guidelines for scale and proportion and should be designed to have minimal visual impact on the original facades of the buildings either through simple or subdued detailing, through setbacks from the facades and/or simplicity of form and massing. Rooftop additions are discouraged if the size, scale, form or detailing of the proposed addition strongly compromise the integrity of the original building.
4. The height to width and length relationships of adjacent and nearby buildings should be used as a guide in determining compatibility of new buildings. However, as a rule it is not intended that the height or bulk of buildings be kept below the floor area ratio and height limits permitted by Central City Plan. The critical consideration is the compatibility of the scale, proportion and form of the new building and the impact of such elements as shadows on the District's character.
5. Along King Boulevard and Grand Avenue blank walls, architectural decoration or ornament is strongly discouraged on street facades in place of windows.

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

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

**Findings for A6-1k, A4 and C4:** This proposal meets the Scale and Proportion guidelines by being compatible with adjacent historic buildings and the architectural character of the District. This is done in the following ways:

- The proposed building design responds to many of the primary contributing buildings that make up the historic district. The proposed building is broken into two smaller, simple rectangular "building" masses, each with its own symmetrical composition. Traditional brick cladding and punched windows are proposed, and the facades are articulated horizontally as well as vertically with a clear definition of building base, middle, and top to respond to the historic buildings in the district, which are constructed of load bearing exterior walls with punched window openings, and composed with symmetrical building facades with a clear definition of building base, middle, and top.
- The initial design presented to the Commission at the first DAR hearing, held on March 9, 2020, was a full block "building" mass facing SE Grand. In response to feedback that this scale was not compatible with the surrounding smaller-scaled historic district, several different options were studied of how to break up the full-block "building" mass. These were presented to the Commission at the second DAR held on June 1, 2020, and discussion focused mostly on a version that asymmetrically split the block into two smaller "building" masses. However, because

- the two-story penthouse spanned over both “building” masses, it still read as a full block “building” mass. The Commission advised that there needed to be two distinct building volumes, and that the penthouse should not cross over the top of two lower masses. In response to this advice, the proposal was revised to two separately expressed “building” masses, one six stories in height with a two-story penthouse with large setbacks from the street frontages, and the other eight stories in height with no penthouse. The eight-story “building” mass makes up the north 1/3rd of the Grand Avenue elevation, with strong vertical masonry columns which emphasizes the verticality of the building, reminiscent of the tall Weatherly Tower located to the south. The six story “building” mass makes up the south 2/3rds of the Grand Avenue elevation and is comprised of punched masonry openings replicating the scale and massing of the Billingsly building two blocks to the south.
- To continue to break down the scale and massing of the overall building, the eight story “building” mass will be clad in a dark gun metal brick color and the six story “building” mass will be clad in a light off white brick. This will add to the reduction in scale provided by the two distinct “building” masses, especially when compared to a full block “building” mass constructed in a single color.
  - The large window areas, coupled and balanced with the solid masonry openings, will provide balance and proportion to the facades. This visual transparency into the building exposes the mass timber construction of the building to the public and outside, creating depth and dimension to the façade as well as a rich warmth to the building when viewed at night.
  - In response to feedback from the Commission at the first hearing, the ground level design was revised to show a more consistent approach to the storefronts, bulkheads, granite at the base of piers and canopies. At the second hearing, the Commission noted that the 3-foot setback at the storefronts strengthened the expression of the base of the building and added additional pedestrian scale.

*These guidelines are met.*

**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.

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

**Findings for A1 and C1:** Care has been taken to orient and take advantage of the urban views that the site offers, especially west towards the Willamette River. 9’ high large glass windows are proposed along the Grand Avenue west elevation to maximize views to the river and beyond towards the city skyline of downtown, as well as to the south and north which overlooks the Grand Avenue Historic District to the south and the Lloyd District to the north. On the east façade, which is not a street frontage, the center has been set back from the property line 5 feet to allow room for windows and light, and the brick returns either side express the two different “building” masses to creating a complete four-sided articulated building façade, rather than a typical solid window-less wall on a mid-block property line. *These guidelines are met*

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

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

**Findings for A3 and A7:** The project site and building fill the entire half block site, which is 200' x 90'. Landscape and pedestrian furnishings will be provided in the right-of-way as required. The proposed 8- and 6- story “building” masses will re-establish building edges along the street frontages and fill a current empty quarter-block, adding to the urban experience in terms of massing and urban enclosure. *These guidelines are met.*

**A9. Strengthen Gateways.** Develop and/or strengthen gateway locations.

**Findings:** Located one block south of the north edge of the historic district at SE Ash Street, the new building will create a strong building edge and gateway from the north into the Grand Avenue Historic District, which is now defined by parking lots and one- and two-story buildings. The six story “building” mass has been located on the south end of the site to step down towards the heart of the district, and the eight-story “building” mass, located on the north side of the block, will act to transition towards the edge of the district. *This guideline is met.*

## **MID LEVEL**

**Introduction: Materials, Colors, Textures.** Materials, colors and textures schemes will be reviewed. After issues of height, mass and bulk the building characteristic having the greatest impact on the District’s character will be its exterior materials and colors. Maintaining the integrity of exterior materials is important to protecting the character of the District. For additional guidance, consult the State Historic Preservation Office in Salem at 1 (503) 378-6508, or the East Portland Historic District Advisory Board.

### **A6-11. Materials, Colors, Textures**

1. Exterior materials, colors and textures used in new buildings should be visually compatible with adjacent buildings and the District's architectural character.
2. The use of traditional materials such as brick and concrete are encouraged. The use of non-traditional metal, wood and plastic as major exterior surfaces is discouraged.

#### **Findings for A6-11:**

- The exterior façade of the building will be composed of a light and dark masonry brick, with each color articulating the two “building” masses. This will help break the scale and massing of the project down into more granular elements.
- Brick, the proposed cladding material, is a traditional building material and is the dominate material used in the district.
- The building penthouse on level seven and eight over the six-story masonry light colored “building” to the south will be stepped back from the street edges (12 feet-six inches from SE Grand, and 30 feet from SE Pine) and clad in dark colored composite metal panels which are lighter in character and smooth in texture, to differentiate from the brick below.
- At the base of the building, a dark, flamed granite in slab form is proposed to add scale at the base and tie the ground level of the two buildings together.

*This guideline is met.*

**Introduction: Awnings, Canopies and Marquees.** Traditionally, awnings, canopies and marquees were found throughout the District. Awnings were usually sloped at an angle and were attached on the first and second levels of buildings, at entrances, and above storefronts. They should be compatible first with the building and second with the District in size, shape,

color, material and overall design. Oversized, inappropriately detailed and shaped awnings, canopies or marquees detract from the historic and architectural character of the building. Awnings, canopies and marquees should be compatible with the traditional patterns of the District. However, creativity in design and contemporary awnings should not be discouraged when the awnings are compatible in size, scale, proportion, color, lighting, and materials with the character of the District.

**A6-1o. Awnings, Canopies and Marquees**

1. Awnings, Canopies, and Marquees should enhance the character-defining features of the building.
2. Awnings, Canopies, and Marquees should orient to the building's main entry.
3. Two-story awnings, extremely long horizontal awnings and highly unusually shaped awnings were not part of the traditional character of the District and generally are not in harmony with the District.

**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 A6-1o and B6:** Weather protection is proposed via building canopies that project over the rights-of-way on SE Grand Avenue, SE Pine Street and SE Ash Street. The projecting canopies are simple steel frames with translucent glass, located between the brick piers. Along SE Grand Ave, a larger canopy will help identify the main central building entry, and smaller canopies will identify the retail entries. Along SE Ash and Pine, canopies over the storefronts in the first two western bays close to Grand will provide additional pedestrian cover. These integrated canopies at the sidewalk-level will help mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

In response to feedback from the Commission at the first hearing, the main entry canopy has been raised up above the transom level, giving it greater importance and more differentiation from the retail canopies, which are lower, and are all now aligned with the transoms. *These guidelines are met.*

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

**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.

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

**Findings for A8, B4 and C9:** Grand is a very busy one-way street with a streetcar line headed north. According to the applicants, historically, the city took 10 feet of the property along Grand for additional right-of-way, reducing the width of the property from 100' down to 90'. The facades of this proposal are brought to the property lines to enclose the street, and entries are carved back from the property lines to provide a place to pause and stop. The robust ground level design provides high ceilings, open floor plates and flexible retail use areas, with canopies and pedestrian entrances close to the corners. These strong moves, along with a highly glazed ground level design, will visually activate the ground floor and provide connection to the pedestrian and car traffic along Grand, Pine and Ash. In response to feedback from the Commission at the first hearing, all storefront bays have been recessed 3 feet, except at the two eastern

bays on the north elevation, which provides more space for pedestrians to stop and rest.

On the North Elevation, because the headers at the two eastern bays are quite low (as low as approximately 7'-2"), the glazing has been moved to the property line, rather than recessed like the other bays, treating these bays more like "windows" rather than "storefronts", a treatment often seen on minor frontages of historic buildings on sloped street frontages. *These guidelines are met.*

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

**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.

**Findings for B1 and A5:** All sidewalks along SE Grand Avenue, SE Pine and SE Ash will be replaced, and, the applicant will work with the City of Portland to incorporate all relevant new design standards for this area in the public right-of-way. *These guidelines are met.*

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

**Findings:** Currently there is vehicular parking along all streets fronting the project site, which will act to separate the pedestrian at the sidewalks from moving vehicles on Grand, Pine and Ash. Ambient light from the highly glazed ground level with active retail use will illuminate the adjacent sidewalks, and the canopies over the rights-of-way and recessed entries will provide protection from the elements for building users as well as passers-by. And, as noted above, new sidewalks and right-of-way improvements that meet required city standards will be installed. Louvers at the ground level are located above the canopy level to ensure venting is away from the pedestrian environment. *This guideline is met.*

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

**Findings:** The applicant advises that the new building as well as all improvements in the public right away will meet current ADA requirements. *This guideline is met.*

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

**Findings:** The project proposes high quality materials and thoughtful detailing:

- The building will be clad with two colors of Norman-sized brick, a light and a dark grey (Exhibit C.92). Brick is a traditional material, and the Norman size maintains the traditional 2.5" coursing height, and the 11.5" length adds an elegance to the proportions.
- Black granite stone is used the length of the base to tie the two colors of the brick together and to express the base of the brick piers (Exhibit C.93). The granite will be

- flamed, creating a rich matt texture to complement the historic district.
- High-quality composite metal panels are proposed at the spandrels at the 8-story “building” mass and the east elevation, the central building recess and the penthouse (Exhibit C.94).
  - 22-gauge ribbed metal paneling is used to enclose the rooftop penthouse and between the windows on the east (rear) elevation (Exhibit C.95).
  - High-quality aluminum storefront windows and doors are used throughout (Exhibits C96 and C..97). To add additional depth and texture to the facades, 8” vertical mullions are added, along with c-shaped mullion caps at the windows. Additionally, 12” deep metal shrouds around the window openings adds further depth (Exhibits C.43 – 48).
  - Garage doors are high-performance ventilated metal doors with translucent slats at low level and ventilated slats at high level (Exhibit C.99).
  - Bird-safe glazing requirements will be met using acid-etched patterning onto the glazing (Exhibit C.100).
  - Canopies are translucent glass with simple steel framing steel (Exhibits C.47 and C.48).

The proposed high-quality materials and carefully thought-out detailing wrap all four sides of the building, and all together, will promote quality and permanence. *This guideline is met.*

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

**Findings:** As described above, the proposed building is broken into two smaller, simple rectangular “building” masses, each with its own symmetrical composition. Traditional brick cladding is used with a punched window expression, and there is a clear definition of building base, middle, and top to respond to the historic buildings in the district. These carefully composed design elements wrap all four sides of the building and come together to achieve a coherent overall composition.

In response to feedback from the Commission at the first hearing, the ground level design at the three street frontages has been revised to show a more consistent approach to the storefronts, bulkheads, granite at the base of piers and canopies, and, the west elevation has been revised to show the wider metal spandrels at the recess. Although minor adjustments, these subtle changes strengthen the design even further, and contribute to a coherent overall composition. *This guideline is met.*

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

**Findings:** The two corners of the building at street intersections, SE Grand and SE Ash, and SE Grand and SE Pine, are highly glazed with active uses behind, at all levels. As noted above, a robust ground level design with high ceilings, open floor plates and flexible retail use, along with canopies and pedestrian entrances close to the corners, will all enhance the pedestrian experience at the corners, and on all three street frontages, not just on Grand. Above the ground level, the building has large window bays that are highly glazed, with views into active office uses beyond. Stairs, elevators, and other upper floor building access points have all been located to the center of the building, and of the block, leaving the corners and street frontages open for full activation. *This guideline is met.*

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

**Findings:** The ground floor retail level will be activated with tall, highly-glazed storefront bays located between brick piers, which forms the base/podium of the building, offering generous transparency into the shops for pedestrians and motorist passing by the building during both day and night. The base of the building will have charcoal colored stone column bases that, along with the two brick colors of the “building” masses, will create a simple, elegant and warm palette of materials. *This guideline is met.*

## **MICRO LEVEL**

**Introduction: Rear and Side Walls.** Portland and the East Portland/Grand Avenue Historic District share a pattern of orienting corner building entrances to the adjacent north-south street. Within the Historic District city blocks are small resulting in most buildings extending to one or more of the block’s corners. Orientations to King Boulevard and Grand Avenue are characteristic of the East Portland/Grand Avenue District. New buildings should respect this pattern.

**A6-1m. Rear and Side Walls.** Side walls and rear walls should be compatible with building facades or public street elevations but can be simple and basically blank.

**Findings for A6-1m:** The building composition of a 6-story “building” mass and an 8-story “building” mass has been consistently applied to all four elevations, creating a cohesive and unified building. On the east elevation, the non-street side/rear wall located mid-block, the brick material is wrapped all the way to the interior “light well”, which has been recessed 5’ from the neighboring property line. This allows room for windows in this façade, and provides an opportunity for this rear elevation to be articulated in massing and character to match the other three facades, providing a coherent overall four-sided composition that will currently be very visible, even if, in the distant future, a neighboring building is built to the property line. This proposal presents a four-sided, complete building devoid of the typical solid wall condition common in this party-wall position. *This guideline is met.*

**Introduction: Signs, Lighting, Etc.** All exterior signs are reviewed. Signs and exterior lighting must meet all applicable provisions of the City of Portland's ordinances and codes. Large creative signs and lighting may be permissible when they do not negatively impact the adjacent historic buildings or the District.

### **A6-1n. Signs, Lighting, Etc.**

1. Exterior building signs and lighting and other site embellishments, such as flagpoles, fences, walls and landscaping features, should be visually compatible in size, scale, proportion, color and materials with the character of the building and District.
2. A variety of signs within the District are encouraged. Signs should incorporate excellence in design, color coordination with the building, and mounting which does not distract from the building’s design. Large signs that are creative yet compatible with the building and the District are encouraged, particularly on simple concrete buildings.
3. Plastic signs and back lit plastic signs are generally not acceptable.

**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.

**C13. Integrate Signs.** Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

**Findings for 6-1n, C12 and C13:** Signage for the building and retail spaces is proposed to be mounted on the entry canopies of the building and shops (Exhibit C.105/ APP.15). Two types of signage are proposed:

- Above the canopies, aluminum letters supported off the canopy edge are proposed, to be 10" high at the main entrance and 6" high at the retail entrances. The letters will be illuminated with a LED light fixture with a diffused lens installed in front of it, at the edge of the canopy.
- At the retail entries, alternative signage is proposed, which will hang below the canopies. This 2.6 square foot metal framed sign will be supported below the canopies.

These signs are modest in size, the detailing is integrated with the canopy steel framing, and they will not distract from the building's design. *These guidelines are met.*

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

**Findings:** As described in above findings, this building has been designed to speak to Portland's historic architecture specific to the Grand Avenue Historic District. *This guideline is met.*

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

**Findings:** The 8th floor design will incorporate a large roof terrace facing west overlooking the downtown city skyline. The terrace will be for the exclusive use of the building tenants. Remaining roof areas will be Ecoroof to manage stormwater, and all mechanical equipment will be concealed behind mechanical screens. *This guideline is met.*

## **(2) ADJUSTMENT REQUESTS (33.805)**

### **33.805.010 Purpose**

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue to provide certainty and rapid processing for land use applications.

### **33.805.040 Approval Criteria**

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustments are requested:

1. *Number of Loading Spaces, 33.266.310.C.2.c.* To reduce the number of required Standard A loading spaces from 2 to 1.

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

**Findings:** The purpose of the regulation is that 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.

From PBOT's July 31, 2020 response (Exhibit E.5):

*To support the proposed Adjustment request, the applicant submitted a Loading Demand Study (LDS) that was prepared by a professional traffic consultant. The review by PBOT was done via 20-138213 TR.*

One Standard A loading space will be provided on-site with a modification to the height from 13-ft to 12-ft; it is worth noting the loading area length will be 46-ft, exceeding the 35-ft requirement. Using local data and ITE trip generation data, the loading demand at the site is estimated at 6 to 11 trucks per day. At such a low frequency, a second Standard A loading space with a wider curb cut/driveway is not warranted.

Loading vehicle height data and use of surrounding truck loading zones (TLZs) were limited in the LDS due to inability to collect data during pandemic/state of emergency when traffic volumes were significantly reduced. The applicant and PBOT relied on previous approved Loading Demand Studies and engineering judgment to support this Adjustment and Modification. Given the site is primarily office use, most deliveries will be parcels arriving by trucks smaller than a Standard A vehicle with durations of less than 30 minutes. In fact, the applicant's traffic engineer contends that two, smaller, Standard B loading vehicles can occupy the available 46-ft loading space in tandem. Large delivery vehicles that exceed 12-ft vertical clearance have four truck loading zones within one block of the site. Based upon a recent LDS for a project located only three blocks west of the subject site, the adjacent TLZs had capacity multiple times throughout the weekday. The applicant is advised that TLZs are not guaranteed and can be removed from the ROW at any time. As needed, all other large deliveries and long duration deliveries shall be permitted through a Temporary Street Use Permit.

The loading and underground parking access, via a combined driveway approach, shall be located on SE Pine St, approximately 48-ft east of the intersection of SE Grand Ave/SE Pine St.

PBOT supports the Adjustment request with no conditions of approval.

*This approval criterion is met.*

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in a C, E, or I zone, the proposal will be consistent with the desired character of the area; and

**Findings:** The site is in an EXd, Central Employment zone with Historic Resource Protection and Design Overlays. The proposed adjustment to require one, rather than two, large loading spaces will be consistent with the desired historic character of the

area, because a second loading space would likely take the place of proposed active use retail frontage, as well as add further curb cuts. An active urban development, especially in a historic district, emphasizes pedestrian rather than vehicular traffic, so reducing the impact loading has on the street frontage by requiring only one space is more consistent with the desired character of the area. *This approval criterion is met.*

- C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

**Findings:** Only one Adjustment is requested. *This criterion does not apply.*

- D. City-designated scenic resources and historic resources are preserved; and

**Findings:** There are no city-designated scenic or historic resources on this site. *This criterion does not apply.*

- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

**Findings:** Because there were no impacts identified in the findings, *this criterion does not apply.*

- F. If in an environmental zone, the proposal has a few significant detrimental environmental impacts on the resource and resource values as is practicable;

**Findings:** This site is not within an environmental zone. *This criterion does not apply.*

## 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 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. The proposed building provides a strong response to the surrounding historic context, activation and enhancement of the pedestrian experience on the street frontages and offers an elegant and coherent design with high quality materials and meaningful details. This proposal meets the applicable Historic Resource Review criteria and modification criteria and therefore warrants approval.

## LANDMARKS COMMISSION DECISION

It is the decision of the Landmarks Commission to approve Historic Design Review for the proposed 8-story, half-block office building with approximately 7,800sf of ground floor retail, with loading and below-grade parking with 42 parking stalls accessed off SE Pine.

Approval of the following Adjustment requests:

1. *Number of Loading Spaces, 33.266.310.C.2.c.* To reduce the number of required Standard A loading spaces from 2 to 1.

Approvals per Exhibits C.1-C.105, signed, stamped, and dated September 1, 2020, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related conditions (B – D) 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 20-124363 HRM AD. 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. Prior to the issuance of a Building Permit for this project, the applicant must receive approval of the submitted Driveway Design Exception (20-169335 TR) for the proposed garage-related access-control mechanism.

By:   
\_\_\_\_\_  
Kristin Minor, Landmarks Commission Chair

Application Filed: February 28, 2020  
Decision Filed: August 25, 2020

Decision Rendered: August 24, 2020  
Decision Mailed: September 4, 2020

**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 February 28, 2020 and was determined to be complete on June 8, 2020.

*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 February 28, 2020.

*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 waived the 120-day review period, as stated with Exhibit (Exhibit A2). Unless further extended by the applicant, **the 120 days will expire on: June 7, 2021.**

**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 Landmarks 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 18, 2020. The appeal application form can be accessed at <https://www.portlandoregon.gov/bds/45477> . Towards promoting social distancing during the COVID-19 pandemic, the completed appeal application form must be e-mailed to BDSLUSTeamTech@portlandoregon.gov and to the planner listed on the first page of this decision. If you do not have access to e-mail, please telephone the planner listed on the front page of this notice about submitting the appeal application. If you are interested in viewing information in the file, please contact the planner listed on the front of this decision. The planner can provide some information over the phone. Please note that due to COVID-19 and limited accessibility to files, only digital copies of material in the file are available for viewing. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at <https://www.portlandoregon.gov/citycode/28197> .

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).

Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing, one in which new evidence can be submitted to City Council.

**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 \$5,000.00 will be charged.**

Neighborhood associations 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 website: <https://www.portlandoregon.gov/bds/article/411635>. 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 will be recorded with the Multnomah County Recorder.

- *Unless appealed,* the final decision will be recorded after **September 18, 2020** by the Bureau of Development Services.

The applicant, builder, or a representative does not need to record the final decision with the Multnomah County Recorder.

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.

**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).**

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

A. Applicant's Statement

1. Original Submittal - Narrative: February 28, 2020 (superseded)
2. Original Submittal - Drawings: February 28, (superseded)
3. Original Submittal – Loading Demand Analysis: February 28, 2020 (superseded)
4. Original Submittal – PAC report 226 SF planter: February 28, 2020 (superseded)
5. Signed Waiver: March 17, 2020
6. Request to be deemed complete, June 8, 2020
7. Revised Submittal - Drawings: June 8, 2020 (superseded)
8. Request to change hearing date to August 10, 2020, June 25, 2020,
9. Revised Submittal - Drawings: July 13, 2020 (superseded)
10. Drainage Report – July 16, 2020
11. Loading Demand Analysis – July 15, 2020
12. Preliminary Civil Plans – July 21, 2020
13. Underground Vault Exception - July 21, 2020
14. Revised Submittal - Drawings: July 21, 2020
15. Revised Submittal – Narrative: July 21, 2020
16. Revised Submittal (Mod to Bikes removed) – Drawings: July 22, 2020
17. Revised Submittal (Signage added) – Drawings: July 30, 2020

B. Zoning Map

(attached)

C. Plan & Drawings

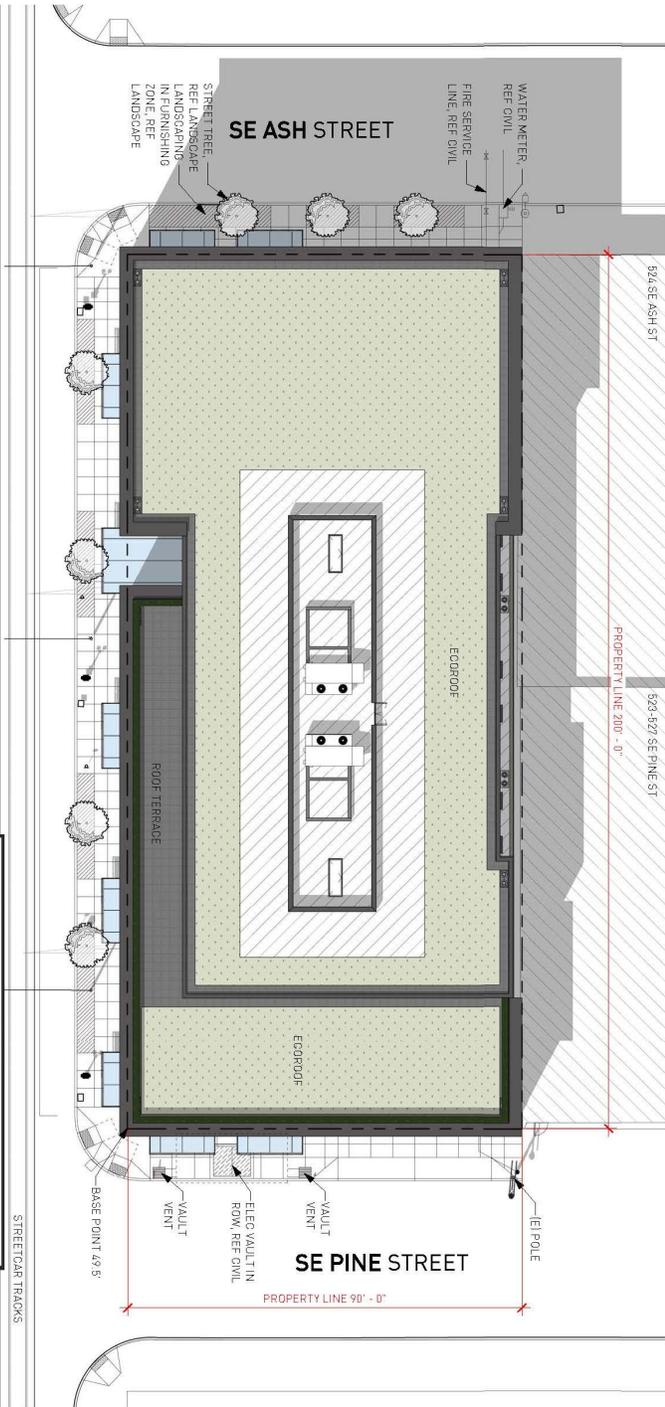
*Cover Sheet*

1. SHEET INDEX
2. PROJECT SUMMARY
3. RENDERING
4. RENDERING
5. RENDERING

6. EXISTING SITE SURVEY
7. UTILITIES PLAN
8. UTILITIES PLAN
9. *Not used*
10. ARCHITECTURAL SITE PLAN (attached)
11. BASEMENT LEVEL FLOOR PLAN
12. LEVEL 01 FLOOR PLAN
13. LEVEL 02 FLOOR PLAN
14. LEVEL 03-06 FLOOR PLAN
15. LEVEL 07 FLOOR PLAN
16. LEVEL 08 FLOOR PLAN
17. ROOF PLAN
18. NORTH ELEVATION B&W (attached)
- 18b. *NORTH ELEVATION color*
19. EAST ELEVATION B&W (attached)
- 19b. *EAST ELEVATION color*
20. SOUTH ELEVATION B&W (attached)
- 20b. *SOUTH ELEVATION color*
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- 21b. *WEST ELEVATION color*
22. BUILDING SECTION
23. BUILDING SECTION
24. *Through 39 not used or exhibited*
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41. ENLARGED ELEVATION
42. ENLARGED ELEVATIONS
43. ENLARGED ELEVATIONS
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47. DETAILS
48. DETAILS
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70. LANDSCAPE SITE PLAN
71. LANDSCAPE LEVEL 7 PLAN
72. ECOROOF PLAN
73. PLANTS BOARD
74. LANDSCAPE MATERIALS BOARD
75. *Through 79. Not used*
80. EXTERIOR LIGHTING
81. - 89. *Not used*
90. LIGHTING CUT SHEETS
91. LIGHTING CUT SHEETS
92. MATERIAL CUT SHEETS - Brick
93. MATERIAL CUT SHEETS - Stone
94. MATERIAL CUT SHEETS – Metal Panel
95. MATERIAL CUT SHEETS – Ribbed Metal panel
96. MATERIAL CUT SHEETS – Exterior Doors
97. MATERIAL CUT SHEETS - Storefronts
98. MATERIAL CUT SHEETS – Bike racks
99. MATERIAL CUT SHEETS – Garage Doors
100. MATERIAL CUT SHEETS – Bird Safe Glazing
101. (APP 10) FAR DIAGRAMS
102. (APP 11) GROUND FLOOR WINDOWS
103. (APP 12) GROUND FLOOR ACTIVE USES

104. (APP 13) BIKE PARKING
  105. (APP 15) Signage
- 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. Fire Bureau
  5. Bureau of Transportation Engineering
- F. Letters. None received.
- G. Other
1. Original LUR Application
  2. Incomplete Letter, March 17, 2020
  3. EA 20-106146 DA - SUMMARY MEMO, 2/24/2020
  4. EA 19\_261700 PC\_SUMMARY, 1/9/2020
  5. Staff email summary for DAR 2, 6/18/20
  6. Staff Report, dated 7/31/2020
  7. Staff Memo, dated 8/4/2020
  8. Guidelines Matrix, dated 8/4/2020
- H. Hearing
1. Staff Presentation, dated 8/10/2020
  2. Revised drawings, 8/14/2020





\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner:   
 Date: 09-01-2020  
 \*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.\*

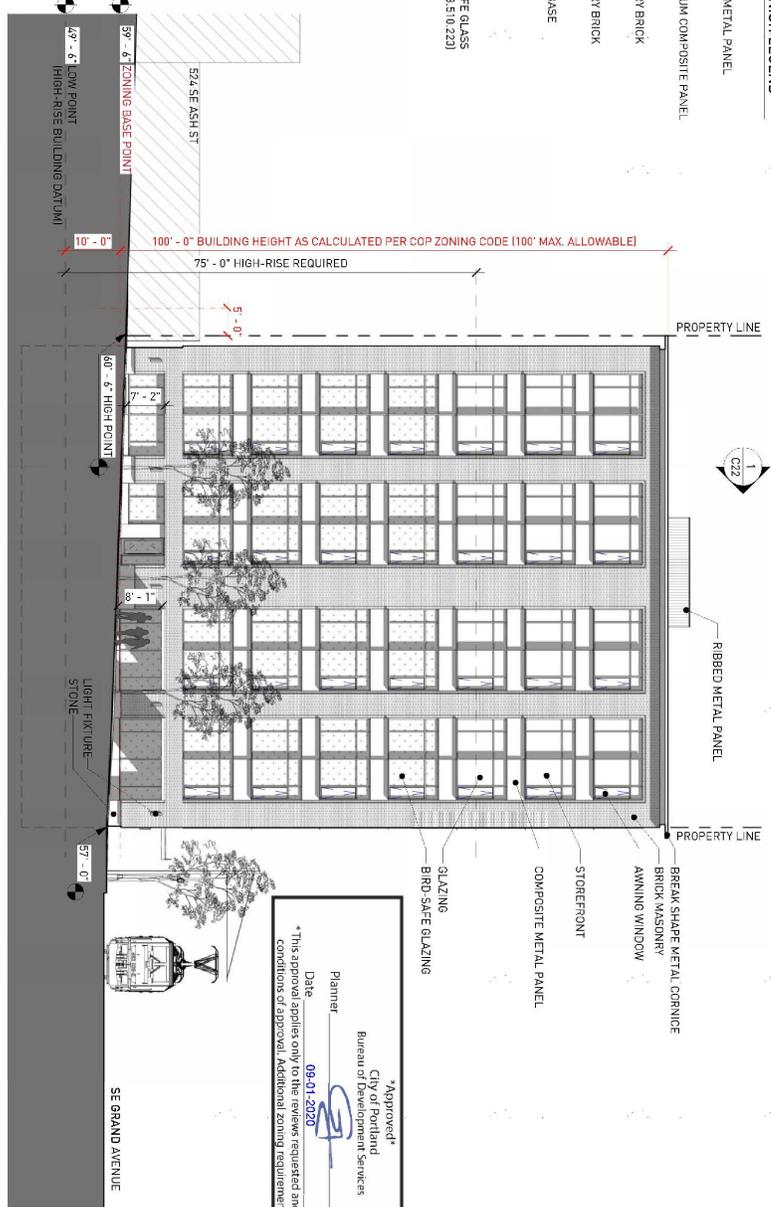


ARCHITECTURAL SITE PLAN  
 C10 FLATWORKS OFFICE BUILDING  
 LU 20-124363 HR AD  
 234 SE GRAND AVE



**EXTERIOR FINISH LEGEND**

- RMP RIBBED METAL PANEL
- ACM ALUMINUM COMPOSITE PANEL
- BR-1 MASONRY BRICK
- BR-2 MASONRY BRICK
- SB STONE BASE
- GL-1 GLASS
- GL-2 BIRD SAFE GLASS [TITLE 33.510.223]



\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 09-01-2020  
 \*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.\*



**va architects inc.**  
 1000 NE Oregon Street, Suite 1200, Portland, Oregon 97232  
 Phone: 503.255.0500 | www.vaarchitects.com

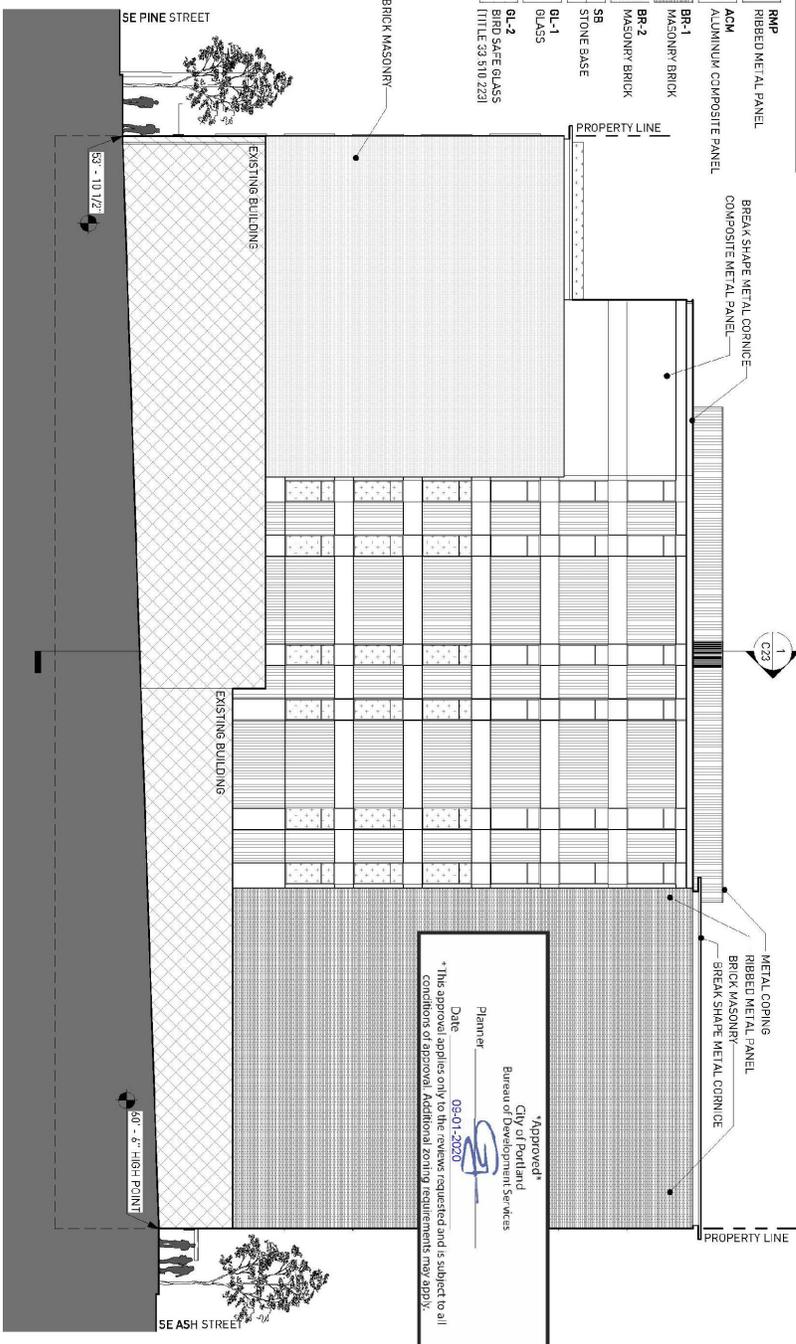
**NORTH ELEVATION B&W**

**C18 FLATWORKS OFFICE BUILDING**  
 1/16" = 1'-0" 08.21.2020

LU 20-124363 HR AD  
 234 SE GRAND AVE

**EXTERIOR FINISH LEGEND**

- RMP RIBBED METAL PANEL
- ACM ALUMINUM COMPOSITE PANEL
- BR-1 MASONRY BRICK
- BR-2 MASONRY BRICK
- SB STONE BASE
- GL-1 GLASS
- GL-2 BRID SAFE GLASS (TITLE 33.510.2201)
- BREAK SHAPE METAL CORNICE
- COMPOSITE METAL PANEL
- METAL CORNICE
- RIBBED METAL PANEL
- BRICK MASONRY
- BREAK SHAPE METAL CORNICE



\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 03-01-2020  
 \*This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.\*



tva architects inc.  
 701 SE 50TH STREET, SUITE 1001, PORTLAND, OREGON 97204  
 PHONE: 503.233.5555 | WWW.TVAARCHITECTS.COM

**EAST ELEVATION B&W**

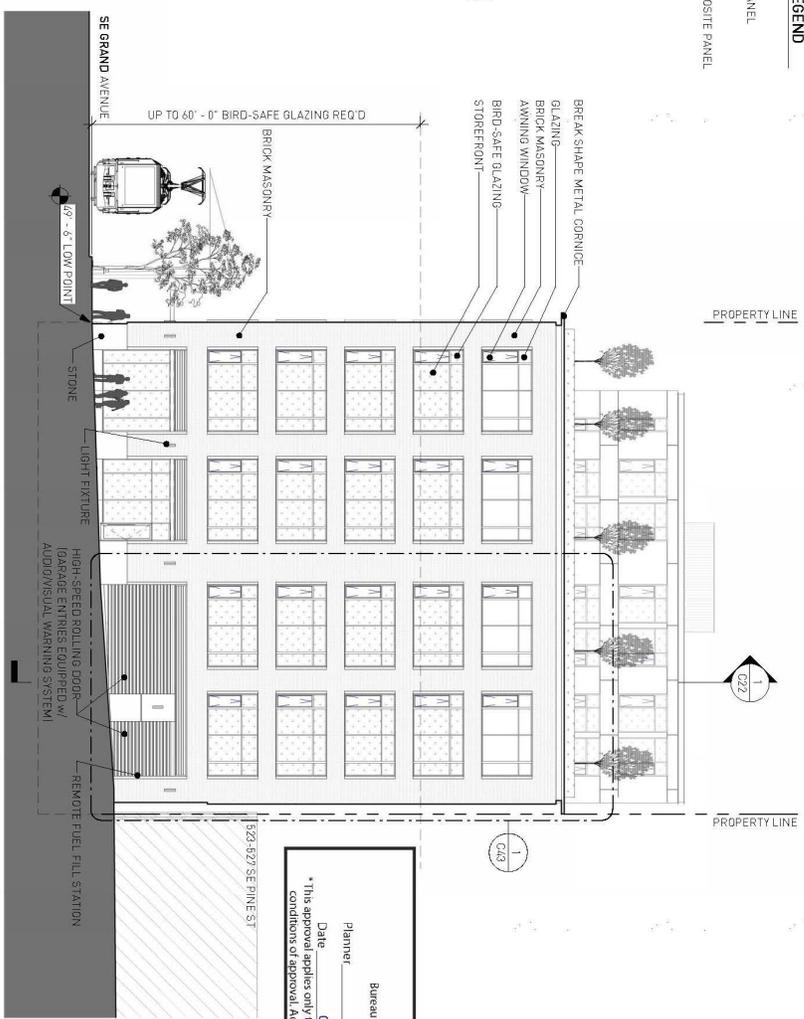
**C19 FLATWORKS OFFICE BUILDING**

1/16" = 1'-0" 08.21.2020

LU 20-124363 HR AD  
 234 SE GRAND AVE

**EXTERIOR FINISH LEGEND**

-  RMP  
RIBBED METAL PANEL
-  ADM  
ALUMINIUM COMPOSITE PANEL
-  BR-1  
MASONRY BRICK
-  BR-2  
MASONRY BRICK
-  SB  
STONE BASE
-  GL-1  
GLASS
-  GL-2  
BIRD SAFE GLASS  
(TITLE 39.510.Z20)



\*Approved\*  
 City of Portland  
 Bureau of Development Services  
 Planner \_\_\_\_\_  
 Date 09-01-2020  
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 725 se south vanowen | suite 1000 | portland, oregon 97204  
 phone: 503.233.5500 | www.tvaarchitects.com

**SOUTH ELEVATION B&W**

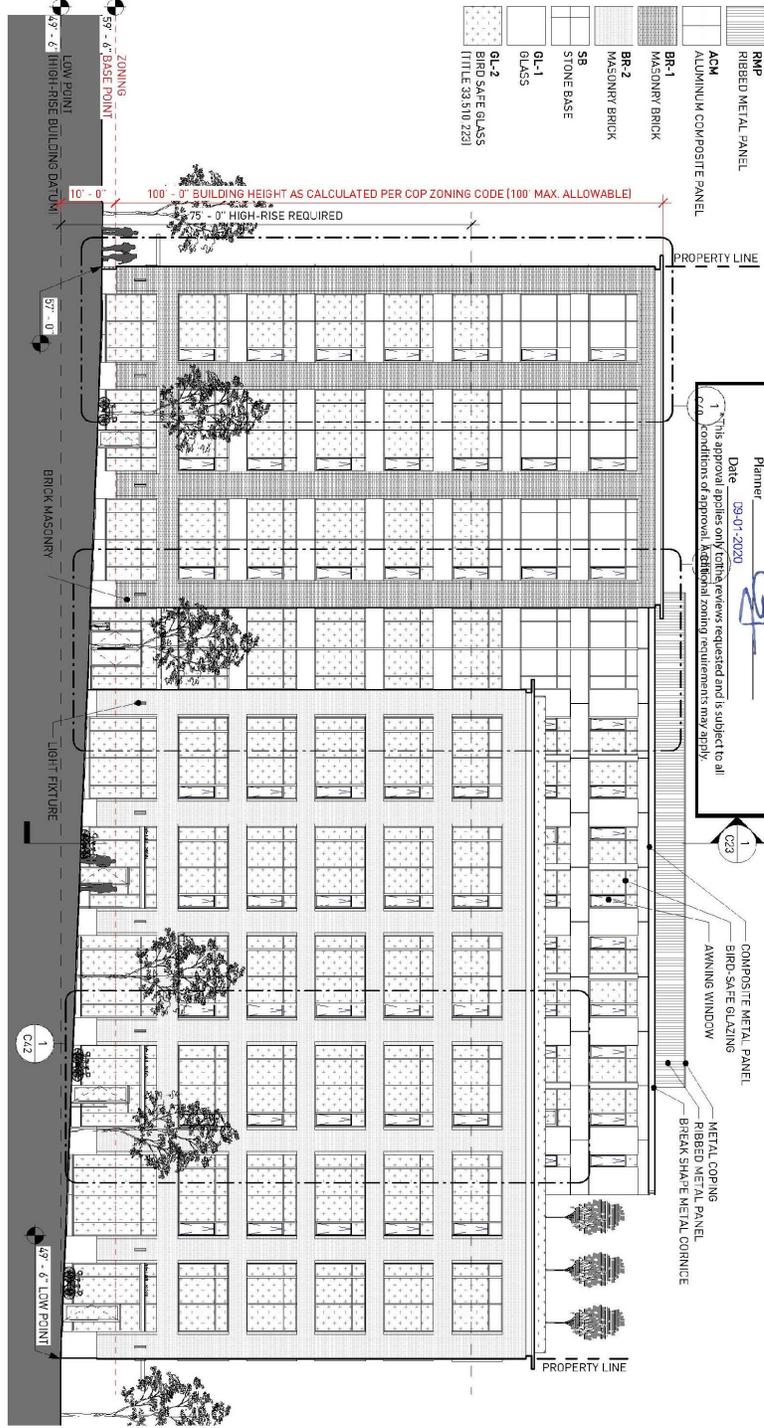
**C20 FLATWORKS OFFICE BUILDING**

1/16" = 1'-0" 08.21.2020

LU 20-124363 HR AD  
 234 SE GRAND AVE

**EXTERIOR FINISH LEGEND**

-  RMP  
RIBBED METAL PANEL
-  ACM  
ALUMINUM COMPOSITE PANEL
-  BR-1  
MASONRY BRICK
-  BR-2  
MASONRY BRICK
-  SB  
STONE BASE
-  GL-1  
GLASS
-  GL-2  
BIRD SAFE GLASS  
(TITLE 39.510 223)



\*Approved\*

City of Portland  
Bureau of Development Services

Planner 

Date 09-07-2020

1 This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



tva architects inc.  
725 SE WEST STREET | SUITE 1001 | PORTLAND, OREGON 97202  
PHONE 503.233.5555 | WWW.TVAARCHITECTS.COM

WEST ELEVATION B&W

C21 FLATWORKS OFFICE BUILDING  
1/16" = 1'-0" 08.21.2020

LU 20-124363 HR AD  
234 SE GRAND AVE