

City of Portland, Oregon

Bureau of Development Services

Land Use Services

FROM CONCEPT TO CONSTRUCTION

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REVISED STAFF REPORT AND RECOMMENDATIONTO THE DESIGN COMMISSION

CASE FILE: LU 11-165918 DZM - Milano Apartments

Pre-App.: PC # 10-194145

REVIEW BY: Design Commission
WHEN: Continued Hearing on

Thursday December 15th, 2011 @ 1:30 p.m.

WHERE: 1900 SW Fourth Ave., Room 2500A

Portland, OR 97201

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

Bureau of Development Services Staff: Mark Walhood 503-823-7806 / mark.walhood@portlandoregon.gov

GENERAL INFORMATION

Applicant/Contact: Ryan Miyahira

(503) 245-7100

Ankrom Moisan Associated Architects

6720 SW Macadam, Ste. 100

Portland OR 97219

Property Owner: Alan C Peters

1333 NE M L King Blvd Portland, OR 97232-1152

Developer/Future Owner:

Phil Morford

Civitas Development 5320 SW Macadam Ave Portland, OR 97219

Site Address: 1020 WI/ NE 2nd Avenue (NE corner of NE Multnomah and NE 1st)

Legal Description: BLOCK 57 LOT 3&4, HOLLADAYS ADD

Tax Account No.: R396201510 **State ID No.:** R396201510 1N1E34AA 02000

Quarter Section: 2930

Neighborhood: Lloyd District Community, contact Lisa Faust at 503-350-1205.

Business District: Lloyd District Community Association, contact William Ruff at 503-221-1121.

District Coalition: None

Zoning: CXd (Central Commercial or CX base zone, Design or d overlay zone), Central City Plan

District, Lloyd District Subdistrict

Case Type: DZM (Design Review with a Modification through Design Review)

Procedure: Type III, with a public hearing before the Design Commission. The decision of the Design

Commission can be appealed to City Council.

REVISED Proposal: The applicant has proposed the development of a six story apartment building on a vacant 10,000 square foot property at the northeast corner of NE Multnomah Street and NE 1st Avenue. The building will include 60 apartments on the upper five floors (12 units per floor), with a tenant lobby, leasing office, tenant community room, large bike storage room, and 13-space 'tuck under' parking area on the ground floor. The building will be set back ten feet from the property line along NE Multnomah Street, with the main building entry door and bike storage room accessed from a landscaped on-site walkway and stair (terrace) between the building and the street. The second through sixth floors cantilever over most of a parking area on the northern portion of the site at and below grade, with excavation and retaining walls along the north and east edges of the parking area, open to the sky above. Landscaping surrounds the north and east edges of the parking area, above the parking area retaining walls, as well as in raised planters adjacent to NE Multnomah Street.

The exterior of the building includes cast-in-place concrete and aluminum storefront window and door systems with clear glazing on the ground floor. The five upper floors include <u>two</u> different colors and textures of Cera Clad exterior siding, and integral color fiberglass window systems. A building parapet would conceal ten rooftop exhaust fans from direct view from the street, although an elevator over-run would rise above the parapet on the western portion of the rooftop. A metal gate would screen the parking area at the driveway entrance along the NE 1st Avenue frontage. Metal pedestrian railings, soffit lighting underneath the building overhang at street level along Multnomah, benches, and planter boxes are also proposed along the street level. At approximately 69 feet tall, and with a floor area ratio (FAR) of approximately 4:1, the building is well within the size limitations of the Zoning Code (250 feet height and 12:1 FAR allowed).

The applicant has requested a Modification through Design Review to allow the required loading space to be placed within the driveway or vehicle aisle of the on-site parking area. With 60 dwelling units, the project requires one loading space that is 18 feet long, 9 feet wide, and with a clearance of 10 feet. Parking-related regulations require that all parking areas be designed so that a vehicle may enter or exit without having to move another vehicle (33.266.130.F.1.a). As proposed the loading area occupies a portion of the driveway aisle, potentially blocking vehicles from accessing the on-site parking.

The applicant proposes to reconstruct the adjacent sidewalk frontages in both streets to city standards, with new paving, curbs, and street trees. **NOTE**: Portland Transportation will only require new street trees and sidewalk corridor reconstruction to current standards for the site frontage along NE Multnomah Street. For the site frontage along NE 1st Avenue, Portland Transportation will not require improvements beyond a reconfiguration of the curb cut. Urban Forestry will require that existing street trees along NE 1st Avenue be protected, and will coordinate in the Public Works Permit process to require appropriate trees in the rebuilt NE Multnomah frontage.

In the revised proposal, the applicant has made several alterations to the originally-reviewed design. Specific changes include the following:

- The yellow/gold Cera-Clad material on the east and west 'bookend' volumes has been changed to a white Cera-Clad matching the white panels elsewhere on the upper floors;
- A red metal panel material has been selected as a material for the west elevation surrounding the elevator lobby windows, which have themselves changed from a horizontal to vertical orientation. The PTAC unit vents in this area have been moved from underneath to besides the windows;
- A projecting 7'-0" deep red metal panel canopy has been provided at the main entry, extending towards the corner and returning on the west façade to the vertical metal panel element surrounding the elevator lobby windows;
- The entry terrace has been widened by two feet in width (to 8'-0"), with a similar reduction in depth for the raised concrete planter opposite the main entry nearest the corner;
- The columnar trees have been removed from the planter in front of the entry;
- Additional vertical windows were added to the bedroom walls on the west elevation near the corner/balconies;
- At the inside corners, and at the U-shaped aluminum channel, additional reglets and flanges will be used to 'capture' the Cera-Clad siding material. Also, vertical siding joints have been aligned on the east and west elevations;
- The finish for the handrails and bike racks on the entry terrace has been identified as powder coated black paint;
- The community room terrace area has been widened by pulling the building face back 2'-0" further at the ground floor. Two sets of bistro style tables and chairs will be provided instead of two benches on the terrace;

- Additional through-wall vents have been provided at upper-floor walls on the north and south elevations, to provide for through-wall venting of small portable air conditioner units, if desired/provided by future tenants; and
- Trees and shrubs are identified for the perimeter parking lot landscaping, and the columnar Italian Cypress trees have been re-located eastward in the raised planter, away from the main entry bay near the corner.

With a project valuation of approximately 4.8 million dollars, and because of the location within a design overlay zone in the Central City, a Type III Design Review is required. Concurrently, a modification to allow the loading area in the on-site parking aisle is also requested.

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:

- The Central City Fundamental Design Guidelines;
- The Special Design Guidelines for the Lloyd District of the Central City Plan; and
- 33.825.040, Modifications That Will Better Meet Design Review Requirements.

ANALYSIS

Site and Vicinity: The site is a 10,000 square foot corner lot at the northeast corner of the intersection with NE Multnomah Street and NE 1st Avenue. The site is currently developed as a surface parking lot, which serves the adjacent building to the east. The southwest corner of the site, abutting the intersection of both adjacent streets, includes a large landscaped bed with shrubs and groundcover plantings. The parking lot was constructed to serve the adjacent office building directly east of the parking lot, which was originally constructed as an annex to a defunct hospital building.

Adjacent development includes a four-story streetcar era apartment building directly to the north, oriented to NE 1st Avenue, and the only other development on the adjacent street segment of NE 1st Avenue, which dead-ends at the north end of the apartment building site. To the east is located the two-story office structure, whose primary pedestrian access is from the main building located diagonally northeast of the site, with access from NE Wasco Street. Directly west of the site, across NE 1st Avenue, are the elevated structures of the I-5 freeway, just beyond an landscaped slope between the freeway and the street. Just beyond the freeway to the west is the Rose Quarter Arena, and the Rose Quarter Transit Center is located under and just west of the elevated freeway structure one block to the southwest. The adjacent lot to the south is vacant, but presently fenced with chain link fencing and construction equipment. The nearby surrounding area includes several hotels and one apartment building along the NE MLK Jr. Blvd./Grand Avenue corridor, the Oregon Convention Center, several restaurants, and the MAX light rail.

Both adjacent streets are improved with paved roadways, curbing, and sidewalks. Both adjacent streets provide for two-way traffic, with bike lanes in NE Multnomah in both direction but no on-street parking, and on-street parking on both sides of the street in NE 1st Avenue.

Zoning: The Central Commercial (CX) base zone is intended to provide for commercial development within Portland's most intense and urban 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 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 that address special circumstances existing in the Central City area.

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

• *CP 150996* – Pre-1980 Comprehensive Plan Amendment for site and larger area to the north, with no other information, including final decision and conditions of approval, if any, are found in city records for this case;

- *CP 155570* Pre-1980 Comprehensive Plan Amendment for site and larger area to the north, west and south, with no other information, including final decision and conditions of approval, if any, are found in city records for this case:
- *PC 5685* Pre-1980 Planning Commission initiation of a zone change for this site and a larger area to the north and east. No further information, including final decision and conditions of approval, if any, are found in city records for this case;
- *PC 6770* Pre-1980 zone change for the current parking lot, accessory to a medical facility, with conditions of approval regarding landscaping, transportation demand management, and other issues related to the parking lot. With conversion of the site from an accessory parking facility to a new building, these conditions of approval no longer apply; and
- *LUR 96-01059 DZ* Approved 1996 design review for a cooling tower and chiller for the adjacent medical facility, subject to conditions of approval requiring a compatible paint finish for the equipment.

Agency Review: A "Notice of proposal in Your Neighborhood" was mailed **October 28, 2011**. The following Bureaus have responded with no issue or concerns:

• The *Development Review Section of Portland Transportation* (PBOT) has reviewed the application for potential impacts regarding the public right-of-way, traffic impacts and conformance with adopted policies, street designations, Title 33, Title 17, and for potential impacts upon transportation services. At this location, NE Multnomah is classified as a Traffic/Transit Access street, a City Bikeway/Walkway and a local service street (Street Design) in the City's Transportation System Plan (TSP). At this location, NE 1st Avenue is classified as a Local Service street for all transportation modes in the City's TSP. The site is also located in the Lloyd District Pedestrian District, and the Lloyd District Transportation Projects Special District.

The PBOT has no objections to the proposed Design Review, and their detailed findings on the loading-related Modification are included later in this report. Title 17 requirements will apply during the building permit process, including assessment of System Development Charges, Driveway and curb cut requirements, and street improvement standards.

According to City database sources, at this location, NE Multnomah is improved with approximately 50-ft of paving in an approximately 72-ft wide right-of-way (r.o.w.). The site's frontage is improved with a 0-10-2 sidewalk configuration. The Lloyd District Transportation Projects Special Design District classifies NE Multnomah St as a "Secondary Neighborhood Street". Said document indicates that for a site located on the north side of NE Multnomah, the required pedestrian corridor is 12-ft wide and comprised of a (1-ft curb/4-ft furniture zone/5-ft/sidewalk/2-ft building frontage zone). **NOTE:** The elements and widths identified in the 20-year old Lloyd District Transportation Projects Special Design District document are not consistent with the City's more current Pedestrian Design Guide or policies for sidewalk corridors within Pedestrian Districts. At the time of Public Works Permit review for the sidewalk corridor re-construction, the City will advise the applicant about slight modifications of what will be acceptable for the sidewalk corridor along the NE Multnomah frontage of the site. The required element that will be retained from the Lloyd District Transportation Projects Special Design District is the 1-ft wide curb. NOTE: There are additional right-of-way improvement specifications identified in the Lloyd District Transportation Projects Special Design District document including those for sidewalk scoring patterns, street tree (types and placement) and district lighting standards that the applicant will need to adhere to. The sidewalk corridor re-construction will required as a condition of Building Permit issuance and will trigger review/approval of a Public Works Permit through the City's Public Works Permitting Process. The applicant is advised that this is separate from the Building Permit Process with its own submittal and time frame requirements.

According to City database sources, NE 1st Ave is improved with 36-ft of paving within a 60-ft r.o.w. The site's frontage is improved with a 4-6-2 sidewalk corridor. There are no special sidewalk corridor requirements from the Lloyd District Transportation Projects Special Design District document for this frontage. Therefore, based on the site's location within a pedestrian district and the Local Service street classification of NE 1st Ave, the City's Pedestrian Design Guide recommends a 12-ft wide sidewalk corridor. The existing sidewalk corridor configuration satisfies this recommendation, therefore there will not be any improvement requirements along this frontage of the subject site, other than the possible partial closure of the existing curb cut.

No dedication of property is anticipated along either frontage for any of the right-of-way improvements noted above. In summary, beyond the Title 17 and street frontage requirements that will apply during the permit process, PBOT has no objection to the proposed Design Review or loading-related Modification. Exhibit E.1 contains staff contact and additional information.

• The *Water Bureau* has reviewed the proposal and provided informational comments, but no objections or requested conditions of approval related to this land use review. There is a water main available to serve the

site in NE 1st Avenue. City code 21.12.010 will require any new building construction that will need water, to have a water service and meter of appropriate size installed within the public right-of-way and within the specific property boundary/frontage for which it will serve. A Water Bureau review for fixture count, along with fire flow requirements, will need to be submitted by the applicant at the time of building permit submittal to appropriately size the water services and meters for this property. Exhibit E.2 contains staff contact and additional information.

- The *Fire Bureau* has reviewed the proposal and provided informational comments, but no objections or requested conditions of approval related to this land use review. All current Fire Code requirements apply to the project and must be met. If the regulations cannot be met, an appeal providing an alternate method is an option for the applicant. All applicable Fire Code requirements will apply at the time of building permit review. Exhibit E.3 contains staff contact and additional information.
- The *Life Safety Section of the Bureau of Development Services* has reviewed the proposal and provided standard comments, but no objections or recommended conditions of approval. A separate building permit is required for the work, and the proposal must be designed to meet all applicable building codes and ordinances. A complete Life Safety plan review will be provided at the time of building permit submittal. Exhibit E.4 contains staff contact and additional information.
- The *Transportation Planning section of Portland Transportation* (PBOT-Planning) has responded to the proposal to highlight planning projects underway in the immediate area. The *North/Northeast Quadrant* and *I-5 Broadway/Weidler Plans* are jointly developing a long term plan for the district as well as short term improvements to I-5 in the Rose Quarter area and to the Broadway/Weidler interchange. Several different concepts for the adjacent section of I-5 freeway have been developed, including built options that would widen the adjacent section of freeway, and potential changes in traffic circulation patterns. Though conceptual at this time, the freeway process is similar to an "alternatives analysis" phase of the NEPA process. If a "build" project (other than the "no build" option) gathers community consensus and is supported by the two partners, the City (via BPS and PBOT) and ODOT, then ODOT aims to conduct a formal EIS process in the near term to design and build the project. From a land use perspective, preliminary direction from staff and the Stakeholder Advisory Committee indicates support for the type of mixed-use development proposed in this application. No land use policy conflicts are anticipated as a result of building the apartment building in this proposal. Online links to the plan can be found at www.portlandonline.com/bps/cc2035/nneq and the freeway concepts can be found at www.portlandonline.com/bps/index.cfm?a=369179&c=53634. Exhibit E.5 contains staff contact and additional information.
- The *Bureau of Environmental Services* (BES) has reviewed the proposal provided informational comments, but no objections or recommended conditions of approval. The proposed development will be required to meet all applicable sanitary service and stormwater management regulations and standards during the building permit and public works permit processes. In particular, a drywell proposed within a couple feet of the building perimeter in the tuck-under parking area required a plumbing code appeal, to ensure the drywell will not negatively impact the structure. Although the plumbing code appeal was successful, the applicant will need to address additional technical details fro the drywell during the permitting process. The Oregon Department of Environmental Quality also regulates drywells as underground injection control (UIC) facilities in order to protect groundwater. Sewage system connection fees, submittal of detailed site utility plans, and compliance with the Stormwater Management Manual will be required during the building permit process. Finally, the BES response includes informational comments regarding the LEED and Clean River Rewards Programs. Exhibit E.6 contains staff contact and additional information.

The following bureaus have reviewed the proposal and responded with no concerns:

- The Site Development Section of the Bureau of Development Services; and
- The *Urban Forestry Division of Portland Parks and Recreation* (with a note to protect existing street trees).

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on **October 28, 2011**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE DEVELOPMENT STANDARDS

Note: The proposal does not have to meet all development standards in order to be approved during this process, but will have to meet those standards before a building permit can be issued. Subsequent adjustments or modifications must be approved for unmet standards. Nevertheless, a 'plan check' of relevant standards has been completed, as summarized below.

CENTRAL CITY PLAN DISTRICT DEVELOPMENT STANDARDS

Maximum Floor Area Ratio (33.510.200, Map 510-2): 12:1.

• Total floor area ratio is approximately 4:1. This standard is met.

Maximum Height Limit (33.510.205, Map 510-3): 250 feet.

• Total building height is approximately 70 feet. This standard is met.

Required Building Lines (33.510.215, Map 510-6): None indicated at either street.

• This standard does not apply.

Ground Floor Windows (33.510.220): All exterior walls at ground level up to 9'-0" above grade must include 50% of their length and 25% of their area in clear windows.

• The ground floor along NE Multnomah Street includes approximately 52% of the length and 46% of the wall area in window area. This standard is met.

Ground Floor Active Uses (33.510.225, Map 510-7): None indicated for site.

• This standard does not apply.

Parking and Access (33.510.261, 33.510.264)): Site is within the Lloyd District 2 parking sector, and all parking is classified as Residential/Hotel Parking. There is no minimum or maximum parking ratio for Residential/Hotel Parking.

• These standards are met.

CENTRAL COMMERCIAL (CX) BASE ZONE DEVELOPMENT STANDARDS

Primary Uses Allowed (33.130.100): Household Living uses and accessory parking are allowed by right.

• Use regulations are met.

Setbacks (33.130.215): There is no minimum setback from any lot line. Garage entrances must be closer than 5'-0" or further than 18'-0" from a street lot line. The maximum setbacks do not apply as the site is within the Central City.

• The garage entry is placed 5'-0" back from the lot line. Setback standards are met.

Building Coverage (33.130.220): 100% coverage allowed.

• This standard is met.

Landscaped Areas (33.130.225): No minimum landscaping required.

• This standard is met.

Screening (33.130.235): Garbage and recycling areas must be screened from the street and abutting properties. Mechanical equipment at-grade must be screened from the street and any abutting residential zones (RX zone at east lot line).

• Garbage and recycling areas are contained inside the building. The only exterior mechanical equipment occurs on the rooftop. This standard is met.

Pedestrian Standards (33.130.240): Requires a 6'-0" wide, hard-surface pedestrian connection to adjacent streets.

• The main entry lobby has 6'-0" wide, direct connections to both adjacent streets. This standard is met.

Signs (33.130.295): The proposal must meet the sign regulations in Title 32, Signs and Related Regulations.

• The applicant has proposed a small monument sign of 6 square feet in the raised planter bed along NE Multnomah, and proposed a design for two small blade signs of 2.625 square feet each (5.25 square feet total) to suspend from the soffit above the ground floor facing NE Multnomah. With a 99'-0" long primary building wall facing NE Multnomah, the building is allowed 148.5 square feet of signage per Title 32. The sign standards are met.

Street Trees (33.130.300): Per Chapter 20.40, Street Trees and Other Public Tree Regulations, the City Forester requires street trees for all new developments.

• Street Trees will be required along NE Multnomah, and the existing street trees in NE 1st Avenue are to be protected. The City Forester will coordinate on specific street tree requirements during the Public Works Permit process required for the frontage improvements abutting the site. These standards will be met during the Public Works Permit process.

PARKING AND LOADING DEVELOPMENT STANDARDS

Parking Standards (33.266.130): Stalls oriented at 90' degrees to a parking aisle must be 8'-6" wide by 16'-0" deep, with a 20'-0" wide two-way aisle. The north and east edges of the parking area that project out beyond the building above must be provided with 5'-0" deep perimeter landscaping to the L2 standard along the north, and to the L3 standard along the east (abuts R zone). Less than 10 parking spaces project out from the building overhang above so no interior parking lot landscaping is required.

• The applicant has shown landscaping at the north and east perimeter of the parking area, however the required trees and groundcover are not shown. The applicant has revised plans to show 8 Hinoki Cypress trees in the perimeter parking area, but no groundcover planting materials. Hinoki Cypress trees are not identified in the Tree and Landscaping Manual, so the applicant will be required to provide additional documentation during permitting to show the size of the tree (small, medium or large), as well as identify a groundcover planting material.

Bike Parking Standards (33.266.220): The project is required to provide 90 (1.5 spaces per unit) long-term bike parking spaces, and 3 (1 per 20 units) short-term bike parking spaces. Short-term spaces must be in a 2'-0" by 6'-0" stall, outside and within 50'-0" of the main entrance. Long-term spaces can be inside the building, including inside individual apartments.

• The applicant has shown four short-term bike parking spaces outside the building within 50'-0" of the main entrance. A large long-term bike parking room for tenants, with 91 parking spaces, is provided on the ground floor. These standards are met.

Loading Standards (33.266.310): One 'B' loading space at least 18'-0" long, 9'-0" wide, and with 10'-0" clearance is required, although the Central City location eliminates the 'forward motion' requirement. <u>In this case, the applicant has requested a modification to allow the loading area to be in the parking aisle. With approval of the requested modification, this standard can be met.</u>

ZONING CODE APPROVAL CRITERIA

Findings in this report are organized into the following sections:

- 1. Findings for guidelines which are met (p. 11);
- 2. Summary of areas of concern raised at the first hearing, with staff response (pp. 20-21);
- 3. Findings that guidelines C2, C5 and C7 are met, based on the revised proposal (p. 21); and
- 4. Findings that guidelines C2, C5 and C7 are NOT met, with remaining areas of concern to be addressed by Design Commission on December 15th (p. 22).

(1) DESIGN REVIEW (33.825)

33.825.010 Purpose

Design Review ensures:

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

Chapter 33.825, Design Review Section 33.825.010 Purpose

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

Section 33.825.055, Design Review Approval Criteria

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

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental and Lloyd District Special Design Guidelines.

<u>Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines</u>

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon. With the recent completion of the Oregon Convention Center, the District now serves as the "front door for Oregon and our city." The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

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.

Lloyd District Design Goals

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

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. Central City and Lloyd District Guidelines are addressed concurrently.

1. Findings for guidelines which 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.

A1-1. Connect Public Facilities to the River. Provide public access to, from, and along the river in a manner that connects major public use facilities in the District to the river which stimulate year-round enjoyment.

Findings for A1 & A1-1: The site is not directly adjacent to the Willamette River, which is located several blocks to the west, on the opposite side of the Rose Quarter, Rose Quarter Transit Center, and Dreyfus Grain Elevators. Nevertheless, NE Multnomah Street is a key vehicle, pedestrian, and bike connection to the Eastbank Esplanade and Steele Bridge. The main mass of the building is oriented east-west, and at six stories tall will not have a significant visual impact on the riverfront because of the freeway and other structures in between the site and the river. Resident balconies are provided at the southwest corner of the building on all floors, creating a vertical outdoor space element which provides limited views towards the river and Steele Bridge. Similarly, the main entry and pedestrian terrace along NE Multnomah Street

reinforces this connection to the river. These quidelines are therefore met.

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

Findings: This project celebrates several Portland-related themes including a vital, pedestrian-focused streetscape, and an emphasis on bicycle transportation. The orientation of the ground-level spaces addresses both adjacent streets, with a pleasant pedestrian 'terrace' along NE Multnomah that provides resting and meeting places. A very large, 91-space long-term bike parking room is provided directly off of NE Multnomah Street, facilitating bicycle travel for tenants. The active community space at the ground floor is placed behind large storefront windows oriented to NE Multnomah Street. *This guideline is therefore 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.
 - **Findings for A3:** Although the site is located within a superblock, the specific parcel in question is a typical 'quarter block' site as found elsewhere in the central city. Landscaping and seating opportunities are provided to enhance the pedestrian environment along both streets, but especially with the inset 'terrace' along NE Multnomah. *This guideline is therefore met*.
- **A4.** Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

Findings: Several features of the project are designed to relate to other buildings in the Lloyd District. Landscape treatments at the building perimeter along the sidewalk, simple but bold building forms and coloration, and the vertical effect of continuous night-time lighting at the elevator lobby windows on the each upper floor of the west façade mimic similar treatments at several other buildings in the district. *This guideline is therefore met*.

- **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.
- **A5-1. Develop Identifying Features.** Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.
 - **Findings for A5 & A5-1:** The applicant will be reconstructing the sidewalk and frontage in NE Multnomah to Lloyd District standards, including the distinctive gridded sidewalk scoring patterns, new street trees with grates, and 1'-0" wide curbing. Several other features found in the nearby Lloyd District are also incorporated into the project, creating a sense of identity and place within the district. These features include generous landscaping at the base of the building, a strong pedestrian orientation to the adjacent streets, and a simple but bold building palette. *These guidelines are therefore met*.
- **A5-2. Accommodate or Incorporate Underground Utility Service**. Accommodate or incorporate underground utility service to development projects.
 - **Findings for A5 & A5-2:** An existing high voltage overhead transmission line runs along the southern edge of the property in NE Multnomah Street. The minimum (PP&L) setbacks from this power line result in the building being placed back from the sidewalk, even with a 5-foot extension arm being installed on the existing pole to move the transmission lines to the south. An existing overhead service line runs along the western edge of the property, which will be relocated underground. *This guideline is therefore met*.
- **A5-3. Incorporate Works of Art.** Incorporate works of art into development projects.
 - **Findings for A5 & A5-3:** No formal art program has been pursued as part of the project. However, the overall emphasis on a well-landscaped, pedestrian-friendly streetscape and the bold and colorful design treatment of the facades add to the artistic qualities of the building. *This guideline is therefore met.*

I. A5-5. Use Public Right-of-Way Design Criteria Established for the Lloyd District. Use the public right-of-way design criteria as established and administered by the City Engineer especially for the Lloyd District from the adopted Lloyd District Transportation Capital Improvements – District-Wide Design Criteria.

Findings for A5 & A5-5: The applicant will be reconstructing the NE Multnomah Street frontage to current Lloyd District standards, with a gridded sidewalk scoring pattern, grated street tree wells, and 1'-0" wide curbs. Staff from Portland Transportation has reviewed the proposal against these Lloyd District standards and voiced no objection to the proposal. *This quideline is therefore met*.

A5-6. Incorporate Landscaping as an Integral Element of Design. Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

Findings for A5 & A5-6: The landscape concept for the project is to create a 'ribbon of green' along the NE Multnomah pedestrian corridor. The face of the building is 10'-0" back from the south property line, with a 3'-0" overhang, allowing for landscaping and a linear pedestrian 'terrace' immediately accessible from both the building lobby and adjacent sidewalk. Italian Cypress, a slender tall evergreen, is combined with low shrubs and sedges in the raised planters along NE Multnomah to vertically punctuate the ground floor landscape and provide a sense of life in the winter season.

Perimeter landscaping is also located between portions of the building and the NE 1st Avenue sidewalk, as well as along the exposed north and east edges of the 'tuck-under' parking area. The planting palette provides both evergreen and seasonal color to the landscaped areas, while maintaining views between the building and the sidewalk in NE Multnomah Street. The other perimeter landscaped areas will provide attractive green space at the edge of the site along NE 1st Avenue, and screen the parking area from adjacent buildings to the north and east. The plants along the north side of the building have been selected for their shade tolerance and evergreen characteristics, and the base of the retaining wall will be planted with climbing hydrangea to produce a green wall effect over time. *This guideline is therefore met*.

- **A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.
- **A7-1. Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back.** Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line. Do not set buildings back from the property line within the East Portland Grand Avenue Historic District.
 - **Findings for A7 & A7-1**: There is no real sense of enclosure at the site today, as the site is developed with a surface parking lot. The new building has been placed back from the street to meet electric line clearance standards, but still provides a strong and continuous east-west volume facing NE Multnomah Street, helping to create a sense of enclosure along this important street. Along NE 1st Avenue the majority of the building is placed directly at the street lot line, creating a new sense of enclosure along this street that relates to the (zero setback) apartment building directly to the north. Where the building is set back from the property line, raised planters and other landscape treatments have been integrated well with pedestrian access points to create and define a building 'edge' along the sidewalks. *These quidelines are therefore 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.
 - **Findings for A8:** The building includes an interior common space and entry lobby for tenants that fronts directly onto NE Multnomah Street, with generous full-height storefront and transom windows. The community room and adjacent terrace is intended as an indoor-outdoor gathering space, especially in the warmer months. This terrace space is slightly buffered from the adjacent sidewalk by low raised planters and a slight floor elevation rise versus the adjacent sidewalk. Plantings in the raised planters are intended to provide low greenery punctuated by tall slender Cypress plantings, ensuring direct views will be maintained between the building interior and the street. *This guideline is therefore 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.
- **B1-1. Protect Pedestrian Areas from Mechanical Exhaust.** Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.

Findings for B1 & B1-1: Although sidewalks exist along both adjacent frontages, the NE Multnomah Street frontage will be redeveloped to Lloyd District standards with a gridded scoring pattern identifying the various sidewalk zones and new street trees. Mechanical exhausting systems are primarily located on the building rooftop, away from the pedestrian environment. Two HVAC ventilation louvers are located on the ground floor, one along the west building wall facing NE 1st, and one adjacent to the pedestrian 'terrace' facing NE Multnomah. These louvers will have infrequent and low-volume ventilation functions, without the heavy smoke or fumes associated with commercial exhaust fans from a restaurant kitchen, for example. The louver adjacent to the pedestrian terrace has been placed at the eastern edge of the terrace, adjacent to the bike parking room entry door, and away from the primary community room and lobby entries, as well as the bench seating used on the terrace. *These quidelines are therefore met*.

- **B1-2.** Incorporate Additional Lighting. Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity to an area by enhancing the drama and presence of architectural features.
- **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 B1-2 & C12: Exterior project lighting includes recessed downlights in the soffit overhang along the south façade, washing the ground level walls and windows in light at night and reinforcing the pedestrian spaces facing NE Multnomah. Entry steps connecting the terrace to the sidewalk level near the southwest corner are lit with recessed step wall lights. The terrace surface itself is illuminated with flushmounted decorative lights on the inside face of the raised planters, and each of the Cypress trees will be up lit with a small shielded spot light. The parking lot at the first floor will have a sensor to adjust lighting levels for day, night and night/occupied uses. This lighting scheme will highlight the building's street level at night, which is appropriate for a private apartment building of this scale nearby to other larger scale, illuminated structures such as the Convention Center and Rose Garden Arena. *This guideline is therefore 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: Both adjacent streets include improved public streets with curbed sidewalks, and the NE Multnomah frontage will be developed with new sidewalks and street trees per Lloyd District standards. A small concrete monument sign in a raised planter near the corner and small metal blade signs suspended from the soffit at the first floor along facing NE Multnomah are inconspicuous but well oriented to the pedestrian environment. Mechanical and other equipment is incorporated mostly inside the building, on the rooftop, and within the garage portion of the building. Two vertical louvers on the first floor of the building screen HVAC units inside the building, but should have minimal impact on the adjacent pedestrian environment. The building identification, signage, and night lighting are integrated into the building design well and do not detract from the pedestrian environment. Therefore this guideline is met.

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: The on-site pedestrian terrace along the south face of the building will provide safe, comfortable spaces for building tenants and visitors to stop, view, socialize and rest. The adjacent sidewalk in NE Multnomah will be reconfigured to Lloyd District standards, featuring a 12'-0" wide pedestrian corridor that allows adequate space for pedestrian through traffic while also providing opportunities for stopping and resting out of the way of other pedestrians. The combination of the on-site terrace and immediately adjacent public sidewalk will provide ample opportunity for stopping and viewing places, without conflicting with the need for pedestrian movement past the site, new street trees, and other elements within the sidewalk area. *This guideline is therefore met.*

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 B6: Weather protection systems at the sidewalk level of the building include a 3'-0" overhang of the five upper floors along the entire building length, creating a soffit that provides tenants and visitors

with some protection from the effects of rain, wind, glare, and sunlight. A 7'-0" deep projecting canopy extends out above the first floor façade at the southwest corner, providing rain and sun protection for those entering the building. The ground floor inset integrates well with the overall design concept of the five apartment floors resting on the concrete and glass first floor podium. The overhang area provides cover for the main south-facing entries to the building lobby, the community room, and the long-term bike parking room. This guideline is therefore met.

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

Findings: All spaces in the building have been designed for barrier-free access, and include accessible routes to each apartment. Direct and at-grade entry from the street is possible from the mid-site break in the perimeter raised planters along NE Multnomah, and at the parking garage. These accessibility elements are well integrated with and do not detract from the building's overall design concept. *This guideline is therefore met.*

- **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. **C2-1. Maximize View Opportunities.**
 - Findings for C1 & C2-1: The primary orientation of the ground level of the building is to the south, facing NE Multnomah Street. This is an appropriate orientation because Multnomah is a principal connection between the Steele Bridge, the Rose Quarter, and the Lloyd District areas. Northeast 1st Avenue on the west edge of the site is a dead-end street that serves only one other property, and just west across this street is a fenced and landscaped slope at the edge of the elevated I-5 freeway. The primary view opportunities are to the south and southwest, although upper floors of the building will also have views of the surrounding Lloyd District in all directions. A vertical array of balconies has been provided on the upper floors of the building at the southwest corner, maximizing view opportunities from these units towards the Steele Bridge and downtown beyond. There are no protected views or view corridors at the site. *This guideline is therefore met*.
- **C10-1. Use Masonry Materials.** Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

Findings for C10-1: After discussion of this project in the context of the Lloyd District, and because the purpose of the (1991) guideline for masonry in the Lloyd District is unclear, Commissioners felt that a non-masonry material was approvable for this project.

Therefore, these guidelines are met.

C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface. Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

Findings for C10-2: The exterior building walls at substantially transparent at the ground level and are varied. Extensive glazing at the ground floor is interrupted minimally with solid walls, but the ground level walls have a series of planters and landscape beds at their base, adding textural interest while preserving views into and out of the building. The mass of the building below includes symmetrical projecting main volumes at the north and south facades, with a sculptural grid of alternating white and gray siding panels with different surface textures, creating sculptural interest on the façade. These main volumes on the north and south elevations are joined by projecting 'bookend' volumes on the east and west facades. The combination of the restrained geometrical pattern on the main north and south elevations and the 'bookend' volumes on the east and west produce a sculptural, well-articulated composition. *This guideline is therefore met.*

C10-3. Use Light Colors. The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

Findings for C2 & C10-3: The primary exterior color on the building is a white siding panel. This material occupies horizontal bands at the top and bottom of the 2nd through 6th floor façade, and is interspersed with dark gray accent siding panels, creating a geometrically-articulated design. A deep red color is used vertically on the west façade to accent the elevator lobby windows, with the same color wrapping the ground

floor near the corner and cladding a projecting metal canopy. A light, bright appearance characterizes the building color, interspersed with the dark gray building siding accents, the red panel material, and ground floor concrete. *This quideline is therefore met.*

C1-1. Integrate Parking.

Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings for C1-1: The on-site parking area is contained mostly under the building, in an excavated 'tuck-under' garage area under the north side of the building. The parking area is concealed with building walls, raised landscape plantings on the north and east sides, and excavating the parking area below the adjacent properties to the north and east through retaining walls.

The sliding metal garage door has been designed with a rectilinear, clean horizontal banding pattern in metal, with divisions in the metal panel design relating horizontally to the storefront/transom window divide on the horizontal plain, and with vertical alignments with one end of a band of windows above. *This guideline is therefore met.*.

C1-2. Integrate Signs.

Carefully place signs and sign supports on and for buildings to integrate with the scale, color and articulation of the building design. Avoid large, excessively illuminated or freestanding signs that contribute to visual clutter. Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/architect. Submit a master signage program as a part of every Design Review application.

Incorporate signage that compliments and supports the pedestrian scale and use of the Broadway/Weidler Corridor and Holladay Street. While recognizing the dimensional provisions in the Code, size and scale of signs should be moderated in these pedestrian-oriented areas.

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 C1-2 & C13: Three small, discrete signs have been proposed for the building. A low, rectangular concrete monument sign base is proposed for the westernmost raised planting wall along the NE Multnomah frontage, with dimensions of 1'-6" tall by 4'-0" wide, oriented south towards NE Multnomah. Two small suspended blade signs, each measuring 1'-9" wide by 1'-6" tall, will be suspended from the soffit above the main building entry and community room doors. The soffit signs are illuminated by small directional spot lights contained within the adjacent soffit. No illumination is proposed for the monument (building) sign. These modest, rectilinear signs are well integrated with the overall building design, will have no skyline presence, and are of an appropriate pedestrian-oriented size and scale. *These guidelines are therefore met*.

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

Findings for C4: Existing landmark buildings and features in the vicinity include the Convention Center, the Rose Quarter, and the various hotel, residential, and commercial buildings within a several block perimeter of the site. Several design elements in the project found in adjacent buildings include landscape elements and planters along public sidewalks, ground floors with large areas of glazing contrasted with solid walls, an emphasis on sculptural use of variously textured exterior siding materials, and balconies. The project adds to the local design vocabulary through the use of a crisp, geometric patterning on the façade, the wrapping red canopy, and the vertical 'lantern' effect created by the constantly illuminated night-time windows at the elevator lobbies on the west elevation. *This guideline is therefore 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 for C8: The sidewalk level of the building has been differentiated by a combination of design elements. The apartment lobby and tenant community room have large windows on the south façade, facing NE Multnomah Street, and the full-height storefront windows with transoms with concrete wall segments contrasts with the colored siding and smaller window openings on the floors above. Signs are all located at ground level, and the ground floor is further differentiated from the building above by the landscaped terrace along NE Multnomah Street, and the 3'-0" overhang along the south façade created by the floors above. In

addition, a 7'-0" deep red metal canopy identifies the entry, and helps to distinguish the sidewalk level of the building from the façade above. *This guideline is therefore met.*

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

Findings: The project is an apartment building, and so unlike a mixed-use structure no alternative commercial tenants are expected at the first floor. The ground floor spaces have been designed as an apartment lobby that opens onto the adjacent tenant community room, as well as a very large long-term bike storage room. The most exposed portion of the ground floor is placed along the south side of the building facing NE Multnomah, creating a sense of activity and engagement at the street level. *This guideline is therefore 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 storm water management tools.

Findings: The rooftop is designed as a flat roof, with the roof concealed behind a perimeter parapet that is constructed of the same siding material used elsewhere on the upper floors of the building. An elevator over-run, inset approximately twelve feet from the western building edge, is also clad in the same siding material. Ten different low rooftop exhaust fans, each approximately 2'-0" tall, are placed in various rooftop locations, but all would be obscured from view by the 4'-0" tall perimeter parapet. Rooftop stormwater has been considered in the applicant's stormwater management plan, where stormwater is retained and infiltrated on site to the maximum degree practicable. As such, the rooftop design has limited skyline impacts and is well integrated with the overall design concept. *This guideline is therefore met*.

(2) Modification Requests (33.825)

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

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

Findings: The applicant has requested a Modification through Design Review to allow the required loading space to be placed within the driveway or vehicle aisle of the on-site parking area. With 60 dwelling units, the project requires one loading space that is 18-ft long, 9-ft wide, and with a clearance of 10-ft. Parking-related regulations require that all parking areas be designed so that a vehicle may enter or exit without having to move another vehicle (33.266.130.F.1.a). As proposed the loading area occupies a portion of the driveway aisle, potentially blocking vehicles from accessing the on-site parking.

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.

Given the proposed approximate 40,000 sf, 60-unit apartment building, the building will be limited to residential use with the most active time for loading/unloading periods being as the building becomes occupied. Accordingly, the limited expected loading activities at the building as well as to the size of the vehicles expected to serve the loading needs of the building's small units, warrant the smaller size loading space. PBOT would not expect larger, more traditional semi-truck size loading vehicles to be serving the

future building occupants; instead, smaller van-size vehicles will likely be able to serve the tenants at this building.

Further, it is PBOT's understanding that all of the proposed 13 on-site parking spaces will be used exclusively by building tenants; none will be available for use by the general public. Accordingly, any loading functions expected to occur at the building can be coordinated with the parking function of the same area of the building to avoid conflicts either within the drive aisle/ maneuvering area or beyond the building within the public right-of-way.

With one entry/access point into the building for loading and parking functions, the applicant minimizes the potential for conflicts between vehicles and pedestrians along the abutting streets or sidewalks, thereby limiting negative effects on traffic safety and other transportation functions of the abutting right-of-way. Additionally, the result will be opportunities maintain as many on-street parking spaces as possible.

Allowing the loading stall to be located in the vehicle aisle for this apartment building allows the overall parking and loading area to be reduced in size, creating opportunities on this 'quarter block' site for a larger building lobby, community room, and bike parking room at the ground floor. By providing dual functions within a portion of the garage area, more space can be devoted to active, pedestrian-oriented uses along the primary NE Multnomah Street frontage, better meeting the intent of guidelines A8 (Contribute to a Vibrant Streetscape) and B1 (Reinforce and Enhance the Pedestrian System).

Therefore, for the requested modification, these criteria are met.

2. Summary of areas of concern raised at the first hearing, with staff response:

Area of Concern: Material and finish details for terrace walls and furnishings, retaining walls, and window samples

Response: The applicant has provided additional details as requested, and has been asked to bring a window sample to the continued hearing on 12/15/11. Positive findings for these details have been added to section #1, above.

Area of Concern: Balance vertical interest with permeability in landscape plantings along NE Multnomah

Response: The applicant has pulled back the columnar cypress plantings to the east, removing those directly south of the entry lobby windows. Positive findings for these details have been added to section #1, above.

Area of Concern: Reconfiguring the ground floor design to better emphasize the main entry, and orient the entry better to the entry stair at the corner.

Response: Findings have been made supporting the applicant's efforts in this regard (section #3), as well as indicating that additional consideration is required (section #4). *Design Commission should consider this issue on December 15th*, 2011.

Area of Concern: Modifying the upper-story south and west elevations to treat both walls as a unified street façade, versus a primary (south) versus 'end-wall' (west) design.

Response: Findings have been made supporting the applicant's efforts in this regard (Section #3), as well as indicating that additional consideration is required (section #4). *Design Commission should consider this issue on December 15th*, 2011.

Area of Concern: 'Capture' as much Cera-Clad material as possible, avoiding exposed caulk joints.

Response: Findings have been made supporting the applicant's efforts in this regard (Section #3), as well as indicating that additional consideration is required (section #4). *Design Commission should consider this issue on December 15th*, 2011.

Area of Concern: Consider well-integrated air conditioning.

Response: Findings have been made supporting the applicant's efforts in this regard (Section #3), as well as indicating that additional consideration is requird (section #4). *Design Commission should consider this issue on December 15th*, 2011.

3. Findings that C2, C5 and C7 are met, based on the revised proposal.

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

Findings for C2: At the ground floor building exterior, quality materials have been proposed, including a form-finished painted concrete and durable aluminum frame storefront window systems and doors. Raised concrete planter beds are also constructed out of concrete. A red metal panel system is used to clad the ground floor entry canopy and wall panel that wraps and climbs the west façade. The Cera-Clad panels will be installed with flashing, reglets, coping, and metal channel systems that conceal the exposed edges of the material in most situations, eliminating concern about the durability and appearance of these intersections. The upper floor fiberglass windows are also manufactured with an integral light or dark color treatment to integrate with the color of the siding, and are a durable, permanent fixture of the building.

Therefore, 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 for C5: The strength of the building design comes from the simplicity of the building forms and from the limited palette of materials used throughout the project. The Cera-Clad material has been applied in a way that will 'capture' as much of the panels as possible in coping, reglets, and flange devices, avoiding the irregular and haphazard appearance of exposed irregular caulking joints on the exterior. The podium level of the building includes extensive windows that make the interior spaces highly visible from the street for the lobby and community commons room. The project also creates strong vertical expressions on the exterior, through the alternating light/dark siding patterns on the south and north facades, and the verticality of the red metal panel siding and window arrangement on the west facade. A distinctive projecting red metal canopy will clearly identify the main pedestrian entry to the building, with red metal panel accents unifying the two street-facing facades. Signage and lighting have been designed to address the needs of the building occupants, creating a sense of coherency and presence for the neighborhood, while respecting the pedestrian environment. The simple rooftop parapet helps disguise limited rooftop equipment from direct view, and the consistent fiberglass window details on the upper floors integrate well with the clean, metal storefront system used on the first floor. Pedestrian entries at the street are related to an onsite terrace and stairs that directs tenants, visitors, and those arriving by bike into the building. This *quideline* is therefore 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: This project has only one active corner, at the intersection of NE 1st Avenue and Multnomah Street. There is no retail, but the apartment lobby is located on the corner, with large windows, entry stairs, and signage directing people into the building. A projecting red metal canopy provides further visual identification of the main pedestrian entrance for both tenants and visitors. Landscape plantings have been designed to create a 'ribbon of green' along NE Multnomah Street, while pulling back from the entry lobby to maximize the visual and functional interaction of the building and the adjacent intersection. A façade offset at the first floor creates at least a 3'-0" deep building overhang which further draws people towards the entrance from the corner. *This quideline is therefore met*.

- 4. Findings that guidelines C2, C5 and C7 are NOT met, with remaining areas of concern to be addressed by Design Commission on December 15th, 2011.
- **C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

Findings: At the ground floor building exterior, quality materials have been proposed, including a form-finished painted concrete and durable aluminum frame storefront window systems and doors. Raised planter beds are also constructed out of concrete. A red metal panel system is used to clad the ground floor

entry canopy and wall panel that wraps and climbs the west façade. The upper floor fiberglass windows are also manufactured with an integral light or dark color treatment to integrate with the color of the siding, and are a durable, permanent fixture of the building.

However, although the applicant has captured additional Cera-Clad material intersections, including those at the inside corners, there are still several instances on the building where a caulk joint will be visible on the façade, including surrounding larger PTAC and smaller individual unit air conditioning and ventilation louvers. Responding to issues regarding air conditioning, the applicant has elected to use individual through-wall louver vents at each unit for portable small air conditioners, creating a checkerboard pattern of louvers on the north and south facades that detracts from the compositional quality and character of the building. The applicant should also bring a material sample of the metal siding material to the second hearing, to evaluate the finish and durability (gauge) of the metal panel siding.

With additional consideration before Design Commission, this guideline could be 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: The strength of the building design comes from the simplicity of the building forms and from the limited palette of materials used throughout the project. The Cera-Clad material has been applied in a way that 'captures' most of the panel ends within coping, reglets, or other devices to create a unified and coherent appearance to the siding. The podium level of the building includes extensive windows that make the interior spaces highly visible from the street for the lobby and community room. The project also creates strong vertical expressions on the exterior, through the altnernating light/dark siding patterns on the south and north facades, as with the verticality of the red metal panel siding and revised window arrangement on the west façade. A distinctive red metal panel canopy will clearly identify the main pedestrian entry to the building. Signage and lighting have been designed to address the needs of the occupants, creating a sense of identity and presence for the neighborhood, while respecting the pedestrian environment. The simple rooftop parapet helps disguise limited rooftop equipment from direct view, and the consistent fiberglass window details on the upper floors integrate well with the clean, metal storefront system used on the first floor. Pedestrian entries at the street are related to an on-site terrace and stairs that direct tenants, visitors, and those arriving by bike into the building.

However, the design of the west elevation still bears the appearance of an 'end wall', that could be further integrated with the south elevation to create a more unified street presence from the intersection and surrounding area, especially given the visual prominence of the west façade from the nearby area and elevated freeway. Two individual through-wall louvers have been added to the exterior walls at each unit, such that each unit now has three through-wall louvers, creating a visual distraction and multiple locations for potentially difficult intersections with the Cera-Clad siding. The new main entry canopy and design of the ground floor better announces the entrance than the original design, but could be pursued further to better combine the two primary street-facing facades. Similarly, the design of the upper floors on the two street-facing facades appear overly distinct and anomalous when compared to one another, and could benefit from are further integration through additional design moves such as common window types, coloration in siding patterns, or other features which create a more unified street presence.

With additional consideration before Design Commission, this guideline could be 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 project has only one active corner, at the intersection of NE 1st Avenue and Multnomah Street. There is no retail, but the apartment lobby is located on the corner, with large windows, entry stairs, and signage directing people into the building. A projecting red metal canopy provides further visual identification of the main pedestrian entrance for both tenants and visitors. A façade offset at the first floor creates a 3'-0" deep building overhang which further draws people towards the entrance from the corner.

However, the anomalous design of the two street-facing facades at ground level creates two very distinct facades which are only related through the addition of a red metal panel material on both facades. Additional consideration could be given to both the corner condition and entry sequence, to ensure that the

corner itself effectively highlighted, and to create a clear visual and functional connection between the corner and the main entry doors.

With additional consideration before Design Commission, this guideline could be met.

Based on the above findings, the following areas of concern may require further consideration by Design Commission:

- 1. Reconfiguring the ground floor design to better emphasize the main entry, and orient the entry better to the entry stair at the corner;
- 2. Modifying the upper-story south and west elevations to treat both walls as a unified street façade, versus a primary (south) versus 'end-wall' (west) design;
- 3. 'Capture' as much Cera-Clad material as possible, avoiding exposed caulk joints; and
- 4. Consider well-integrated air conditioning.

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.

As noted earlier in this report, the applicant will be required to modify the plans prior to permit approval with regards to the following development standards:

• Perimeter parking lot landscaping. Perimeter landscaping is required at the north (L2) and east (L3) edges of the parking area, because the line of the building overhang above does not completely cover the parking. A 5'-0" wide landscaped area is shown with the required shrubs, but not the required groundcover plants. Also, trees are shown but their size has not been identified. The applicant must provide the required tree size information and groundcover plantings on a revised landscape plan prior to permit approval.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural or cultural value. The proposed apartment building is a desirable, urban project that will enliven and enhance the lower Lloyd District and Rose Quarter/Convention Center area with 24-hour human activity. The overall design is harmonious and dignified, successfully enhances the pedestrian environment for building tenants, visitors, and passersby, and is a welcome addition to the area.

The revised design has enhance the pedestrian environment along Multnomah with a new metal canopy element, which successfully emphasizes the entry and wraps onto the west façade to create a unifying element at the corner. The revised design also further 'captures' the Cera-Clad material on the upper floors, including eliminating the exposed grout joint at inside corners and adding additional reglets and trim pieces elsewhere.

With Design Commission consideration of potential issues with the revised design, including a unified design for the primary facades, a prominent pedestrian entry, updated Cera-Clad joinery details, and through-wall vents for air conditioning, the project may be an appropriate and compatible contribution to the Lloyd District, and should be approved.

TENTATIVE STAFF RECOMMENDATION

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

Design Commission should consider the following three guidelines and four areas of concern in relation to the revised design, and decide whether or not the relevant design guidelines have been met:

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

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.

Area of Concern #1: Reconfiguring the ground floor design to better emphasize the main entry, and orient the entry better to the entry stair at the corner;

Area of Concern #2: Modifying the upper-story south and west elevations to treat both walls as a unified street façade, versus a primary (south) versus 'end-wall' (west) design;

Area of Concern #3: 'Capture' as much Cera-Clad material as possible, avoiding exposed caulk joints; and

Area of Concern #4: Consider well-integrated air conditioning.

Should design approval issues be resolved during the hearing, staff could recommend approval. Should design issues not be resolved and the applicant not request to address design concerns through a continuation of the hearing, staff would recommend denial of the proposed design.

If design issues are resolved, staff would recommend the following language:

Approval of a **Design Review** for a new six-story apartment building at NE 1st Avenue and NE Multnomah Streets, including five residential floors with 60 units above a ground floor with tenant lobby, community room, bike parking room, partially covered parking area for 13 cars, and an inset pedestrian terrace with raised planter beds, movable bistro-type tables and chairs, bike racks, and a building monument sign. This approval is granted based on the design and details shown in the approved drawings, Exhibits C.1 through C.43, all being signed and dated (insert date stamped), and subject to the following condition:

A. As part of the building permit submittal, each of the 4 required site plans and any additional drawings must reflect the information and design as approved in this land use review as shown on Exhibits C.1 through C.43. The sheets on which this information appears must be labeled "Design as approved in Case File # LU 11-165918 DZM. No field changes allowed."

Approval is recommended for the following **Modification through Design Review** request:

1. 33.266.130.F.1.a – To allow the required loading space to be placed within the two-way drive aisle within the on-site garage.

Procedural Information. The application for this land use review was submitted on August 10, 2011, and was determined to be complete on September 29, 2011.

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 August 10, 2011.

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 further extended by the applicant, the 120-day review period will end on January 27, 2012.

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 Design Commission who will make the decision on this case. This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments

to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at the Development Services Building, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201.

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

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; *OR*
- *In Person*: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034 For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

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

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

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

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

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).

Mark Walhood December 9, 2011

EXHIBITS – NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statements
 - 1. Original Narrative, dated August 9, 2011
 - 2. GeoDesign Geotechnical Report, dated March 29, 2011
 - 3. Pacific Community Design Storm Drainage Analysis, dated September 14, 2011
 - 4. Revised Narrative, dated September 14, 2011
 - 5. Cover Memo with revised materials, received September 14, 2011
 - 6. Full Plan Set as reviewed with original staff report not approved
 - 7. Supplemental/revised sheets as submitted at 11/17/11 hearing not approved
 - 8. Revised elevation and site plan drawings with new color choices, received 11/29/11 not approved
 - 9. Memo from applicant discussing changes with revised design, received 12/6/11
- B. Zoning Map (attached)
- C. Plan & Drawings
 - 1. Plan Table of Contents
 - 2. Overall Site Plan (attached)
 - 3. Aerial Vicinity View
 - 4. Vicinity Plan
 - 5. Vicinity Context Images
 - 6. Site Grading Plan
 - 7. Utilities and Stormwater Management Plan
 - 8. Public Improvements Plan
 - 9. Rendering View at 1st & Multnomah
 - 10. Enlarged Rendering View of Southwest Corner
 - 11. Rendering View Looking West (original proposal, to be revised)
 - 12. Rendering Night View at 1st & Multnomah (original proposal, to be revised)
 - 13. Landscape Plan
 - 14. Plant Palette
 - 15. (intentionally left blank)
 - 16. Landscape Perspective (original proposal, to be revised)
 - 17. Landscape Elevations & Sections
 - 18. Retaining Wall Details
 - 19. Site Furnishings
 - 20. Site Lighting Plan
 - 21. Ground Floor Plan
 - 22. 2nd 6th Floor Plan
 - 23. Roof Plan
 - 24. South Elevation (attached)
 - 25. West Elevation (attached)
 - 26. North Elevation (attached)
 - 27. East Elevation
 - 28. Building Sections and Wall Section
 - 29. Corner Exterior Details: Corners & Copings
 - 30. Windows & Railings Exterior Details
 - 31. West Façade Exterior Details
 - 32. South Storefront & Section
 - 33. Corner Balcony
 - 34. Exterior Materials and Colors
 - 35. Exterior Light Fixtures: Types A and B
 - 36. Exterior Light Fixtures: Type C
 - 37. Garage Gate
 - 38. Ground Floor Louver
 - 39. Window Surround Section Details
 - 40. Wall, Soffit, and PTAC Sleeve Section Details
 - 41. Roof, Balcony and Door Jamb Section Details
 - 42. Site Sections showing surrounding area
 - 43. Rooftop Exhaust Fan Cut Sheet

D. Notification information:

- 1. Request for response
- 2. Posting information and notice as sent to applicant
- 3. Applicant's statement certifying posting
- 4. Public notice with mailing list
- 5. Public notice as mailed

E. Agency Responses:

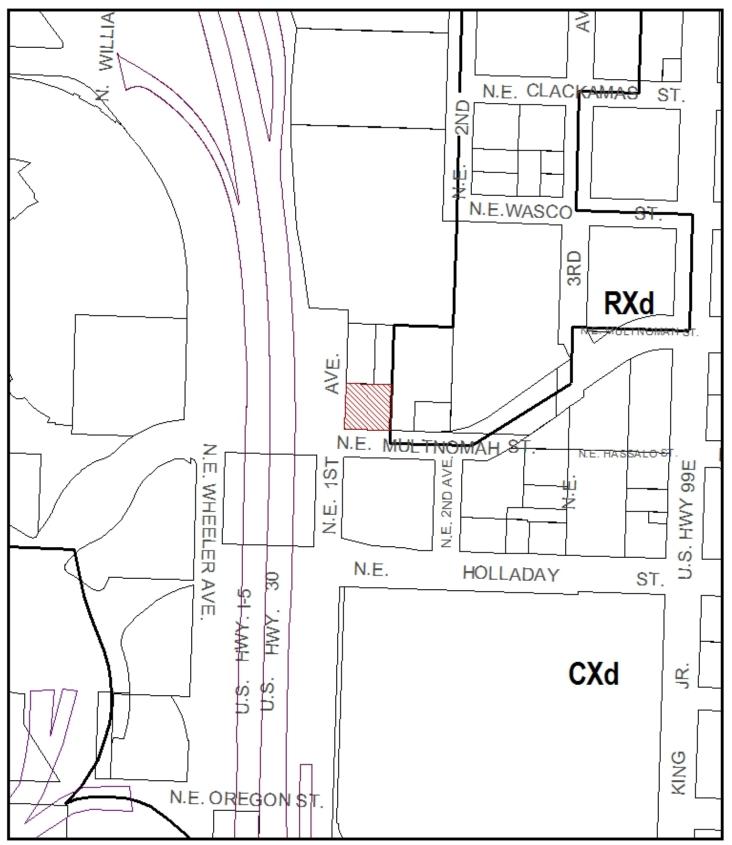
- 1. Development Review Division of Portland Transportation
- 2. Water Bureau
- 3. Fire Bureau
- 4. Life Safety Section of the Bureau of Development Services
- 5. Transportation Planning Section of Portland Transportation
- 6. Bureau of Environmental Services

F. Letters

1. (none received at time of staff report publication)

G. Other

- 1. Original LUR Application Form, Tax Account Information and Receipt
- 2. Site History Research
- 3. Incomplete Letter from staff to applicant, sent 9/2/11
- 4. Request for Completeness (RFC) Responses: BES and RFC Notice
- 5. Pre-Application Conference Summary: EA 10-194195



ZONING

Site

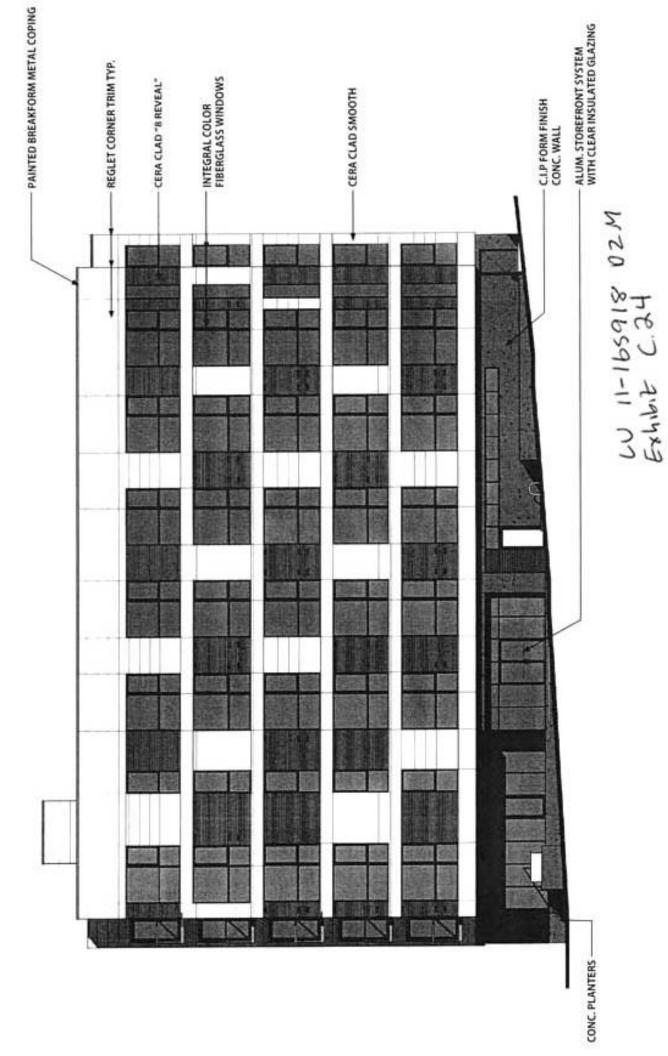
File No. <u>LU 11-165918 DZ</u> 1/4 Section <u>2930</u>

Scale 1 inch = 200 feet tate Id 1N1E34AA 2000

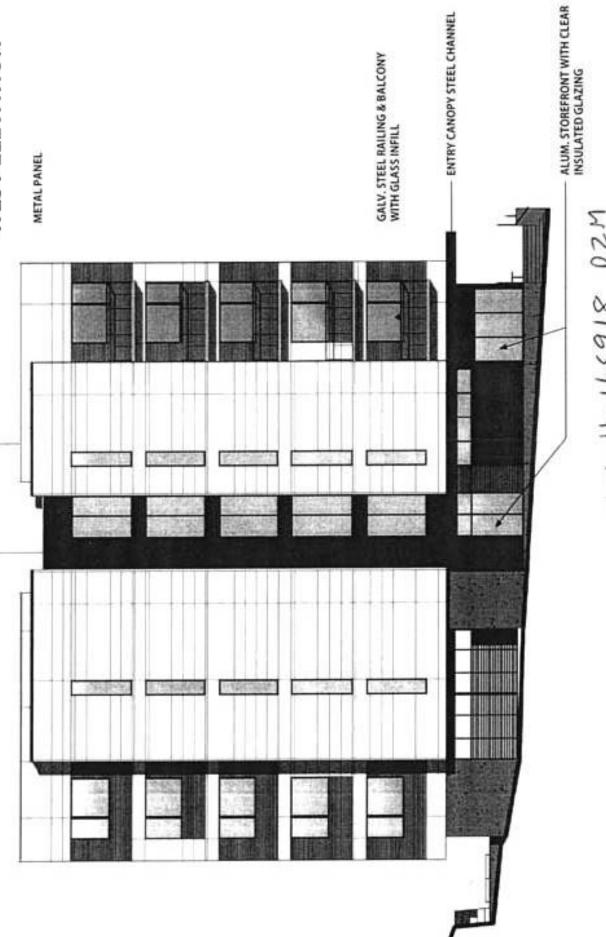
↑ NORTH

This site lies within the: CENTRAL CITY PLAN DISTRICT

NZ0 816591-11 07



WEST ELEVATION



LU 11-165918 02M Exhibit C.25

