



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

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MEMORANDUM

Date: October 12, 2017
To: Portland Design Commission
From: Puja Bhutani, Development Review
Puja.bhutani@portlandoregon.gov; 503-823-7226
Re: LU 16-251880 DZM – Lovejoy Square
Design Commission Memo October 19, 2017

Attached is a drawing set for Lovejoy Square Mixed Use development. The review criteria are Central City Fundamental Guidelines, River District Design Guidelines and 33.510.210 E.4. Bonus Height Option for Housing. (Guideline Checksheets are included with this memo).

Design Review Approval is requested for a new full block, 150' high, 10 story development with 2 east-west oriented towers and a central private courtyard on the 2nd level. 2 levels of below grade parking accessed from NW 14th Street are proposed. Program includes GF: Retail; levels 2-4: Office; and levels 5-10: Residential. Three modifications are requested- Height, Bike parking spaces and Loading Standards.

OUTSTANDING BUREAU CONCERNS:

- PBOT does not support approval and recommends:
 - Garage access from NW Kearney Street
 - 1 Standard A loading space, and 1 modified space that is 25' x 10' x 11.5'.
 - 1' dedication along NW Lovejoy Street.
- **Life-Safety Division does not support approval :**
 - Exterior courtyard stairways now allowed as a means of egress for high rise buildings.

OUTSTANDING DESIGN CONCERNS

The applicant elected not to pursue a Design Advise Request despite staff's repeated advice over the course of a year. The proposal is not successful in its fundamental massing and orientation, and major issues are as below:

- 1. Massing and Orientation:** A north-south tower orientation with the length of the towers located along NW 14th and NW 13th Avenue would provide a consistent urban edge along NW 13th Avenue, the main spine for the Pearl District neighborhood. The re-oriented east tower should be stepped down to respond to the lower scale of this street and the neighboring NW 13th Avenue Historic District. Doing so would better meet the approval criteria for the requested 30' residential height bonus. A similar condition was a successful feature and justification for the additional height of the south tower of the recently approved Block 136, immediately SE of the site. This would also be consistent with PBOT's direction to access the garage from NW Kearney street.
- 2. Phasing:** The south tower is proposed to be constructed first in response to existing building lease arrangements and is driving the proposed E-W tower orientation, rather than the site context. (Refer to

drawing C.20A & C21.a). More information is also needed in order to review each phase for code compliance and site conditions including remaining conditions and demolition.

3. **Central Courtyard:** The central courtyard as proposed is a private, gated space located on the second floor. However, an at-grade publicly accessible courtyard should be provided as a public amenity, especially since the development is requesting a 30' residential height bonus. As stated above in #1, a similar condition was a successful feature and justification for the additional height of the south tower of the recently approved Block 136, immediately SE of the site. At-grade courtyards and pedestrian streets are also common typologies for this neighborhood. The design and articulation of the courtyard should create a welcoming, high quality space that helps to preserve existing views. Currently, the design includes a cut out with a terrace looking in to the garage driveway on the east. This is not appropriate and the cut out should be capped to extend the terrace to the street frontage, so as to provide more useable courtyard space and better activate the street. A N-S tower orientation as discussed above would provide south sunlight in to the courtyard, which is currently very limited given the proposed east - west orientation. A N-S orientation would also better relate, and should be designed to provide public connection and amenities associated with the streetcar station on NW Lovejoy Street.
4. **External Stairwell.** Each tower features an exposed egress stair, enclosed by a metal mesh, within the central private courtyard space that leads up to the amenity terraces on the roofs. These exterior exit stairs are envisioned as artistic elements and are meant to reflect historic fire escapes. However, the design of the stairways, as proposed, does not achieve this intent and does not reflect the historic or industrial character of the district. Furthermore, external stairwells for high rise buildings do not comply with the Building Code and would not be allowed as stated by the Life-Safety Section of BDS. The courtyard would however be an ideal space for providing contextually relevant art and alternative artwork is strongly encouraged.
5. **Ground Floor Articulation along NW 13th and NW 14th Avenue:** The design of the ground floor facade should better relate to the loading dock along NW 13th Avenue, and also provide a better design response to the historic Marshall Wells building across NW 14th Avenue. This could be achieved by providing contextually designed garage doors, canopies, storefront systems and exterior detailing. This is discussed in greater detail in the staff report.
6. **Street Trees:** The proposal shows fewer street trees than required by the Tree Code. Urban Forestry requires one street tree be planted or retained for each full increment of 25 linear feet with 6 trees along NW 13th & NW 14th, and 7 trees along NW Lovejoy Street. The number and location of street trees are determined at the time of public works permit, and there is some flexibility depending on below grade utilities. The applicant is strongly encouraged to maintain at least the existing number of trees, especially along Lovejoy, so as to maintain the existing level of public amenity on such an important transit and pedestrian street.
7. **Rooftop:** The proposal is requesting a modification to the maximum height of the building to allow amenity rooms on the roof top. This prohibited by code and is therefore not approvable. The modification requests for the rooftop enclosures for mechanical, stairwell and cooling towers can only be evaluated once a revised design is submitted that does not include the amenity rooms.
8. **Loading Dock Uplights.** Recessed uplights are proposed in the floor of the loading dock. This seems awkward given the public use and seating proposed in this space and is atypical for all the River District docks. Refer to drawing C.42, Exhibit C.21.

PUBLIC COMMENT

The following written responses were received regarding the proposal:

1. David Dysert, Planning & Transportation Co-Chair, Pearl Neighborhood Association, 10/10/2017: responded with concerns regarding the proposed height along NW 13th Avenue, phasing and courtyard orientation. They also expressed a strong preference for a property line adjustment on the west side of the block, narrowing the right turn lane on 14th Avenue, and garage entrance from 14th Avenue. Refer to attached Exhibit F2 for more details.
2. Gorge View, 821 NW 11th Avenue, Portland, Oregon; 10/9/2017; responded with objections to the proposed three modifications and asked that the loading standards and a 75 feet height limit be enforced.

STAFF RECOMMENDATION

Until the concerns and items identified above are resolved, Staff is not able to support the Design Review, Height Exception Modification, Loading Standards Modification and Residential Bonus Height, and therefore must recommend denial at this time

Please contact me with any questions or concerns.

Attachments:

1. Central City Fundamental Guidelines, River District Design Guidelines Checksheet
2. Staff Report and Recommendation to the Design Commission
3. Drawing Set
4. Letter from David Dysert, PDNA
5. Letter from Gorge View

CENTRAL CITY FDG (2003) + RIVER DISTRICT DG (2008)		PROJECT NAME:		CASE NUMBER	
DATE		PROJECT ARCHITECT:		PROJECT VALUE \$	
A: PORTLAND PERSONALITY		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
A1: Integrate the River		+	<i>GF active use, roof terraces + eco roof; stormwater planters; bike parking</i>		
	<i>A1-1: Link the River to the Community</i>	+			
A2: Emphasize Portland Themes		+	<i>GF active use, roof terraces + eco roof; stormwater planters; bike parking</i>		
A3: Respect the Portland Block Structures		+ / -	<i>Full block devpt. ; N-S tower orientation preferable</i>		
	<i>A3-1: Provide Convenient Pedestrian Linkages</i>	-	<i>At grade N-S courtyard linked to street car station.</i>		
A4: Use Unifying Elements		+ / -	<i>simple design, strong base, retail dock, active GF, simple material palette</i>		
A5: Enhance, Embellish & Identify Areas		-	<i>massing, orientation, phasing, courtyard, stairwell, E-W GF articulation</i>		
	<i>A5-1: Reinforce Special Areas</i>	-			
	<i>A5-1-1: Reinforce the Identity of the Pearl District Neighborhood</i>	-	<i>massing, orientation, phasing, courtyard, stairwell, E-W GF articulation</i>		
	<i>A5-3: Incorporate Water Features</i>	+	<i>Roof terraces + eco roof; stormwater planters; bike parking</i>		
	<i>A5-4: Integrate Works of Art</i>	-	<i>At-grade courtyard would be an ideal area.</i>		
A6: Re-use, Rehabilitate, Restore Buildings		+	<i>Non contributing building being demolished</i>		
A7: Establish and Maintain a Sense of Urban Enclosure		-	<i>Does not support strong urban enclosure along NW 13th & NW 14th.</i>		
A8: Contribute to a Vibrant Streetscape		+ / -	<i>Active GF, needs better E-W retail dock articulation</i>		

		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
	<i>A8-1: Design Fences, Walls, and Gateways to be Seen Over</i>	+ / -	<i>Raised loading deck provide. At-grade courtyard is a stronger response.</i>		
A9: Strengthen Gateways		+ / -			
	<i>A9-1: Provide a Distinct Sense of Entry and Exit</i>		<i>Not Applicable</i>		
B: PEDESTRIAN EMPHASIS		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
B1: Reinforce and Enhance the Pedestrian System		+ / -	<i>Simple design, strong base, retail dock, active GF. Needs better dock articulation</i>		
	<i>B1-1: Provide Human Scale to Buildings Along Walkways</i>	+ / -	<i>At-grade courtyard is needed</i>		
B2: Protect the Pedestrian		+ / -	<i>More canopies and trees</i>		
B3: Bridge Pedestrian Obstacles		+ / -	<i>Build to River District Standards. More street trees required to meet code.</i>		
B4: Provide Stopping and Viewing Places		+ / -	<i>Strong transparent base, retail dock, active GF. Needs better dock articulation</i>		
B5: Make Plazas, Parks & Open Space Successful		-	<i>Better courtyard design and orientation</i>		
B6: Develop Weather Protection		+ / -	<i>More canopies and trees</i>		
B7: Integrate Barrier-Free Design		+	<i>Build to River District Standards</i>		

C: PROJECT DESIGN		STAFF		COMMISSION	
		+ / -	Comments	+ / -	Comments
C1: Enhance View Opportunities		+	<i>roof terraces</i>		
	<i>C1-1: Increase River View Opportunities</i>	+			
C2: Promote Permanence & Quality in Design		+ / -	<i>Simple material palette; Need more information</i>		
C3: Respect Architectural Integrity			<i>Not Applicable</i>		
	<i>C3-1: Integrate Parking</i>	+	<i>Internalized and wrapped with retail</i>		
C4: Complement the Context of Existing Buildings		+ / -	<i>Simple form and palette. Massing and Orientation needs revision. Dock articulation needs better relationship to building.</i>		
C5: Design for Coherency		+	<i>simple design, strong base, retail dock, active GF, simple material palette</i>		
C6: Develop Transitions Between Buildings & Public Spaces		+ / -	<i>Loading Dock; Better articulation+ more information reqd</i>		
C7: Design Corners that Build Active Intersections		+	<i>Recessed, loading dock, and retail activated corners</i>		
C8: Differentiate the Sidewalk Level of Buildings		+ / -	<i>Tall, transparent GF. More information on details needed</i>		
C9: Develop Flexible Sidewalk Level Spaces		+ / -	<i>Loading Dock; Better articulation+ more information reqd</i>		
	<i>C9-1: Reduce the Impact of Residential Unit Garages on Pedestrians</i>		<i>Not Applicable</i>		
C11: Integrate Roofs and Use Rooftops		+ / -	<i>Height Mod for amenity areas prohibited.</i>		
C12: Integrate Exterior Lighting		+ / -	<i>Lighting in floor of dock inappropriate</i>		