



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

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## MEMORANDUM

**Date:** July 31, 2015  
**To:** Portland Design Commission  
**From:** Jeff Mitchem, Development Review  
503-823-7011  
**Re:** 15-148912 DAR – 1400 NW Raleigh Mixed Use  
Design Advice Request Commission Memo  
Commission Hearing Date – August 6, 2015 (DAR#1 – June 4, 2015)

### Overview

Attached, please find a drawing set and a CCFDG Cheat Sheet for the Design Advice Request for a five (wood) over two (concrete) mixed use project on a ¾ block site (29,400SF) with frontage on NW 14<sup>th</sup> Ave (200'), NW Raleigh St (200'), NW 15<sup>th</sup> Ave (100') and NW Quimby St (100').

### Primary Project Components

- **Ground Floor Program.** 10 Townhomes (mezzanines + stoops), biker room (1,200SF), lobby (1,500SF), retail (900SF).
- **Upper Level Program.** 112 apartment units (28/floor x 4 floors), 25,957GSF/level, average unit size – 828SF.
- **Parking.** Long-term Bikes – 231. Autos – 93 (.63 ratio) partially underground accessed via both NW Quimby and NW 15<sup>th</sup> Ave
- **Loading** – Two Std B required/provided.
- **Height.** Allowed – unlimited. Proposed – 71' top-of-parapet.
- **FAR.** Allowed – 5:1 base, 7:1 w/ bonus (205,800SF). Proposed – approx 6:1 (172,330SF)
- **Zoning** – Exd, Central Employment with a Design Overlay.

### Context

The site occupies three quarters of a block bound by NW Quimby and NW Raleigh Streets and NW14<sup>th</sup> and NW 15<sup>th</sup> Avenues in the North Pearl subarea of the River District which is itself a subdistrict of the Central City Plan District. The North Pearl District plan area was adopted in November 2008 and focuses on the creation of a pleasing and dynamic urban form, a mix of complementary land uses, creation of community-serving amenities, and providing a range of housing opportunities for the growing diversity of household types in the Pearl District. Northwest Naito Parkway is located to the east, the I-405 freeway is to the west, and the Fremont Bridge is to the north of the site. The property is currently developed with a single story warehouse building that will be demolished for this project.

The surrounding area is also zoned EXd and is developed with a mix of single story warehouse buildings, some of which house older industrial uses plus some more recently converted to design and production spaces, as well as new multi-story housing developments. All abutting streets are designated as Local Service Walkways. NW Raleigh and 14<sup>th</sup> are both designated as City Bikeways. The site lies within the Northwest Triangle Pedestrian District.

**Potential Modifications/Adjustments** (estimate based on preliminary drawing set)

**Modification #1**

**Ground Floor Window (33.140.230) – NW 15<sup>th</sup> Ave**

**Required:** 50% Wall Length, 25% Wall Area

**Proposed:** 30% Wall Length; 25% Wall Area (meets)

**Modification #2**

**Ground Floor Active Use (33.510.225) – NW 15<sup>th</sup> Ave**

**Required:** 50% Wall Length

**Proposed:** 40% Wall Length

**Design Advice Topics**

Below, staff has identified topics for inclusion in the DAR discussion. Please refer to the attached CCFDG Cheat Sheet for a summary of cited guidelines.

**General Comments**

- **Design Parti.** The DAR drawing set conveys the project's basic design parti and reasoning behind the composition of the building facades as pattern-derived from industry (rail circulation) and infrastructure (bridge pilings) and not germane to district character and/or existing built context (masonry).
- **Massing, Scale and Form.** The five-over-one building is uniformly massed with a recessed upper floor accommodating private decks (3'-6" deep) and a 1,500 SF amenity space. The scale and form of the proposed building, especially at the NW 14<sup>th</sup> Ave frontage appears flat and out of character considering North Pearl District punched masonry context.
- **Building Typology.** The shifting of materials vertically (brick-metal-brick), window details (minimally recessed white vinyl), lack of balconies and flat elevations render a building that appears typologically unconvincing as a residential product type.
- **Parking Entry.** Despite Design Commission direction at the first DAR and Staff's subsequent advice, the applicant is still proposing two (2) garage entries, one on NW 15<sup>th</sup> Ave and one on NW Quimby St. The Applicant's justification for this approach (pp 18-19 of DAR drawing set) is identified as "PDNA desire" and "PBOT support". Staff conversations with both PDNA and PBOT indicate otherwise.
- **Materials.** Exterior cladding reflects a diverse array of texture and color (4 types of metal and 3 colors of brick), which is contrary to the simpler and more masonry-based buildings that predominate the North Pearl District.
- **Live-Work Railing.** Staff advises that the tube steel railing at the raised live-work dock be replaced with cable railing.
- **Vents and Louvers.** Though preliminary drawings do not depict, integration with building skin/window systems will be required.
- **Mechanical.** Though preliminary drawings do not depict, design integration with building facades and/or rooftop treatment.

**Guidelines to Consider**

- **Enhance, Embellish, Identify Areas (A5).** Preliminary drawings depict brick as a primary ground floor cladding material and as a secondary upper story cladding material (top floor only). Recently approved buildings in the vicinity are clad entirely in brick. Staff advises that the building be clad entirely in brick or comparable quality material.

- **Ground Floor Active Uses (A8).** In response to DAR comments, the ground floor program includes more active uses – live/work (instead of townhomes), bike lounge (instead of bike parking), expanded lobby/lounge.
- **Quality & Permanence (C2).** Preliminary drawings depict metal panel as a primary cladding material for upper stories. Staff advises the necessity for well-detailed drawings, concealed fastening and backed.
- **Pedestrian Protection (B2)/ Parking Garage Access (C3-1).** Two garage door entries, one along the NW 15<sup>th</sup> Ave frontage and another along the NW Quimby St frontage is contrary to Design Commission/Staff comments.
- **Coherency (C5).** Preliminary elevation studies indicate a variety of distinct building cladding materials and colors – brick veneer (three colors), metal panel (4 types) and white vinyl windows. Staff advises this material palette be simplified and that the disparate building elements be better integrated within a more coherent overall building composition.
- **Active Corners (C7).** In response to DAR comments, the building's corners (3) are programmed with residential more active use – expanded lobby/lounge (SE corner), bike lounge (NW corner) and retail (NE corner.)

The review standards are the Central City Plan District (Chapter 33.510) and North Pearl Subarea. The approval criteria are the Central City Fundamental and River District Design Guidelines (tabular summaries of which are attached to this memo). Please contact me with any questions or concerns – 503.823.7011 | [jeffrey.mitchem@portlandoregon.gov](mailto:jeffrey.mitchem@portlandoregon.gov).

Attachments: Central City Fundamental and River District Design Guidelines **Cheat Sheet**