

From: Joan Frederiksen
To: [Ballew, Cassie](#)
Subject: LU 17- 144195 DZ -appeal testimony
Date: Thursday, February 15, 2018 12:53:12 PM
Attachments: [attachment 1.pdf](#)

Hi Cassie, Please accept these initial additional testimony comments. Let me know if there are any questions.

Many sincere thanks!

Dear commissioners -

Thank you for your time and consideration in this review.

The following requested conditions of approval or changes (supported by the narrative below) are needed to meet the 33.284.050.A-D approval criteria or the development standards of 33.410 that impact the design of the building:

- Condition/require: Relocate the northern turn around area and two-story roll-up gate away from the adjacent residential uses - making it either internal to the building or along SE Powell. - building design, 33.284.050.A and 33.410.040.B.2
- Condition/require: The building height be reduced to two stories within 100 feet of the northern property lines. building design, 33.284.050.A
- Condition/require: Relocation of the driveway southward so that it minimizes the impacts of the proposal on residential uses and also does not interfere with access to the residential uses across the street. 33.284.050.A
- Require: More breaks and setbacks, glazing that helps underscore and balance the features that break the bulk up, step downs in massing and bulk and variations to the roofline to help make building more compatible with surrounding commercial and residential development. 33.284.050.A
- Condition: Stub-outs for electricity and heating/cooling must be provided to the incubator space as well as restroom access whether through an internal access (to restrooms, etc) to main building or plumbing stub-outs within the space itself. - building design
- Condition: Storage facility business hours of operation will be limited to 7 am to 10 p.m. in order to meet off-site impacts standards and help development be more compatible with surrounding uses. Applicant shall provide contact information for parties in charge of after- hours site maintenance and operations issues. - 33.410.080
- Condition: A right turn only sign must be provided and maintained for egress at the SE 62nd Ave driveway. - 33.410.080
- Condition: promotional materials and website instructions on directions should describe way-finding from SE Powell rather than 62nd to reduce off-site impacts. - 33.410.080
- Condition: Site must be addressed as SE Powell, rather than SE 62nd (to discourage access from local street) to reduce off-site impacts. - 33.410.080
- Require detailed operations plan to clarify how the gates and roll up doors can or will be operated during employee on-site hrs and after there is no employee on site. - 33.410.080
- Condition: Large growing evergreen and coniferous trees should be used throughout the landscaping plan.33.284.050.D

To meet 33.284.050 A, this very large building should be designed to be more compatible with the surrounding and adjacent residential development. One simple way to do this is by stepping down the building bulk to two stories within 100 feet of the surrounding residential property lines. A smaller building form adjacent to the three residential lots would help the large coverage structure be more compatible with the surrounding single family residential development. They are allowed up to 45' of height and could choose to use that height along Powell.

The criteria/guidelines also require the building design consider the zone and the other commercial development. There are some other large-ish sites along Powell but this is the only commercially zoned one that is 250 feet deep and intrudes into the residential zone area over a hundred feet more than the next smallest which is only 150 feet deep. (This is why it probably has the buffer overlay zoning as well.) This is to say that this additional depth and size already make it different from the smaller rhythm of storefronts and properties along SE Powell. Making it critical that the building design break the building massing up to better relate to the surrounding commercial development pattern and to de-accentuate the 270-foot monolithic building front (and rear). More breaks and setbacks, glazing that helps underscore those mass breaking features, step downs in massing and bulk and variations to the roofline would help move the design in the right direction. (Please accept my very crude attempt at bottom to represent some ideas graphically.)

Staff shared with you and I urge you to look again at the example on SE 82nd and Brooklyn approved last year as it does a better job in it's use of varied glazing and materials to break up a four story facade.

Regarding the street frontages, a building design that has a truly viable /leaseable space on SE Powell is also a critical measure to the building being compatible with the surrounding commercial uses as well as meeting one of the stated purposes for the regulations, that of avoiding creation of an overly inactive large development in commercial areas.

As you all know well, building design is not simply a matter of facade and materials. It includes the placement and scale of a building, and features like entrances, active spaces, vehicular circulation areas, etc. The criteria broadly require that buildings be designed to be compatible with the surrounding development, including the residential development.

At least one access or egress point should be along SE Powell to make the building design and use compatible with surrounding development. Responses to date from both ODOT and PBOT have been clear that they prefer access and egress from SE 62nd, but there is nothing in the record that states they would prohibit a driveway along Powell nor reuse of one of the existing driveways. Please consider ways that a driveway along Powell would help the building design be more compatible with both surrounding commercial and residential development.

The building design is also not compatible with the residential areas as long as the sole driveway to the site is located across the street from residential uses. At a minimum that driveway should be moved southward so as to no intersect/overlap with the residential uses across the street and their sole auto access point. In addition the egress driveway should be signed as right-turn-only, to attempt to reduce truck traffic through the neighborhood.

While staff worked diligently to guide the applicants towards improvements in their proposal there was no response on the part of the applicants building design to consider the

requirements of being compatible with “surrounding development, especially near residential areas.” There are no building design elements proposed to address this requirements. The proposal seeks to address 33.284.050.A by only addressing facade and material concerns.

If this was not about the mass, shape, and placement/orientation of the building and how it works - is compatible - with the surrounding commercial and residential properties then why would criteria 050.A be there, as 050.C would handle the concerns about a varied and pleasant facade.

Lastly, but of importance, the approval criteria do not say allow to maximize the development and by the way try to make it compatible. They say design the building to be compatible.

The applicants have speculated on being able to achieve a certain square footage and program. They did not speculate on the base zone standards which would make their expectations of achieving this size and scale reasonable. They speculated on a *discretionary review* that requires designing with the particulars of the site/ context and adjacent residential in mind. Something that they have not done in relation to building design.

Unlike in other zoning code approval criteria where the code specifically states consideration of allowed uses or standards these criteria/guidelines do not tie consideration of appropriate design solutions to allowed base zone standards. For example in the environment review criteria it considers proposed development that is “consistent with allowing those uses generally permitted or allowed in the base zone without a land use review;”.

Thank you again for your consideration on my points above as well as your ongoing work and time on behalf of the city. Also please receive my commendation to staff for their work and effort on this proposal. This an anomaly of a use on an anomaly of a site on a key commercial corridor with residential uses that will be impacted. Please help us make it as good as it can be.

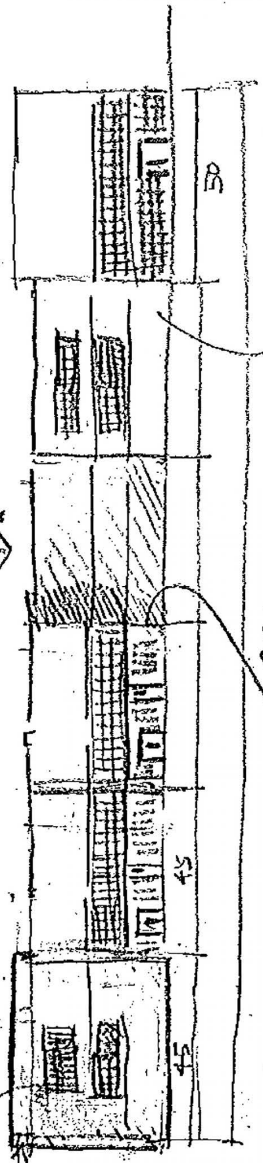
Sincerely,
Joan Frederiksen
3202 SE 62nd Ave.

So meeting like this?

abstract mural!

recessed 15' (more towards center & impact on feeling of mass)

taller parapet to match other corner?

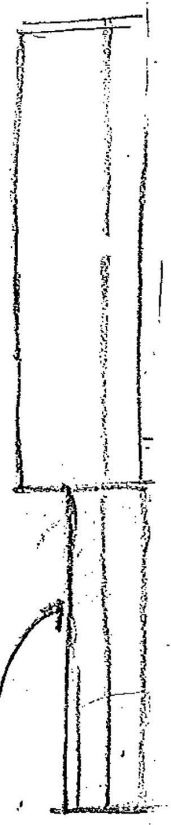


more balanced glazing and entrances

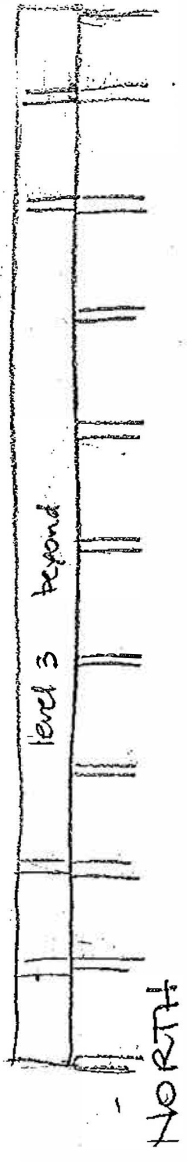
27'4" put windows around this corner

SOUTH

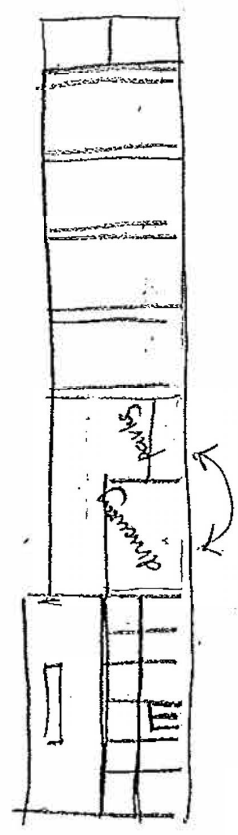
STEP DOWN



WEST



NORTH



EAST