



City of Portland Design Commission

DAR MEMO

Date: September 10, 2018
To: Portland Design Commission
From: Jill DeCoursey, Land Use Services
503.823.7314 | jill.decoursey@portlandoregon.gov
Bureau of Development Services | Portland, Oregon
Re: EA 18-216723 DA – 1431 N Church Street
Design Advice Request Commission Memo – September 20, 2018 Meeting Date

Attached is a drawing set for the Design Advice Request (DAR) for the above referenced concept proposal. The applicable criteria will be the Community Design Guidelines (cheat sheet included with this memo). Please contact me with any questions or concerns.

I. REVIEW TYPE

This project will be a **Type II** administrative review, with appeals to the Design Commission.

II. PROGRAM OVERVIEW

The concept proposal is for a 7-story, 89,000 square foot mixed-use development at the intersection of North Interstate Avenue and North Church Street. The proposal will include 6 levels of apartments (130 residential units) above retail, residential amenity space, and parking (22 spaces) at the ground level. Building materials include cementitious shingles and metal panel. The proposal includes a potential Modification for bike rack spacing, a potential Adjustment for loading, and a potential Design Exception to the Oriel Window Standard.

III. DEVELOPMENT TEAM BIO

Architect	Lucy O'Sullivan Works Progress Architecture Portland, OR
Developer	Paul Del Vecchio Ethos Development Portland, OR
Project Valuation	Unknown

IV. RECOMMENDED DAR TOPICS

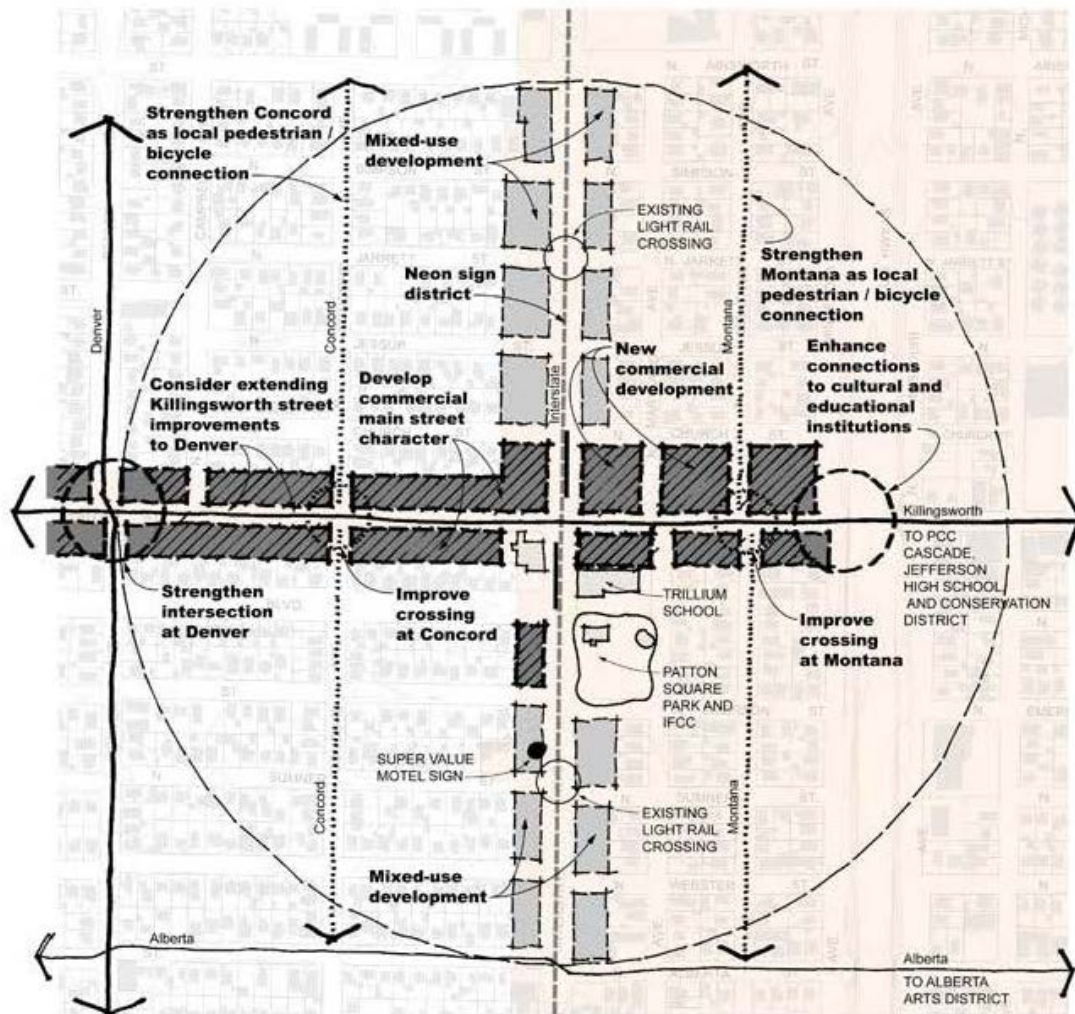
Staff supports the overall scale and program of the proposal. High density residential development is appropriate for this zone and for this site adjacent to a MAX station. That said, staff has concerns with elements of the proposal outlined below. Staff advise you consider the following among your discussion items on September 20th:

CONTEXT

1. **Massing.** The existing neighborhood context is varied, with predominantly single-family homes to the north and east of the site, and mid-scale commercial and residential development along North Interstate Avenue to the west and North Killingsworth Street one block to the south. The project site fronts three streets, each with a distinct character. North Interstate is a major transit corridor that has been identified for significant future development, while North

Maryland to the east has a quieter residential character. North Church Street separates the site from a four-story mixed-use building to the south. The current proposal does little to distinguish between street frontages, apart from programming at the ground floor. Given the existing site context, and the project's location within the North Interstate Corridor Plan Area:

- a. The building's massing should better respond to its surrounding context.
- b. The project should also respond to the envisioned future context of the North Interstate Corridor Plan. (See Killingsworth Station Area Concept Plan below).
- c. The project site is adjacent to the Killingsworth MAX station. The proposal should do more to respond to this site condition.
- d. The project proposes large oriel projections on the west, south, and east sides of the building. Rather than overhanging the public realm, this area could be gained on-site with changes to the massing. Oriels could be appropriate on North Interstate, a significant City transit corridor.



Killingsworth Station – Station Area Concepts from the North Interstate Corridor Plan

2. **Parking.** The proposal includes 22 partially covered parking spaces at the ground floor. No parking is required on site due to the project's inclusionary housing and proximity to transit. As

currently proposed the parking area runs the full width of the site and is screened from North Interstate with a 13' fence, creating approximately 44' of inactive area along the public sidewalk. Given the project's location on North Interstate Avenue adjacent to a MAX station:

- a. Parking should be sensitively incorporated without compromising the pedestrian and transit-oriented planning goals along North Interstate. Active uses should abut North Interstate for its entire length.

PUBLIC REALM

3. **Ground Floor Organization.** The current ground floor proposal includes parking and a mix of retail, residential, residential amenity, and back of house spaces. The current arrangement of these spaces lacks coherency and appears inefficient. This lack of coherency extends outwards to the ground floor elevations. The ground floor organization should be improved for a better pedestrian and user experience and a better façade organization. Consider the following discussion topics related to the ground floor:

- a. **Active Uses:** Close to half of the North Interstate frontage and most of the North Maryland frontage is inactive at the ground level. The project should balance active and inactive programming needs without compromising the pedestrian experience of the site and the long-range planning goals for the area. Active uses should be extended along North Interstate. Back of house areas should be internalized to the maximum extent possible.
- b. **Ground Floor Residential:** One residential unit is currently proposed at the southeast corner of the ground floor. As proposed, this unit is isolated and poorly buffered from the public-right-of-way. Ground floor residential could be a successful addition to the public realm. Adding additional units along North Maryland could improve the proposal.
- c. **Café Courtyard:** The Café Courtyard appears to blend private and public uses. It is covered but unconditioned and serves as a seating area and a connection point between several different program areas. Given this complicated program, additional design consideration is necessary to ensure the space is pleasant to occupy and to walk by and is functional.
- d. **Outdoor Areas:** The current proposal does not meet its required outdoor area requirement of 15% and a Modification request is required. The criteria for a Modification request are that the purpose statement is met, and the design guidelines are better met. These two criteria are not yet met.

QUALITY & PERMANENCE

4. **Exterior materials.** The proposed cladding material is primarily cementitious shingle with corrugated metal as a secondary material. Shingles are an unusual material for a building of this scale.
 - a. Shingle may not be an appropriate material given the scale of this proposal. Additional design consideration should be given to the relationship between the fine-grained texture of the shingles and the larger mass of the building.

V. FUTURE APPROVAL CRITERIA: *Community Design Guidelines*

See attached Cheatsheet.