



# City of Portland Design Commission

## Design Advice Request

### SUMMARY MEMO

**Mailed:** August 26, 2019  
**Date:** August 22, 2019  
**To:** Mark Atteridge, Mortenson Construction  
**From:** Tim Heron, Design Review  
53-823-7726, tim.heron@portlandoregon.gov  
**Re:** EA 19-176793 DA – Everett Hotel, 234 NW 14<sup>th</sup> Avenue  
Design Advice Request Commission Summary Memo – August 8, 2019

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Following, is a summary of the comments provided by the Design Commission at the **August 8, 2019** Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings. To review those recordings, please visit: <http://efiles.portlandoregon.gov/record/11686822>.

These Design Commission comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on **August 8, 2019**. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

Design Advice Requests are not intended to substitute for other Code-required land use or legislative procedures. Please keep in mind that the formal Type 3 land use review process [which includes a land use review application, public notification and a Final Decision] must be followed once the Design Advice Request meetings are complete, if formal approval for specific elements of your project is desired.

Please continue to coordinate with me as you prepare your Type 3 Land Use Review Application.

*Encl:*  
Summary Memo

*Cc:* Design Commission  
Respondents

### **Commissioners Present.**

Vice Chair Rodriguez, Commissioner Vallaster, Commissioner McCarter, Commissioner Robinson, Commissioner Molinar. Absent: Chair Livingston, Commissioner Santner.

### **Executive Summary.**

1. A flat-skinned metal building is a non-starter. An heavy steel member building with a simplified industrial aesthetic, as shown in the precedents provided, would be contextually appropriate.
2. Work early with the Portland Bureau of Transportation [PBOT], specifically on a) the proposed reduction to required Loading, and b) the design of the NW 14<sup>th</sup> and Everett intersection as this has immediate impacts to ground level approval criteria and likely additional setbacks at the ground level frontage and corner.

**Summary of Comments.** Following is a general summary of Commission comments by design tenet. Please refer to the attached Community Design Guidelines matrix for a summary of the concept's response to future approval criteria.

## **CONTEXT / QUALITY & PERMANENCE**

1. **Emerging NW 14<sup>th</sup> Avenue and Existing 13<sup>th</sup> Avenue Historic District Context.**
2. **Building Form and Articulation.**

- The Commission agreed that a flat-skinned metal panel building proposed at the meeting is a non-starter.
  - Commissioners noted that the flatness of the building – also referencing the flatness of expression in the materials provided ten days prior to the hearing – is not a contextual response to the area.
- The majority of Commission agreed that a metal material can work, however, the detailing is critical and cannot be a flat-skinned metal building in order to meet approval criteria.
  - Heavy steel members as shown in the precedent images would be an appropriate response, such as the precedent image provided of 10 Bond Street in New York.
  - The simple buildings of the past in this area have a large degree of richness of their material use.
  - Avoid using faux-wood print on metal; be authentic to the material.
  - Avoid using shiny metal finishes and be thoughtful in your color palette.
- While a metal building could be found approvable in the surrounding masonry building context, considerably more depth of detail [windows and skin], façade sculpting, development of the base, middle and top, and setbacks are critical for this project to meet the approval criteria.
- The current design has too many moves; too many pieces moving in too many directions. Simplify the design.
  - One Commissioner referenced The Avenue Lofts as having a clarity in its design: clean and clear and coherent. The current proposal is lost with all the moves, colors, textures and coplanar expression.
  - Mixing metal and masonry adds to the complexity of the design as proposed.

- Commissioners again reinforced precedent image of 10 Bond Street in New York as being clear and effective.
- The proposed height of 125'-130' and the tall floor to ceiling gridded windows work well with the surrounding context.
- Commissioners noted the emerging context is heavy gridded buildings in the primary material massing. Maintaining the gridded windows and improving the industrial aesthetic would be moving in the right direction.
- The expression of pilasters on the structural bays needs to read much more prominently.
  - As shown at the meeting and in the drawings, the mechanical reads stronger than the structural bay.
  - Commissioners noted that what's happening between those big windows is what matters. More emphasis on the structural bay needed.
- Regarding the base of the building:
  - It is reading out of proportion and too low; more design development is needed here. At a minimum, include the second floor of the building in the base expression.
  - PBOT's wide radius design of the sidewalk corner creates a very narrow condition at the building corner. An additional setback of the building may be necessary to create more breathing room for pedestrians at this intersection.
  - The canopy thickness is also contributing to the low reading of the base of the building, contributing the weak base of the building. Develop a taller, light canopy design that works well with the redesigned taller building base proportion.
- Regarding the body of the building:
  - A majority of Commissioners also agreed that a 5<sup>th</sup>, 6<sup>th</sup>, or 7<sup>th</sup> floor setback of the building mass would better respond to the context of the area.
  - However, were the design to greatly improve its response to the base, middle and top proportions and detailing, a larger scale massing shift mid-body would not be necessary.
- Regarding the top of the building:
  - Commissioners commented that the top two floors should be expressed more prominently, including how they wrap and complete the top of the end walls.
  - This expression of the top could be stepped back, as shown the precedent image of Pearl West in Portland and 10 Bond Street in New York, or more traditionally with an outward projection of a detailed top such as Crane Lofts and Irving Street Lofts in Portland.
  - Commissioners also noted that an elaborate treatment of the building top is not necessary if the body of the building is more cleanly & clearly detailed utilizing a metal system.
- The window system needs more depth in its reveal – 2" is not enough. A deeper setback is critical while maintaining the gridded window patterning.

### 3. **End walls.**

- Commission agreed that the Casey Condominium end-walls are a good example to follow.

- Develop the end walls with windows and street facing materials, not necessarily like the street facades, but much more developed than shown at the meeting or in the prepared drawings.
- The east facing façade end walls should allow views to river to the east; more windows are needed here for daylight opportunities.
- Commission expressed concern that the end wall treatment was too symmetrical.
- One Commissioner expressed concern that the flat metal panel was problematic due to the high visibility of these end walls, as well as facing south and east, would reveal a poorly detailed oil-canning.
- Commission also suggested further break down of the corners with setbacks and additional windows.
- Commissioners agreed that a more developed façade expression is necessary for the east façade over the south, however both still have a responsibility for high-design detailing and street-facing materials to wrap the ends wall.
  - Commissioners recommended that the south façade, while can be more “lenient” in its design than the east, should develop the expression of the top two floors to complete the corner condition of this “gateway” into the Central City.

## **PUBLIC REALM**

### **4. Height of Ground Floor, Main Entrance and Corner Sidewalk Condition.**

- The majority of the Commission supported the 15' floor to floor measurement provided the clearance at the first floor level was a minimum of 14'.
- Critical concerns were raised regarding the sidewalk radius at NW 14<sup>th</sup> Avenue and NW Everett Street having a possible 6' maximum clearance from the building corner.
  - Coordinate with PBOT as soon as possible to confirm this condition is critical as it will impact the setback of the building from the street in order to meet approval criteria.
- The main entrance for the hotel should be pulled away from the corner, perhaps located mid-block.
  - Continue to explore other design options along NW Everett Street given the high volume intersection – both cars and people – at the NW 14<sup>th</sup> Avenue and NW Everett Street corner.
- Bathroom frontage along NW 14<sup>th</sup> Avenue is a non-starter. Bathrooms must be internal to the building, and Active Uses along the street frontages.
- Bike parking will need to be provided and should be programmed onto the ground floor as soon as possible given the limited area of the 1/4 -block footprint.
- Develop more places to stop and rest along NW Everett Street.
  - Additional recesses at the ground floor plane should be considered, particularly along NW Everett Street.
  - The nature of this hotel use will demand additional sidewalk area for queuing and drop-off that is not well accommodated by the 12' sidewalk corridor being provided for a right-of-way along this busy pedestrian and vehicular street.

### **5. Loading and hotel drop off.**



- Commission encourages the applicant to work early with PBOT to develop approvable alternative to the loading, valet, and corner sidewalk design before submitting for a Land Use Review.
- PBOT has significant concerns of any vehicular access along NW 14<sup>th</sup> Avenue, which will compound loading and hotel valet aspects should these be consolidated along NW Everett Street. NW Everett Street is a Transit Access Street, a Central City Walkway, and in a Pedestrian District and the building must respond to the intensity of pedestrian and vehicular activity along this frontage.

### Exhibit List

- A. Applicant's Submittals
  1. June 11, 2019 Submittal
  2. July 23, 2019 revised Submittal
- B. Zoning Map
- C. Drawings
  1. Cover Sheet Rendering [attached]
  2. Location Map & Project Data
  3. Aerial Site Plan [attached]
  4. Zoning Summary
  5. Zoning Summary
  6. Site Photos
  7. Three Block Study
  8. Site Context Photos
  9. Site Context Photos
  10. Site Context Photos
  11. Site Context Photos
  12. Site Context Photos
  13. Ground Floor Plan Concept Diagram
  14. Portland Quarter Block Hotel Precedents
  15. Concept Diagrams
  16. Concept Diagrams
  17. Hotel Ground Level Floor Plan [attached]
  18. Hotel Level 2 Floor Plan
  19. Hotel Levels 3-12 Typical Floor Plan
  20. Hotel Level 13 Floor Plan
  21. Hotel Penthouse Level/ Roof Plan
  22. Hotel Building Section
  23. Hotel NW Everett Street (North) Elevation
  24. Hotel NW 14th Avenue (West) Elevation
  25. Hotel South & East Elevations
  26. End Elevation Design
  27. 3d Exterior Design Studies
  28. 3d Exterior Design Studies
  29. 3d Exterior Design Studies
  30. 3d Exterior Design Studies
  31. 3d Exterior Design Studies
  32. 3d Exterior Design Studies
  33. 3d Exterior Design Studies
  34. 3d Exterior Design Studies

35. 3d Exterior Design Studies

36. 3d Exterior Design Studies

D. Notification

1. Posting instructions sent to applicant
2. Posting notice as sent to applicant
3. Applicant's statement certifying posting
4. General information on DAR process included with e-mailed posting/notice

E. Service Bureau Comments

1. Portland Bureau of Transportation 8-2-19

F. Public Testimony

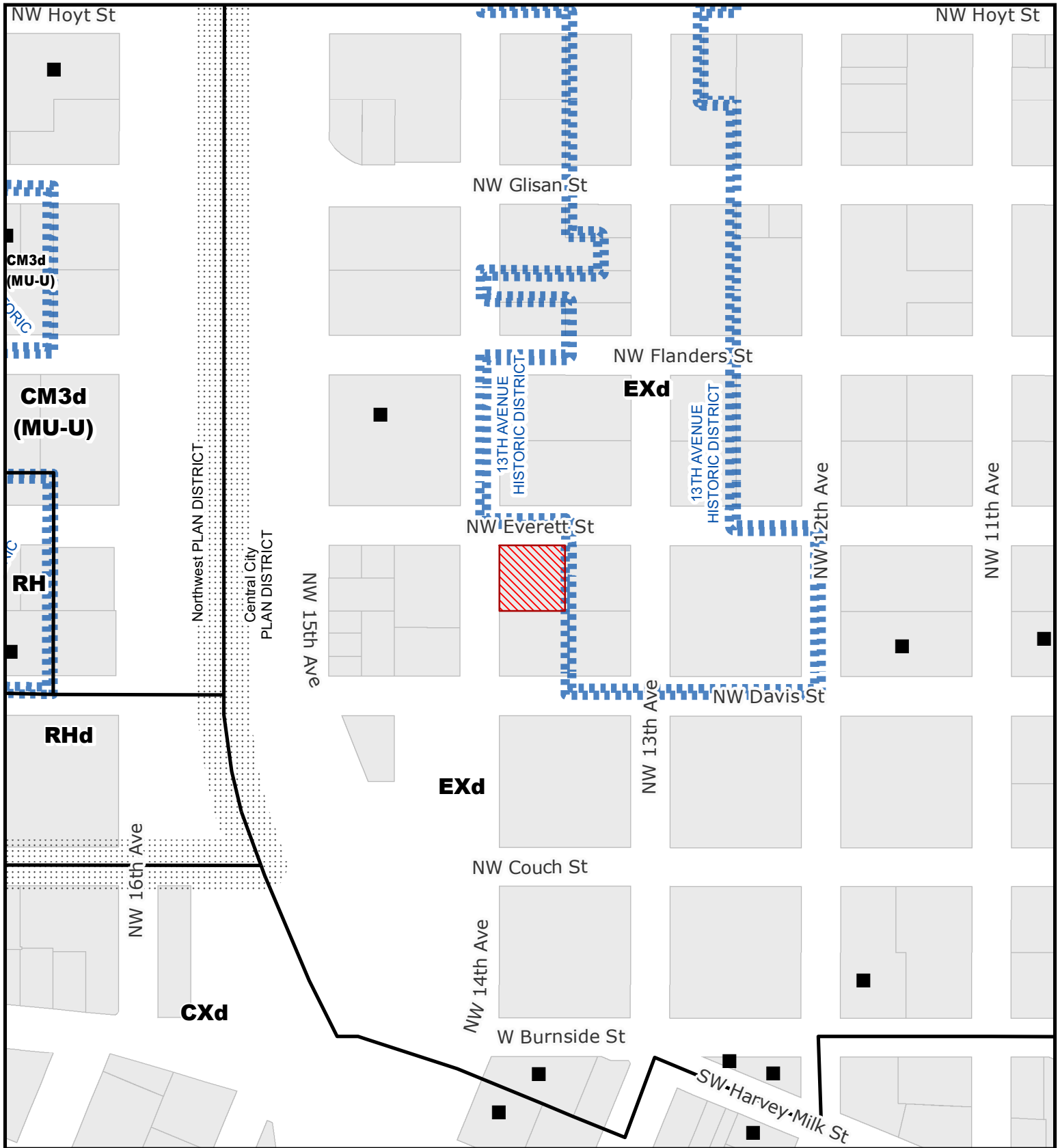
1. August 8, 2019 Patricia Cliff
2. August 8, 2019 Glenn Traeger

G. Other

1. Application form
2. July 29, 2019 Design Commission Memo and Attachments

H. Hearing May 11, 2017

1. Staff PPT Presentation
2. Testimony Sheet



# ZONING



THIS SITE LIES WITHIN THE:  
CENTRAL CITY PLAN DISTRICT  
PEARL SUBDISTRICT



Site



Historic Landmark

File No.	EA 19-176793 DA
1/4 Section	3028
Scale	1 inch = 200 feet
State ID	1N1E33DA 3400
Exhibit	B Jun 13, 2019



EA 19.176793 DA

FILE COPY

# AUGUST 8, 2019 DESIGN COMMISSION



## EVERETT HOTEL

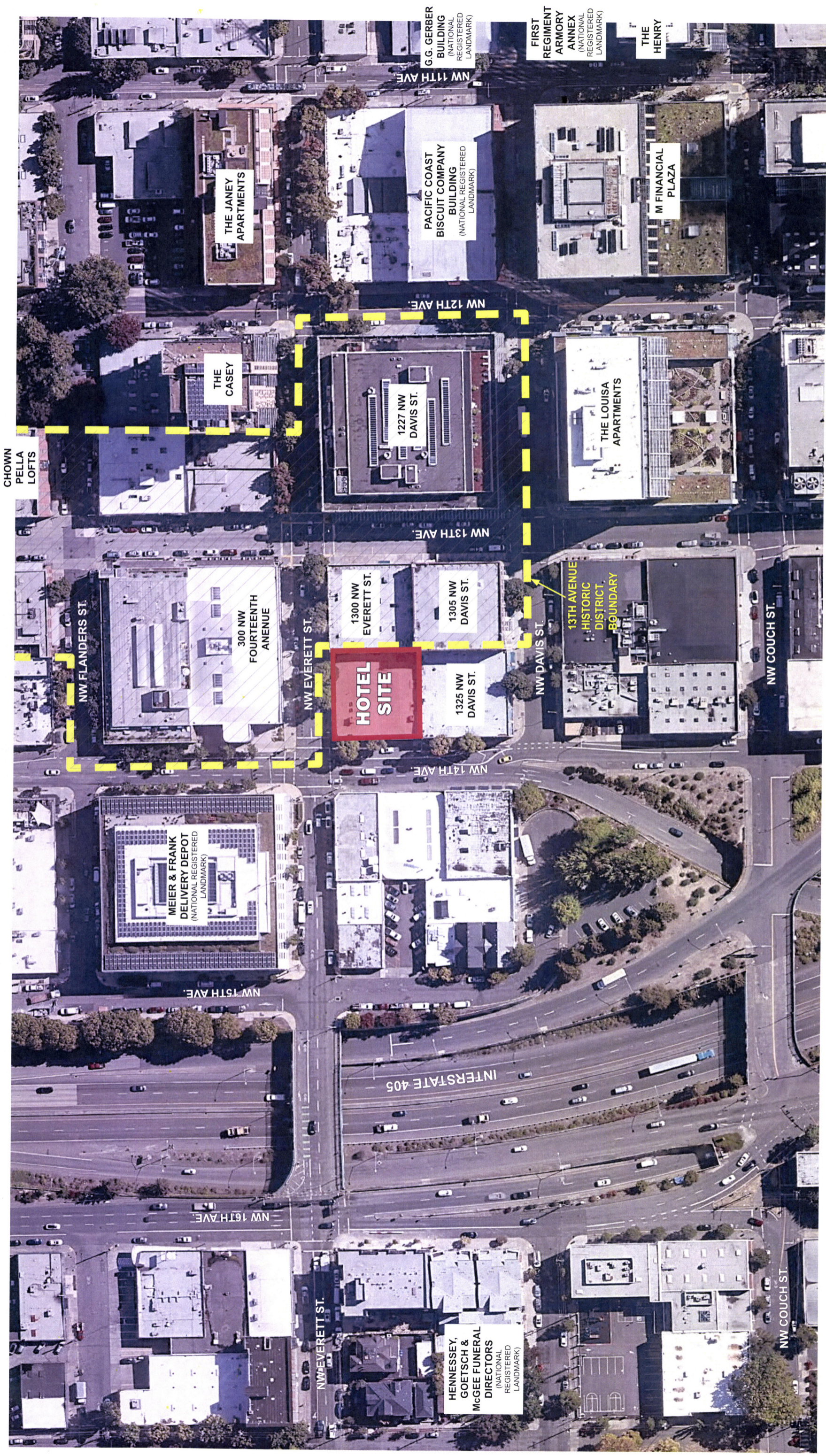
### DESIGN ADVICE REQUEST #1

July 22, 2019

Public Meeting Date: August 8, 2019

EXH.C.1

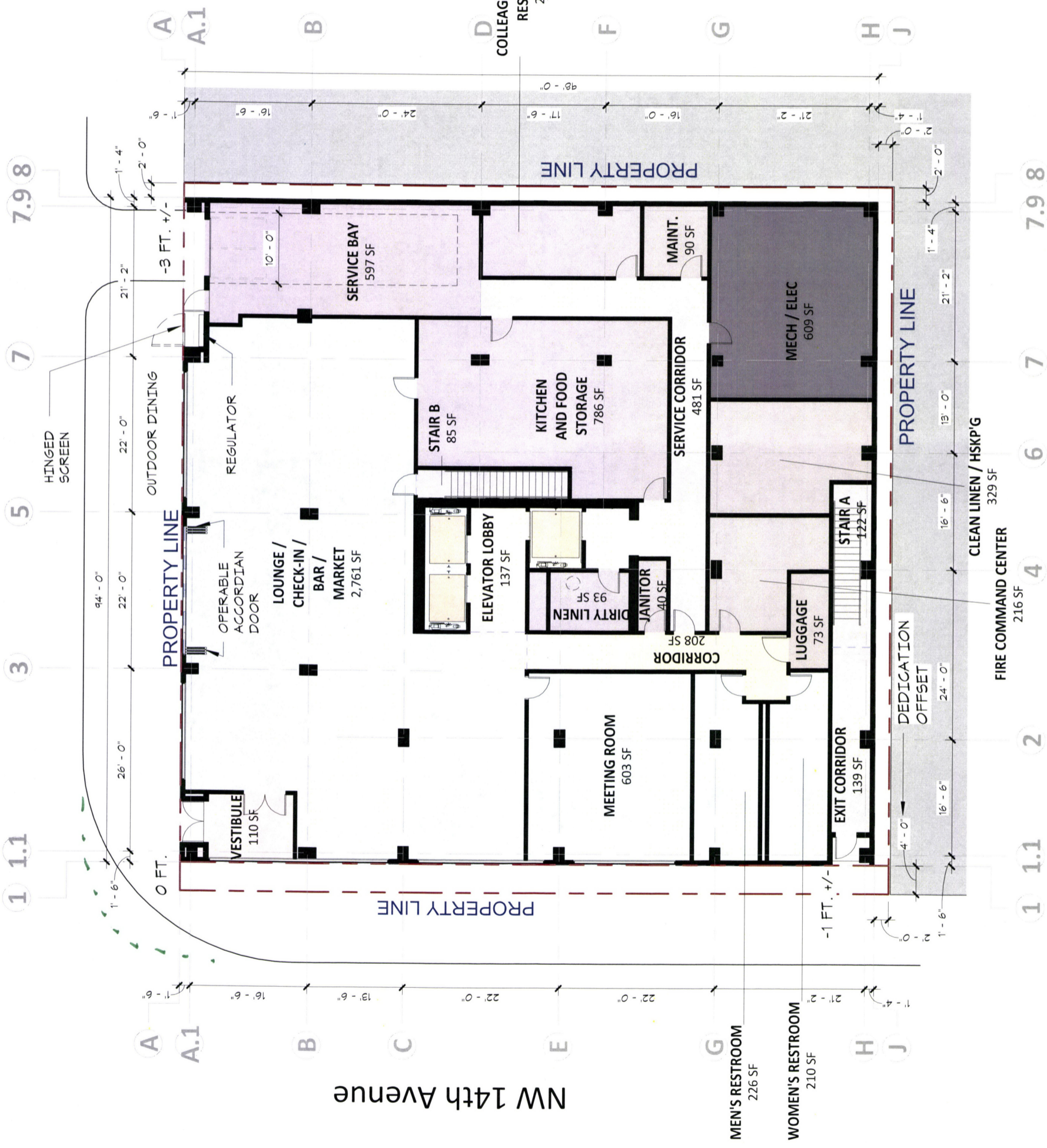






NW Everett Street

AREA SCHEDULE - GROSS BUILDING		
Level	Area	
LEVEL 1	9,120 SF	
LEVEL 2	7,954 SF	
LEVEL 3	7,954 SF	
LEVEL 4	7,954 SF	
LEVEL 5	7,954 SF	
LEVEL 6	7,954 SF	
LEVEL 7	7,954 SF	
LEVEL 8	7,954 SF	
LEVEL 9	7,954 SF	
LEVEL 10	7,954 SF	
LEVEL 11	7,954 SF	
LEVEL 12	7,954 SF	
LEVEL 13	7,954 SF	
ROOF LEVEL	1,233 SF	
	105,800 SF	



**Department Legend**

- BOH
- BOH CIRC
- CIRCULATION
- CORE
- MECH / ELEC
- PUBLIC



July 22, 2019  
EXHIBIT 17

EVERETT HOTEL

GROUND LEVEL FLOOR PLAN