



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

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Design Advice Request

DISCUSSION MEMO

Date: April 29, 2020
To: Portland Design Commission
From: Grace Jeffreys, Design and Historic Resource Review
503-823-7840 | grace.jeffreys@portlandoregon.gov
Re: EA 20-116599 – 3000 SE Powell, Design Advice Request Memo

This memo is for the Design Advice Request for new residential development at 3000 SE Powell Boulevard. In lieu of a public meeting, the applicant has provided a digital presentation of the project, the public will email comments to Staff directly, and the Commission will provide written feedback in the attached approval criteria matrix. Staff will then compile Commission and public comments in a written summary to the applicant.

Please review the applicant's presentation (and reference the submitted drawings), and also the information below and in the attached matrix of preliminary responses to the approval criteria. All relevant documents and drawings can be viewed via the link under the case number at the HLC agenda found at <https://www.portlandoregon.gov/bds/article/588140>.

Please provide your feedback in the attached matrix under the "Commission" column (preferred) or in a separate document by May 20th via email to me. Contact me with any questions.

- I. **SITE & PROGRAM OVERVIEW.** This project was before the Commission twice under a previous DAR, EA 19-143851 DA (May 16, 2019 and July 11, 2019, Summary notes attached). Since those DARs, the site has significantly increased in size with the addition of two parcels to the south.

The approximately 105,200SF site is split-zoned:

- CM2d with frontages on SE Powell to the north and undeveloped SE 30th to the west.
- CE in the middle with no current frontages.
- R2.5 to the south with frontage on SE 31st to the east.

The revised program includes:

- 5-stories of affordable housing with approximately 210 units.
- A new multi-use path connecting SE Powell at the north to SE 31st at the south.
- Surface parking for approximately 31 vehicles accessed from SE 31st.
- Loading accessed from SE Powell.

Three (3) potential Modification reviews for Commission feedback:

- Maximum Building Height (33.130.210). To allow the part of the building that overlaps the CE zone 10 additional feet in height, from 45 feet to 55 feet. See notes under CONTEXT below.
- Maximum Building Setbacks (33.130.215.C.1). To allow the SE 30th facade to be setback more than the maximum 10 feet for 50% of its length allowed.
- Maximum Transit Street Main Entrance Setback (33.130.242). To allow the main entrance facing SE Powell to be setback 85 feet, 25 feet more than the 60 feet maximum allowed.

One (1) potential Adjustment review, for which the applicant will need to work with the Portland Bureau of Transportation (PBOT):

- Loading Standards (33.266.310). To allow a loading space in the SE 30th ROW.

II. DEVELOPMENT TEAM BIO

Architect	Dave Otte HOLST Architecture
Owner's Representative	Julie Livingston Home Forward
Project Valuation	\$ 41,600,000

III. **FUTURE DESIGN REVIEW APPROVAL CRITERIA:** The Community Design Guidelines (see attached matrix). Other approval criteria may apply if Modifications (Section 33.825.040) or Adjustments (Section 33.805.040) to development standards are requested.

IV. **ZONING COMPLIANCE:** Relevant development standards include:

CM2 and CE zones (33.130):

- Floor Area Ratio, FAR (33.130.205). The FAR is 2.5:1 for both the CM2 and CE zones.
- Height (33.130.210). The base heights are 45' for both the CM2 and CE zones.
- Step-down height (33.130.210.B.2). Both zones require a step-down in height from R zones.
- Bonus height (33.130.210.B.3). The base height limits can be increased, however, when a bonus option is used to increase the base height, the step-down height limits do not increase.
- Floor Area and Height Bonus Options (33.130.212). Per Table 130-3, Summary of Bonus FAR and Height:
 - Maximum FAR with bonus. Bonus FAR of up to a total 4:1 can be earned in the CM2 and CE zones.
 - Maximum height with bonus.
 - CM2d zone. A height of 55 ft. overall maximum is allowed here with bonuses.
 - CE zone. The height limit remains 45 ft. **In the CE zone at the south, a modification would be required to increase height from 45' to 55'. See notes under Section VI below.**
- Special Street Setbacks (PZC 33.288). There is a Special Street Setback requirement of minimum 10' along SE Powell, per Ordinance 148449. **Along with the Maximum Setback, noted below, these two standards require that at least 50% of the SE Powell facade is exactly 10 feet from the street lot line, and the remainder can be further than this.**
- Maximum building setbacks (33.130.215.C). At least 50% of the length of the ground level street-facing facade of the building must meet the maximum setback standard of 10 feet. **On SE 30th, a modification is requested to allow setbacks over 10' for more than 50% of the street frontage. See notes under Section VI below.**
- Transit Street Main Entrance Maximum Setback (33.130.242). Along SE Powell, for portions of a building within the maximum building setback, at least one main entrance to a multi-dwelling structure must meet the standards of this section. The main entrance to a multi-dwelling structure must face a courtyard at least 15 feet in width and be within 60 feet of the transit street. **On SE Powell, a modification is requested to increase setback from 60' to 85'. See notes under Section VI below.**

- Ground Floor Windows (33.130.230) Applies to street-facing facades, 20' or closer to a street lot line, which includes any dedicated pedestrian paths.

Parking and Loading (33.266)

- On-site Locations and Size of Vehicle Areas (33.266.230.C). There are limitations to the location of on-site vehicle areas depending on zone, site size and frontage types per Table 266-3. Because this site has three frontages, the surface vehicle areas are allowed between the building and one local service street at SE 31st.
- Bicycle Parking (33.266.210). This project is one of those specifically listed in Ordinance 189785, which allows 18 specific affordable housing projects receiving Portland Housing Bureau funding commitments, to use the bicycle parking requirements that were in place in prior to March 2, 2020.
- Loading (33.266.310.C.1.c). One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.
On SE 30th, an adjustment is requested to allow loading in the SE 30th ROW.

R2.5 Zone (33.110)

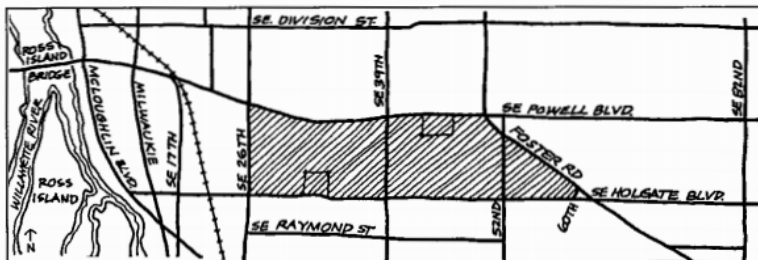
- Base Height (33.110.215). The base height is 35' for the R2.5 zone.

V. SITE ANALYSIS

1. **Policy.** The following summarizes key policy context as it applies to the subject site.

a. Kenilworth Neighborhood Plan (1998), Inner Neighborhoods Pattern Area.

Redevelopment of sites fronting SE Powell are encouraged to strengthen the north edge of the neighborhood with pedestrian-friendly commercial and residential development, and landscaping that encourages pedestrian movement.



Creston Kenilworth neighborhood boundaries

b. Powell-Division Transit & Development Project (adopted July 2016)

Within the Powell-Division Transit & Development Project, the Powell Boulevard/ Inner Powell area is envisioned to be part of a “vibrant two-mile Civic Corridor segment with Main street hubs providing local services”. The proposed new multi-use path (MUP) will provide a connection to SE Francis Street to the south to support nearby crossing improvements at SE 31st.



2. Streets – TSP Designations.

- Pedestrian District: No
- SE Powell: Major Transit Priority and Major City Traffic Street, City Bikeway and Walkway.
- SE 30th and SE 31st: Local Service Street for all modes.

3. Topography. There is a slope of about 6-7 feet down towards the south, with a substantial drop of about 10 feet towards the west of the site which will be vacated to extend SE 30th.

4. Built. The site was developed with surface parking and a recently demolished building at the northwest corner.

VI. RECOMMENDED DAR TOPICS. Staff advises you to consider the items in the attached approval criteria matrix. An overview of issues is provided below.

CONTEXT / QUALITY & PERMANENCE

1. Context. As mentioned at previous DARs, this is an opportunity to create context. The revised proposal includes the following moves in response:

- An extended “H” shape to create deep landscaped courtyards facing the north and south and beveled wings to break up the longer sides on the east and west (page 25).
- The five-story massing is divided into two parts vertically, with double height to express the top (page 29).
- Additional compositional moves are proposed to add a dynamic expression of movement and eddies (pages 13-17).

2. Connectivity. A new Multi-use Path (MUP) is proposed connecting Powell to the north with St Francis to the south (page 23) to provide much needed neighborhood connectivity (pages 25 and 32).

- Staff notes that at SE 30th and at SE 31st, the path ends before reaching the sidewalks, and users will need to continue their journey through vehicle areas.

3. Exterior Materials. Textured brick concept provided (page 18).

PUBLIC REALM

4. North frontage, SE Powell. Community and bicycle rooms and a deep plaza with the main lobby at the end face this frontage. Parking has been moved to a surface area located to the south making the length of SE Powell available to fully engage pedestrians.

- **A modification is requested to increase the Transit Street Main Entrance setback from 60' to 85'** so the main lobby can be located at the junction of the building forms. However, while there is a need to provide buffer from the heavy vehicle use along Powell, staff has concerns that placing the main entrance so far away reduces the opportunity that a closer entrance and lobby would provide to activate Powell. The Community and Bicycle Room fronting Powell will need to provide strong activation for mitigation.
5. **West frontage, SE 30th.** Community rooms, utility room and units face this frontage.
- **A modification is requested to allow more than 50% of the façade on SE 30th to be setback more than 10 feet.** This modification would allow room for more landscaping and loading access. Staff has some concerns with the utility rooms located on the frontage, however, the community rooms located at the corner may provide opportunity for mitigation, but staff feel more will need to be done, possibly by providing spill out spaces for people rather than vehicles to better activate and mark the entry to the important new multi-use path.
6. **South frontage, SE 31st.** Units and private courtyard face this frontage.
- **A modification is requested to increase the height in the part of the building that overlaps the CE zone from 45 feet to 55 feet.** The majority of the site is zoned CM2d, which allows 55 feet in height; however, the southern tips of the building extend into the CE zone, which limits the height to 45 feet. This modification would allow the project the flexibility to extend the 5-story building mass further south, rather than limiting it to the CM2d zoned lots. Staff supports this approach because this opens room on the CM2d portion of the site for the north and south landscaped courtyards and for the east and west beveled sides which provide greater landscaping opportunities. The impact of this height increase is also mitigated by the building setbacks from the residential zoned sites to the south and to the west.
 - Possible programming has been provided for the outdoor spaces.
 - Landscape layering has been provided to buffer residential units.
7. **East frontage.** Units face this frontage with a Bicycle Room at the corner with Powell.
- The beveled wing provides more room for landscaping at the east lot line, however, note that at previous DARs, the Commission also suggested that “rich frontages with recessed entries, porches, and transition layers” were needed to buffer the adjacent hotel parking.

Attachments: Summary notes from DARs held on 5-16-19 and 7-11-19