

3000 Powell

REFERENCE: EA 19-143851
EA 20-116589
LU 20-210547-DZM AD

TYPE III DESIGN REVIEW

NARRATIVE
December 14, 2020

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HOLST ARCHITECTURE

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I. APPLICATION REQUEST

Applicant: Home Forward + Portland Housing Bureau

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Location: 3000 SE Powell Blvd.

Legal Description: WAVERLEIGH HTS, BLOCK 14, W 40' OF LOT 18, LOT 19
WAVERLEIGH HTS, BLOCK 14, LOT 5-7&18 TL 2202
WAVERLEIGH HTS, BLOCK 14, LOT 2-4 TL 2200
SECTION 12 1S 1E, TL 1700

State ID: 1S1E12CA 2201, 1S1E12CA 2202, 1S1E12CA 2200,
1S1E12CA 1700

Property ID: R605091, R605097, R298802, R328073
Alt #: R885302160, R885301980, R885301950,
R991120330

Site Size: 1.97 Acres (86,061 SF)

Zoning: CM2 d (Commercial Mixed Use 2 w/ Design Overlay)
CE (Commercial Employment)
R2.5 (Residential 2,500)

Plan District: MU-C (Mixed Use - Civic Corridor)

Historic District: N/A

PROPOSAL:

The proposed building is a four-story structure of approximately 137,200 square feet. The building program consists of 206 units of affordable housing including a mixture of studios, one bedroom, two bedroom, and three bedroom units. Ground floor use consists of a mixture of lofted housing units, building lobby, property management offices, and residential and community amenity spaces.

The proposed design of the overall building massing and specific elements takes its cues directly from the unique characteristics of the site and dynamics between the Creston-Kenilworth neighborhood and Powell Blvd. The massing along each façade is broken down by material and building massing reflective of the specific context in which it relates to. The north façade is broken down by carving the building at entry courtyard as to provide relief from the high energy of Powell Blvd. The east and west facades inflect slightly inward as to break down the overall length of the façade as well as provide a buffer for adjacent properties and landscaping side yards. The south façade is the most carved of all elevations as to break the scale of the building down reflective of the transition to residential zoning.

The project includes a mix of materials that relate to the surrounding neighborhood and commercial quality of Powell Blvd. An emphasis on brick articulation provide texture and relief along the facades to emphasizes the ground floor and building entries. Use of fiber cement panels with a playful orientation provide distinction for the upper floors of the building.

PREVIOUS LAND USE HISTORY:

CO 18-125012 Commercial building permit approval to demolish existing building.

CU 95-012497 (LUR 95-00586) Approval of landscape plan and safety plan.

CU 92-009251 (LUR 92-00132) 2 buildings moved from odd fellows site.

LU 75-003496 (CU 097-75) 4,300 Cubic Yard landfill.

CU 097-75 Approval for two years on the following conditions: 6' high sight-obscuring fence to be constructed along the n property line of the E 10' of lot 18 and lots 6 and 7 blk 14 waverleigh. Only earth and concrete debris to be used as fill materials. All other metal/wood debris to be removed from fill. Applicant must obtain a grading permit.

LU 69-029883 (VZ 089-69) Reduce the west front yard, SE 30th Ave from required 10' to zero in order to enlarge the existing restaurant.

II. APPLICABLE DESIGN STANDARDS

Commercial/Mixed Use 2 zone. The Commercial/Mixed Use 2 (CM2) zone is a medium scale zone intended for sites in a variety of centers, along corridors, and in other mixed-use areas that have frequent transit service. The zone allows a wide range and mix of commercial and residential uses, as well as employment uses that have limited off-site impacts. Buildings in this zone will generally be up to four stories tall unless height and floor area bonuses are used, or plan district provisions specify other height limits. Development is intended to be pedestrian-oriented, provide a strong relationship between buildings and sidewalks, and complement the scale of surrounding residentially zoned areas.

33.245 Inclusionary Zoning

Outside Central City and Gateway Plan Districts, affordable dwelling units must be provided per required rates: 8% of units at 60% median income, 15% of units at 80% median income, or calculated method

Proposed: This project proposes 100% on-site affordable dwelling units; therefore this requirement will be met.

33.130.205 Floor Area Ratio

Base: 2.5:1
Bonus: 1.5:1 (Inclusionary housing)
Total Max: 4:1 (344,244 sf)

Proposed: 137,200 sf

33.130.207 Minimum Density

Minimum: CM2d: 1 unit per 1,450 sf of site area (35 units)
CE: N/A

Proposed: 206

33.130.210 Building Height

Allowed: Base: 45'
Bonus: Base +10' (inclusionary housing)
Base +5' (ground floor high ceilings)
Total: 60' (+4' parapet)

Proposed: 58'-2"

ADJUSTMENT REQUESTED FOR CE ZONE. SEE SECTION III

33.130.215 Setbacks

Minimum: At SE Powell Blvd: 10' (for at least 50% of ground floor)
At SE 30th Ave: 0' (for at least 50% of ground floor)

Maximum: At SE Powell Blvd: 20' (for at least 50% of ground floor)
At SE 30th Ave: 10' (for at least 50% of ground floor)

Proposed: At SE Powell Blvd: 62% of façade is within 10' minimum and 20' maximum setback
At SE 30th Ave:
MODIFICATION REQUESTED. SEE SECTION III

33.130.220 Building Coverage

Maximum: At CM2: 100%
At CE: 85%

Proposed: 38% (32,760SF)

33.130.222 Building Length and Façade Articulation

Maximum: 200' for location within 20' of street lot line

Proposed: 182'-5" at Powell Blvd

33.130.225 Landscaped Areas

Minimum: 15% (12,909 SF) of site area (86,061 SF) per at least L1 standards.

Proposed: 69% (59,800 SF); Reference C.29

33.130.227 Trees

Requirements for street trees and for on-site tree preservation, protection, and overall tree density are specified in Title 11. See Chapter 11.50, Trees in Development Situations. See drawing C.29

33.130.228 Required outdoor areas

Required: For sites over 20,000 SF, 48 SF/ dwelling unit (9,888 SF)

Proposed: 14,084 SF; Reference C.4

33.130.230 Windows

Required: 15% at street facing façade
40% at ground floor windows (for façades 20' or closer to a street lot line)

Proposed: Criterion met. See APP.24 – APP.27

33.130.235 Screening

Required: Exterior garbage and recycling collection areas, mechanical equipment located on the ground, and other exterior storage and exterior display

Proposed: Not applicable to this project

33.130.240 Pedestrian standards

The pedestrian standards encourage a safe, attractive, and usable pedestrian circulation system. They ensure direct pedestrian connection between the street and buildings on the site, and between buildings and other activities within the site. On-site pedestrian circulation system must meet all standards of this subsection.

Proposal

Connection between streets and entrances:

All building entries located along SE Powell Blvd and SE 30th Ave are directly connected to adjacent sidewalks. The building entries do not cross driveways or parking / loading areas.

33.130.242 Transit street main entrance

Locating the main entrance to a use on a transit street provides convenient pedestrian access between the use and public sidewalks and transit facilities, and so promotes walking and the use of transit.

Requirement: Be located within 60' of transit street (for multi-dwelling structure)
Face a courtyard at least 15' in width and landscaped to L1 level

Proposal: Reference C.4. Main entrance is within 60' of Powell Blvd, and faces the entry plaza that is larger than 15' in width.

33.130.245 Exterior Display, Storage, and Work Activities

Not applicable to this project.

33.130.250 General Requirements for Small Housing Types

Not applicable to this project.

33.130.255 Trucks and Equipment

Not applicable to this project.

33.130.260 Drive-Through Facilities

Not applicable to this project.

33.130.265 Detached Accessory Structures

Not applicable to this project.

33.130.270 Fences

Not applicable to this project.

33.130.270 Demolition

Demolition on a site that requires a demolition permit is subject to the tree preservation and protection requirements of Title 11, Trees.

33.130.285 Nonconforming Development

Not applicable to this project.

33.130.290 Parking and Loading

See Parking and Loading Standards Chapter 33.266 below.

33.130.292 Street and Pedestrian Connections

Project does not meet the threshold for large site pedestrian connectivity as it is less than 5 acres. Additional requirements for street and pedestrian/bicycle connections are regulated by the Bureau of Transportation. See section 17.88.040, Through Streets, of the Portland City Code.

33.130.295 Signs

The sign regulations are stated in Title 32, Signs and Regulations.

Proposal

Signage will be included as a separate permit. Signs for the building will include a project sign and address signage. However, it is intended to be compatible with the style of the building, scale of signage in the neighborhood and meet all requirements of this section.

33.266.110 Minimum Required Parking Spaces

Per Chapter 33.266.110.D, Exceptions to the minimum number of parking spaces:

Affordable housing exceptions. The minimum number of required parking spaces may be reduced to zero when the applicant demonstrates compliance with the on-site or off-site affordable dwelling unit requirements of Chapter 33.245, Inclusionary Housing, the on-site or off-site affordable dwelling unit requirements of an applicable voluntary inclusionary housing bonus, or the requirements of the deeper housing affordability bonus of Section 33.120.211

Proposed: The proposed design includes 28 parking stalls, including (2) accessible stalls, thus exceeding the minimum standards with affordable housing exception.

33.266.110 Maximum Allowed Parking Spaces

Limiting the number of spaces allowed promotes efficient use of land, enhances urban form, encourages use of alternative modes of transportation, provides for better pedestrian movement, and protects air and water quality.

Tables 266-2 Standard B indicates the maximum number of parking spaces allowed based on use in the CM2 and CE zone. Household: none, except 1.35 per unit on sites that are both in a commercial/mixed use or multi-dwelling zone and close to transit.

Maximum: 1.35/Unit (206) = 278
Provided: 28

33.266.120 Development Standards for Houses, Duplexes, Triplexes, and Fourplexes

Not applicable to this project.

33.266.130 Development Standards for All Other Development

Below, the applicable standards of this section are addressed, individually, as they apply to the parking provided:

Proposal

C.1. Per 266-3 parking areas are not allowed between the portions of the building that complies with the maximum street setback and the transit street or streets in a pedestrian district.

No parking is being proposed adjacent to the transit street. Parking is provided via access from a Right of Way dedication at 31st Ave.

G. Parking Area Setbacks and Landscaping

Perimeter landscaping required at surface parking areas abutting a lot line.

Proposal

ADJUSTMENT REQUESTED. SEE SECTION III

Where the property line bisects the parking lot, we propose to allow for parking space paving in lieu of a 5'-0" wide L2 landscape buffer. Since this portion of the site, between property lines, will be public ROW, the design meets the intent of the zoning code under exception 33.266.130.G.2.b(1) for "shared" parking aisles that straddle a lot line. Landscaping along the multi-use path provides a buffer from the R2.5-zoned site to the south.

Reference C.29 for additional parking area landscaping.

33.266.14 Stacked Parking Areas

Not applicable to this project.

33.266.150 Vehicles in Residential Zones

Not applicable to this project.

33.266.200 Minimum Required Bicycle Parking

Required long term: 1.5 spaces per dwelling unit per table 266-6 Standard A (309)

Provided long term: 309 (50% in unit per 33.266.210.D.4); Reference APP.29 for diagrams

Required short term: 1 per 20 dwelling units (11)

Provided short term: 14; Reference C.5, C.45-46

33.266.310 Loading Standards

Buildings with any amount of net building area in Household Living and with less than 20,000 square feet of floor area in uses other than Household Living must have one loading space meeting Standard A or two loading spaces meeting Standard B when there are more than 100 dwelling units in the building

Proposal

ADJUSTMENT REQUESTED. SEE SECTION III

One Standard A loading space is being provided at 30th Ave. It meets all the dimensional requirements of this section. See LUR package for location. Please reference PBOT alternative review for forward motion proposal.

33.248.020 Landscaping and Screening

B. L2, low screen

Proposal

The parking area contains L2 screening at the southern edge of the Multi-Use path screening the parking area from the R2.5 zone to the south, and L2 screening at the west edge of the parking area screening it from the RM2 zone to the west. east edge of the public alley. See LUR booklet for location. Please reference C.29 Landscape Planting Plan.

H. P1, Parking lot interior landscaping

Proposal

The parking area consists of P1 standard interior landscaping. Please reference C.29 Landscape Planting Plan.

33.248.030 Plant Materials

Ground cover, trees and shrubs shall meet standards of this section.

Proposal

Reference landscape drawings C.27-C.44.

33.248.030 Installation and Maintenance

Installation, maintenance and irrigation shall meet the standards of this section.

Proposal

C.2. Option 2. An irrigation system designed and certified by a licensed landscape architect as part of the landscape plan will be provided.

DESIGN REVIEW OVERLAY – Chapter 33.420

33.420.051 Design Guidelines

Guidelines specific to a design district have been adopted. All other areas within a Design Overlay Zone use the Community Design Guidelines.

Proposal

The project site is not in a design district. See below for proposal on how the project meets the Community Design Guidelines.

DESIGN REVIEW – Chapter 33.825

33.825.025 Review Procedures

The project is not within a community plan district, yet is designated in a design overlay zone. Per Table 825-1, the project meets the threshold for a Type III procedure, including neighborhood contact process.

COMMUNITY DESIGN GUIDELINES

Context

P1: Community Plan Area and Character

Guideline: Enhance the sense of place and identity by incorporating site and building design features that respond to the area’s unique characteristics and traditions.

SE Powell is a unique commercial corridor of various architectural styles and building types. There is no coherent theme or tradition that exists – the historic buildings within the vicinity do not point to one significant historical period of time for this neighborhood. Therefore, the building response is to create context, rather than to respond to it. Form, massing, and materials act to create a cohesive building that responds to site, light, and building program, rather than aesthetics of neighboring structures. Rather than looking to the past for inspiration, the design

sets a new precedent for modern materials and modern form, which creates a new context for future development to respond to.

P2: Historic and Conservation Districts

Guideline: Enhance the identity of historic and conservation districts by incorporating site and building design features that reinforce the area's historic significance. Near historic and conservation districts, use such features to reinforce and complement the historic areas.

This project does not find itself within a historic or conservation district, therefore historicist features would not be appropriate for the project's design

P3: Gateways

Guideline: Develop or strengthen the transitional role of gateways identified in adopted community and neighborhood plans.

There are no gateways identified at or near this site therefore this guideline is not applicable

Public Realm

E1: Pedestrian network

Guideline: Create an efficient, pleasant, and safe network of sidewalks and paths for pedestrians that links destination points and nearby residential areas while visually and physically buffering pedestrians from vehicle areas.

The desire for a pedestrian-friendly experience and connectivity within the neighborhood are major factors in driving the design of this project. SE 30th is currently a dead-end "street" used for parking of the neighboring business, with no connection to SE Francis or SE 31st to the south. This project addresses the site's landlocked nature by creating a pedestrian/bike path that extends along SE 30th at the western edge of the property then transitions the path eastward to SE 31st at the eastern edge of the property. The pedestrian experience along Powell is also being addressed by the entry plaza on the northern edge of the site. A public plaza is located adjacent to the sidewalk as an area for gathering, seating/waiting, and engaging the public

E2: Stopping Places

Guideline: New large-scale projects should provide comfortable places along pedestrian circulation routes where people may stop, visit, meet, and rest.

The public entry plaza along Powell, as well as SE 30th are designed as public spaces that are not just building articulations but rather a spacial amenity. The northern terminus of the Multi-Use path incorporates seating as a zone of pausing and reflecting before engaging with the bustling nature of Powell Blvd. Shade trees also keep people protected from the elements along the northern entry plaza and newly provided pedestrian corridor at the multi-use path. The transition at the southern end of the multi-use path widens in a location to allow for differing velocities of

pedestrian travel. The topography slopes away at that transition zone to the west allowing for view corridors into downtown Portland.

E3: The Sidewalk Level of Buildings

Guideline: Create a sense of enclosure and visual interest to buildings along sidewalks and pedestrian areas by incorporating small scale building design features, creating effective gathering places, and differentiating street level facades.

The massing of the building is carved and broken up through all levels of the building facade which creates visual interest all along the façade, including the ground plane. The front entry plaza in particular is a zone that creates a sense of enclosure and visual interest by the specialty material choices and subtle curving façade details.

E4: Corners that Build Active Intersections

Guideline: Create intersections that are active, unified, and have a clear identity through careful scaling detail and location of buildings, outdoor areas and entrances.

Pedestrian circulation is provided throughout the full perimeter of the building as well as emphasized along the very public nature of Powell Blvd and the multi-use path at 30th Ave. The northernmost corners, where the activity is at its highest, is where the forces of transitioning activity converge. The building responds to the primary convergence at the corner of Powell Blvd and 30th Ave by providing entry into the most public component of the building: the community room. A rhythm of flow and circulation sweeps that energy into the primary entry of the building at the entry plaza along Powell Blvd.

E5: Light, Wind, and Rain

Guideline: Enhance the comfort of pedestrians by locating and designing buildings and outdoor areas to control the adverse effects of sun, shadow, glare, reflection, wind, and rain..

Weather protection is needed at locations of high traffic and to add emphasis at building entries. The project proposes canopies that are integrated into the building façade to become part of the larger composition and integrate a vertical emphasis for entry wayfinding.

Shade trees along the multi-use path create a protection buffer from the summer heat as well as tame the winds along the pathway.

Outdoor Areas

D1: Outdoor Areas

Guideline: When sites are not fully built on, place buildings to create sizable, usable outdoor areas. Design these areas to be accessible, pleasant, and safe. Connect outdoor areas to the circulation system used by pedestrians.

Outdoor areas are carefully designed in this project both for the residents and the public. The SE 30th Ave multi-use path creates connectivity to the neighborhood to the south and is a respite

within the busy and congested SE Powell Blvd. while the public plaza at the northern edge of the site engages the main entry of the building with the energy of Powell Blvd. To the south, a large private courtyard provides residents ample outdoor amenity space including a resident garden, a play area and sport court, and outdoor cooking and dining areas. These spaces are all interconnected via the circulation pathways around the building.

D2: Main Entrances

Guideline: Make the main entrances to houses and buildings prominent, interesting, pedestrian accessible, and transit-oriented.

The entry to the building is located along SE Powell, off an entry plaza that is geared towards the pedestrian experience. The entry plaza is created by a dramatic carving of the façade to evoke natural sense of wayfinding. Landscaping at the public plaza reinforces the opening by softening the experience and drawing pedestrians in by path of least resistance.

D3: Landscape Features

Guideline: Enhance site and building design through appropriate placement, scale, and variety of landscape features.

The landscaping around the entirety of the project has been thoughtfully conceived and developed. The design of the outdoor areas, buffers, and points of entry create different characteristics on the site that create visual interest, shade and enclosure for pedestrian spaces.

Landscape features include new street trees along frontages, a lushly landscaped public plaza along Powell Blvd, thoughtfully scaled landscaping buffers along the east and west side yards that also reinforce the multi-use path to the west.

D4: Parking Areas and Garages

Guideline: Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Parking for the building is located to the south of the site and thoughtfully located away from the civic corridor of Powell Blvd. A landscape zone meeting the L2 requirements provides screening between the surface parking area and the adjacent residential and commercial uses.

D5: Crime Prevention

Guideline: Use site design and building orientation to reduce the likelihood of crime through the design and placement of windows, entries, active ground level uses, and outdoor areas.

Throughout the site, transparency of materials and configuration of massing is employed to create spaces that are engaged with their surroundings. The building has a large amount of glazing on all sides and the building is designed with “eyes on the street” – glazing on the ground floor in active spaces to observe and protect passage into the building as well as have a connection to what’s

going on in the entry plaza. Ample lighting and visibility from residential units above provide additional security to the outdoor residential amenity spaces as well as the parking area.

D6: Architectural Integrity

Guideline: Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

The building is new construction and therefore the guideline is not applicable.

D7 Blending into the Neighborhood

Guideline: Reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings such as building details, massing, proportions, and materials.

The current context of SE Powell and neighboring sites is one of variety and incoherence. There are many different architectural styles from varying time periods which contribute to the architectural landscape. This project responds to its context by creating a massing that meets zoning code standards while articulating the massing on all four building elevations. Rather than creating large walls that run the length of each frontage, the massing is broken up and carved out to reduce the visual impact, and create a playfulness of form rather than a stark and imposing one.

D8: Architectural Integrity

Guideline: Respect the original character of buildings when making modifications that affect the exterior. Make additions compatible in scale, color, details, material proportion, and character with the existing building.

The building is new construction and therefore the guideline is not applicable

D9: Interest, Quality, and Composition

Guideline: All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

The project is designed to be of long-lasting and visually interesting materials: Primary ground floor materials are various brick veneer patterns and bonds creating layered textures and key moments of material transition. Primarily upper floor materials are of high quality fiber cement board panels with 2 primary profiles. The profile and the locations of the break line varies along the facade. These products are long-lasting and, through proper detailing, product applications and standard maintenance procedures, can serve the building for many years

The proposed building's massing along each façade is broken down into visually separate and distinct volumes. The massing breaks horizontally to emphasize the ground floor experience, and vertically at key moments of building entry to create an arrival experience. Further details at the ground floor create a visually compelling narrative for pedestrian activity with curving brick facades in which speak to the larger design concept of natural erosion of a mass from the dynamic forces of circulation currents through the neighborhood.

ISSUES TO CONSIDER

Included as part of the incompleteness letter for LU 20-210547, the following responses have been prepared for items listed under issues to consider:

SE 30th at Powell Activation

From DAR 20-116599 “More activity is needed on 30th along with spill out to activate the multi modal path.” To ensure the building supports active use of SE 30th and the multi-use path, rather than acting as a loading and trash pick-up area, please address the following:

- *Ground floor uses, façade configurations and plaza design. The brick façade wraps full height to provide a front facing SE 30th, but at the ground level this expression breaks down with only one recessed bay at the corner. Provide more recessed bays with active uses behind facing SE 30th to strengthen the “plaza” area as well as signal the start of the multi-use path. Current configuration of the plaza unfortunately widens right in front of the two service rooms, trash and electric, and the laundry room opposite, all of which provide little to activate this “plaza”. Rather than acting as “plaza” this area currently serves as a service corridor.*
- *Bike room. If the bike rooms are moved to the west side of the building with direct access the bike path, the plaza area and the multi-use path will be better activated, and bikers will feed directly onto the new multi-use bike path*

Proposal:

To better activate the ground floor adjacent to the multi-use path, the building program has been reorganized in response to the coordinating use. This was achieved by shifting the massing of the building; resulting in moving the inflection point of the east and west facades farther north. This allows for a more natural entrance location in the façade at the nexus point of the inflection. Additionally, this allows the façade to take on a new character and provide greater active use fronting onto the multi-use path. By relocating a primary bike room to the west side, the active connection has been strengthened by providing direct access to the multi-use path for residents from the bike room.

The community room on the NW corner remains at the same location, however it increases in transparency and size. The entrance to the community room on the at 30th Ave also moved farther north and is now more directly celebrated. Additionally, there is a larger secondary entrance to the community room at the entry plaza. The goal with providing through access to the community room is for activity to spill out onto 30th, and into the entry plaza as well.

Additionally, service areas facing 30th have been greatly reduced, thus creating a larger area of transparency into the building. Necessary entries feature recessed bays with canopies.

MUP

From DAR 20-116599, “If the purpose of the MUP is to celebrate a new connection between Powell and the neighborhood, the ends should more conspicuous to invite the public to use it.”

- *As noted above under Section I, more detailed information is needed for the path. It will be important to show that this path is very conspicuously public and welcoming, especially at the ends, and passers-by will understand its public nature and use.*

Proposal:

The design of the MUP has changed considerably at the terminus at 30th Ave. Previously, the proposed design was to end the MUP at a plaza at the north end in an effort to celebrate that terminus. This however, proved to be unsuccessful due to the overlap of pedestrian and vehicular service. The new proposed design provides a much clearer designation of pedestrian activity separate and protected from vehicular activity. This allows for the pedestrian component to be treated individually from vehicular, allowing for a material celebration of that terminus. This will be identified by a painted surface to clearly highlight and celebrate the entry and terminus to the MUP. Similarly, the southern terminus will incorporate the same material and color identity as the northern, thus distinguishing the MUP from adjacent sidewalks. Reference C.28 for visual diagram.

SE 30th and SE 31st

From DAR 20-116599, “While the mass of building is well sculpted, additional articulation is needed on the two long facades to break them down further. The inflections of the facades on east and west sides create enough room for both landscaping and small patios for the ground floor units, which would be great responses to D1.”

- *Consider creating private outdoor areas for residents in units along these two elevations.*

Proposal:

The east and west facades in the previous DAR submittal relied on the length of the building to create a composition. This large scale overlay necessitated that windows stack. The current proposal uses texture, the detailing of the two materials, and shifting of windows to create visual interest.

The material of the overall facade varies; with key moments highlighted in full height brick. Two scales of fiber cement panel are stacked in horizontal bands on the upper stories. This varies the texture on each facade, and ties back to the concept of horizontal strata. Where the hardie has been chiseled away, a brick in a stratified pattern is revealed.

The windows at the ground floor residential units now incorporate a series of varying sill and head brick detailing; shifting window sizes and elevations. The new detailing creates depth and interest at the human-scale.

Regarding the suggestion for outdoor patios for residents, this is currently not feasible from a safety and security standpoint for property management due to the public nature of the MUP. The outdoor space between the private residence and the public MUP is buffered by creating a landscaping transition. Reference section 6 on C.40

Fiber Cement

The external insulation adds a nice depth to the fenestration and the metal window trims help resolve the detailing at the window recesses. However, further fiber cement detailing is needed:

- *The painted fiber cement lap siding is used in an unusual basket weave manner, which results in many short, cut ends. Please provide detailed information of how these multiple short cut ends will be treated, to ensure cladding is neatly resolved.*

Proposal:

Upon further review, the as-submitted material palette and textural emphases lacked an overall cohesiveness that was implicit in the conceptual diagram. We have revised the proposal to emphasize stratification of materials and texture, thus creating a clearer connection to patterns of erosion.

This in turn affected the overall placement and layout of the fiber cement panels. The proposal has removed the varying orientation of the basket weave and provided a clearer diagram of horizontal stratification. This is accomplished by providing clear breaks in the fiber cement panel where the material transitions from a 6” reveal at the horizontal lap siding, to a 9” reveal at the bevel channel siding. This datum along each elevation emphasizes the horizontality of the material and ties it better to the conceptual diagram that is being accomplished by the brick veneer.

Brick

The interesting use of brick adds depth and texture to the proposal. However, further brick detailing is needed:

- *Provide plan section details at all areas where brick returns showing how the relationship to lap siding is resolved.*
- *It is unclear why the point where the curved areas above the canopies start is proud of the adjacent brick cladding. This appears to be a difficult detail to resolve, and perhaps an unnecessary additive that may muddy the overall concept.*

Proposal:

Requested details have been provided, however the overall conceptual diagram has been revised to better emphasize patterns of erosion. Please reference details on C.18-C.22.

A greater emphasis on material horizontality has been accomplished through the use of brick color and texture. This better relates to the patterns of erosion by highlighting the natural material banding that occurs over time by fluctuation of a “high water mark,” as interpreted through currents of activity. Just as water erosion on earth’s materials often leave a high-water mark, this line of transition between rough and smooth displays the forces of the current, moving along the lower surfaces.

As a material evocative of strength and scale, brick on the ground floor allows us to experiment with how the forces of movement and flow throughout the site might affect the building through the concept of erosion. Chiseled faces of younger material, interpreted as fiber cement on upper floors, are worn away at key moments thus revealing the striated brick beyond. This occurs at areas with the greatest converging forces of current and activity, just as would a bend in a river cause the greatest erosion along its bank uncovering the dense material underneath.

At locations of interruption, the material bends and deforms to respond to the impacts of pressure. This is evident at the location of steel canopies where the material is pushed in by the forces of the retaining material as implied by the curving header above the steel canopies.

III. MODIFICATIONS & ADJUSTMENTS

MODIFICATION #1: SEE APPENDIX 30

33.130.215 Setbacks

Modification to the allowed maximum setback standard from a street lot line. This modification is necessary for the following reasons:

- *A street lot line occurs along 30th Ave. with a façade length of 149'-0". Per requirements, at least 50% of the façade must meet the designated setback requirements. For this façade that length is required to be 74'-6". This project is proposing reducing the length from 74'-6" to 63'-5", for a total difference of 11'-1.*
- *An important feature of the design is to break down the long facades along the east and west elevations of the building. Due to the site orientation, the building naturally forms elongated elevations. One of the ways the building is breaking down the mass is by inflecting the façade inward to create a varied visual sightline, as well as a landscape buffer for the new multi-use path along 30th Ave.*

33.825.040 Approval Criteria

Better meets design guidelines. The resulting development will better meet the applicable design guidelines; and

- *Response: The proposal will better meet the guidelines by allowing for variation in the buildings articulation to occur at a depth in context with its impact. Additionally, the proposal allows for flexibility of circulation at the confluence of the proposed Multi-Use Path and SE 30th Ave.*

Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

- *Response: The purpose of the standard is to “promote streetscapes that are consistent with the desired character of the different commercial/mixed use zones. The setbacks promote buildings close to the sidewalk to reinforce a pedestrian orientation and built-up streetscape.”*

The proposal reinforces the pedestrian orientation through the use of the Multi-Use path, and therefore the building responds by allowing that circulation to impact the physical articulation of the building. Where the MUP terminus occurs, the building is stepped back to allow for that circulation energy to resonate and be celebrated.

ADJUSTMENT #1 SEE APPENDIX 31

33.130.210 Maximum Building Height the CE Zone

Adjustment to the Maximum building height allowed in the CE zone. This Adjustment is necessary for the following reasons:

- *The building site on a site with split zoning, CM2 and CE. Per table 130-2, maximum building height for CM2 is 45' with additional bonuses for a total of 60'. Per table 130-3, the bonus height for CE zone is limited to 45' maximum.*
- *The modified building height would allow for overall continuity and coherency of design. The CE zone is currently bifurcated by a BES sewer easement running east to west along the site creating a barrier to the building footprint. The location of the BES easement is beyond the standard limits for stepdowns to the R2.5 zone to the south.*

33.805.040 Approval Criteria

- ***A: Granting the adjustment will equally or better meet the purpose of the regulation to be modified***

Response: The purpose of the regulation is to create a consistent scale of structure in the CE zone. In this case, the CE zone is abutted by the CM2 zone to the north, and R2.5 zone to the south. In lieu of creating a building mass that encroaches visually on the R2.5 zone to the south, the proposed design would provide an overall cohesive building form by consolidating the mass of the building towards the CM2 zone and away from the R2.5 zone to the south.

- ***B: If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area or if in an OS, C, E, I, or CI zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area***

Response: The proposed design is consistent with the classifications of adjacent streets and character of the area by providing a continuity of form with the component of the proposal located in the CM2 zone and the overall Civic Corridor plan designation (MU-C).

- ***C: If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and***

Response: Base zone description purpose: "The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets."

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. As noted above, the proposal remains consistent with the medium scale of the base zone and emphasizing the civic corridor by providing continuity of building mass towards Powell Blvd.

- ***D: City-designated scenic resources and historic resources are preserved; and***

*City designated scenic resources are identified on the Official Zoning Map with a lower case "s" and historic resources are designated by a large dot or as being within the boundaries of a Historic or Conservation district. * If the site is not considered a City designated scenic resource, this criterion will not apply.*

Response: The site is not considered a City designated scenic resource; therefore, this criterion will not apply.

- ***E: Any impacts resulting from the adjustment are mitigated to the extent practical; and Mitigations should be related to and offset any impacts created by the Adjustment.***

Response: As the proposed adjustment equally or better meets the intent of the regulation, there are no negative externalities that necessitate mitigation.

- ***F: If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or***

*Environmental overlay zones are designated on the Official Zoning Map with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). * If the site is not considered a City designated environmental zone, this criterion will not apply.*

Response: The site is not considered a City designated environmental zone; therefore, this criterion will not apply.

- ***G: Application of the regulation in question would preclude all reasonable economic use of the site; and***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- ***H: Granting the adjustment is the minimum necessary to allow the use of the site; and***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- ***I: Any impacts resulting from the adjustment are mitigated to the extent practical.***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

ADJUSTMENT #2 SEE APPENDIX 32

33.266.310 Loading Standards

Adjustment Requested for a Standard A loading zone off-site in the ROW at 30th Ave:

- *Loading must comply with the setback and perimeter landscaping standards stated in Table 266-8. When parking areas are prohibited or not allowed*

between a building and a street, loading areas are also prohibited or not allowed.

- *Table 266-8 state setback for lot line abutting a street at 5' with L2 landscaping, or 10' with L1 landscaping.*
- *This project proposes providing a Standard A loading space (10'x35') in the ROW at 30th Ave. Please reference forthcoming PBOT alternative review for proposed dead end street at 30th Ave with vehicular turnaround allowing for forward in forward out access.*

33.805.040 Approval Criteria

- ***A: Granting the adjustment will equally or better meet the purpose of the regulation to be modified***

Response: The purpose of the regulation is to create a minimum number of loading spaces for larger uses and development where the regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation function of the abutting right of way.

The proposal builds on a pattern of use on the site where loading currently occurs along 30th Ave for adjacent properties. Additionally, the proposal has set out to mitigate the impact loading would have on the adjacent neighborhood. Building on the feedback received through community response and neighborhood contact, the adjacent neighborhoods have voiced concerns over traffic impact on residential side streets. A primary way to respond to this is to create a standard loading area that does not require access from 31st Ave, and thus consolidates this proposed activity along 30th Ave where the use has precedent.

- ***B: If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area or if in an OS, C, E, I, or CI zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area***

Response: The proposed design remains consistent with the classifications of adjacent streets and character of the area by providing loading at a designated location away from the residential zone, and within current operating use.

- ***C: If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and***

Response: Base zone description purpose: "The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets."

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. The purpose of the proposal is to remain consistent with activity along Powell Blvd and Civic Corridor patterns of use. The alternative to the proposal would be a detriment to the

surrounding neighborhoods by moving undesired activity through residential streets.

- ***D: City-designated scenic resources and historic resources are preserved; and***

*City designated scenic resources are identified on the Official Zoning Map with a lower case “s” and historic resources are designated by a large dot or as being within the boundaries of a Historic or Conservation district. * If the site is not considered a City designated scenic resource, this criterion will not apply.*

Response: The site is not considered a City designated scenic resource; therefore, this criterion will not apply.

- ***E: Any impacts resulting from the adjustment are mitigated to the extent practical; and Mitigations should be related to and offset any impacts created by the Adjustment.***

Response: As the proposed adjustment equally or better meets the intent of the regulation, there are no negative externalities that necessitate mitigation.

- ***F: If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or***

*Environmental overlay zones are designated on the Official Zoning Map with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). * If the site is not considered a City designated environmental zone, this criterion will not apply.*

Response: The site is not considered a City designated environmental zone; therefore, this criterion will not apply.

- ***G: Application of the regulation in question would preclude all reasonable economic use of the site; and***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- ***H: Granting the adjustment is the minimum necessary to allow the use of the site; and***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- ***I: Any impacts resulting from the adjustment are mitigated to the extent practical.***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

ADJUSTMENT #3
SEE APPENDIX 33

33.266.130 Development Standards for All Other Development

Adjustment requested for section 33.266.130.G.2, to provide surface parking in lieu of landscape buffer at lot line:

- *Perimeter landscaping required where surface parking areas abut a lot line.*
- *5' of L2 required for CE zone where lot line abuts a street per Table 266-5.*
- *This project proposes providing surface parking at portion of lot line that abuts public ROW. The multi-use pathway provided opposite the lot line includes 5' of L2 where abutting the R2.5 zoned lot to the south, meeting the intent of the code by buffering the parking area from the adjacent property.*
- *The parking aisle that abuts the lot line meets the exception 33.266.130.G.2.b(1) for shared parking aisles that straddle a lot line.*

33.805.040 Approval Criteria

- ***A: Granting the adjustment will equally or better meet the purpose of the regulation to be modified***

Response: In order to provide access to the site, a new proposed right of way is being dedicated at the southern terminus of the Multi Use Path and SE 31th Ave. This new dedicated right of way will also allow for vehicular access to the CE zone where it would otherwise overlap the R2.5 zone and not be allowed per zoning regulations. Due to the perimeter extents of the R2.5 zone, and the requirement that the right of way must encompass the extent of the remaining R2.5 zone where the activity is to occur, the proposed right of way thus overlaps the parking configuration.

The perimeter of the parking area is landscaped per L2 standards as shown on C.29. The southern edge of the Multi Use path additionally provides the L2 buffer to the R2.5 zone to the south. Therefore, the intent of the of the criteria is met.

- ***B: If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area or if in an OS, C, E, I, or CI zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area***

Response: The proposed design remains consistent with the classifications of adjacent streets and character of the area by providing L2 landscaping at the perimeter of the parking area.

- ***C: If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and***

Response: Base zone description purpose: "The Commercial Employment (CE) zone is a medium-scale zone intended for sites along corridors with a

Neighborhood Collector or higher traffic classification, especially along civic corridors that are also Major Truck Streets or Priority Truck Streets.”

The cumulative effect of the proposed adjustments 1, 2, and 3 remain consistent with the stated overall purpose of the CE base zone. As stated for this adjustment specifically, there is no impact from the approval of this adjustment that would affect the base zone purpose.

- **D: City-designated scenic resources and historic resources are preserved; and**

*City designated scenic resources are identified on the Official Zoning Map with a lower case “s” and historic resources are designated by a large dot or as being within the boundaries of a Historic or Conservation district. * If the site is not considered a City designated scenic resource, this criterion will not apply.*

Response: The site is not considered a City designated scenic resource; therefore, this criterion will not apply.

- **E: Any impacts resulting from the adjustment are mitigated to the extent practical; and Mitigations should be related to and offset any impacts created by the Adjustment.**

Response: As the proposed adjustment equally or better meets the intent of the regulation, there are no negative externalities that necessitate mitigation.

- **F: If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable; or**

*Environmental overlay zones are designated on the Official Zoning Map with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). * If the site is not considered a City designated environmental zone, this criterion will not apply.*

Response: The site is not considered a City designated environmental zone; therefore, this criterion will not apply.

- **G: Application of the regulation in question would preclude all reasonable economic use of the site; and**

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- **H: Granting the adjustment is the minimum necessary to allow the use of the site; and**

Response: Proposal meets items A-F above, therefore this criterion does not apply.

- ***I: Any impacts resulting from the adjustment are mitigated to the extent practical.***

Response: Proposal meets items A-F above, therefore this criterion does not apply.

END