

ARGYLE - LUR TYPE II DESIGN REVIEW

1810-1838 N. Argyle St.
Property ID: R196150, R196149

PROJECT NARRATIVE

Proposed new construction of approximately 290 residential units in an eleven-story building in the Kenton Plan District. The project site includes two parcels totaling 25,000 SF adjacent to the Kenton / North Denver Avenue MAX light rail station. The proposed building will contain approximately 175,000 SF of residences and 10,000 SF of user amenities and bicycle parking. 100% of the units will be offered at 60% Average Median Income (AMI), and are proposed as a mix of two-bedroom, one-bedroom and studio apartments. The site currently contains a four-plex built in 1946 and a 10-unit apartment building from 1949, both of which will be removed. All stormwater to be disposed of on-site through the use of on-site swales and drywells.

The project team is dedicated to the creation of new, permanent affordable housing units that are close to existing high-capacity transit and other urban amenities. The project is receiving OHCS 4% Low-Income Tax Credits, Metro Transit Oriented Development Grant, and Oregon Multifamily Energy Program funding.

The site sits outside of the Kenton Conservation District, and neither of the existing buildings are historic resources or architecturally significant structures. The new building will sit at the corner of two downward-sloping street frontages, N. Argyle Street and N. Fenwick Avenue. To the North is an EG2 industrial area that is below N. Argyle along N. Columbia Boulevard and the Columbia Slough. Across N. Fenwick to the East is a series of multi-dwelling buildings in a RM2 zone. The South and West are zoned CM2, which are currently a pair of single-family homes and a parking lot respectively. Just beyond the parking lot is a light rail station and the Kenton District's main street along Denver Avenue.

The project has been designed to satisfy the tenets set forth in the Portland Citywide Design Guidelines adopted June 2021. The design approaches that were used to meet each guideline are outlined in the Design Review Documents and illustrated with rendered images, drawings, and callouts noting the relevant guideline. Our approach to each guideline is summarized below:

01 Build on the character, local identity, and aspiration of the place:

Community approach:

The Kenton Downtown Plan identifies this site as being a prime location for tall, high-density housing, noting that the sloped topography limits blocked views, reduced privacy and shadows cast on nearby residential lots. Per the plan, this location should "reinforce the potential success of the Denver Avenue businesses by fostering development of additional housing within walking distance," and is considered a "good location" for higher density housing because the site is "close to light rail, the Denver Avenue Business District, and other Kenton neighborhood amenities." This site also acts as a barrier between the industrial area to the north and the conservation district to the south. Each unit is designed to replicate the traditional workforce housing built in the last century; housing that was built quickly and efficiently to provide shelter to those working in the shipyards and industries of the 20th century.

02 Create positive relationships with surroundings:

Building massing approach:

The proposed split bar parti and eroded corners break the building down into smaller masses that relate to the scale of the existing urban fabric from the 20th century. The structure is proposed to be set back 10 feet from the south property line to give some distance to the adjacent conservation district. The entrances are located to direct residents from the inside of the building toward the commercial strip along Denver Avenue and the nearby MAX station.

03 Integrate and enhance on-site features and opportunities to contribute to a location's uniqueness:

Social and cultural significance approach:

The landscaping and massing respond to the existing sloped topography in an interesting way, enhancing the site with sunken courtyards, bridges, planting, and features that evoke the geology and history of the Pacific Northwest.

04 Design the sidewalk level of buildings to be active and human-scaled:

Ground floor height approach:

The entry areas are double-height spaces, with large glazing areas & seating areas, to provide an active, pedestrian-oriented street level.

Multiple entries and windows approach:

Public entry plazas, outdoor common areas and community rooms, are provided at two prominent building corners, with large areas of glazing to increase visibility. Residential units off the street have entrances and balconies inspired by typical brownstone rowhouses that provide additional eyes on the street.

Weather protection approach:

The building entrances and community spaces are set back from the building face, creating a covered area that enhances the comfort of pedestrians and controls the adverse effects of sun, shadow, glare, reflection, wind, and rain.

05 Provide opportunities to pause, sit and interact:

Seating approach:

The perimeter landscaping and entry plazas provide numerous opportunities for seating and resting by utilizing the topographic variation to create integrated stepped benches.

Integrate bicycles approach:

Outdoor bike parking is provided at the entry plazas, with additional bike parking in the basement, to encourage more active modes and increase foot traffic.

Trees and landscaping approach:

Site trees around the project provide shading, while native vegetation buffers the building, creates visual interest, captures stormwater, and promotes tenant well-being.

06 Integrate and minimize the impact of parking and building services:

Utility, trash, and recycling approach:

Trash and recycling are located within an enclosed loading bay, to minimize disturbance to the street and pedestrians. Electrical equipment will also be concealed underground or with a screen.

Stormwater planter approach:

Stormwater planter provided as buffer landscaping and community landscape feature.

Bicycle parking approach:

Bicycle parking is integrated into the basement with direct entrance off the street, and a translucent facade to increase visibility and access for the tenants.

07 Support the comfort, safety, and dignity of residents, workers, and visitors through thoughtful site and building design:

Internal open space approach:

Generous entry plazas and landscaping create a buffer for the residential community and space for socializing. The majority of units have a direct balcony from their unit, as well as rooftop terraces and community spaces.

Solar access approach:

Open roof decks, and south-facing units have abundant solar access, while moveable screens give tenants individual control over shading. The north-facing units have a more open and translucent screen to allow more ambient daylight. High ceilings and stepped retaining wall allow light into the ground floor.

Window and entries approach:

Gym and community spaces look out onto the roof terraces, gardens, and common spaces and units facing the street level help to increase security and visibility.

08 Design for quality, using enduring materials and strategies with a coherent approach:

Unity approach:

The design features a structural rhythm, exterior screen pattern, and materials that create a unified and composed order to the building.

Articulation approach:

Articulation is achieved through openings in the screen and balcony setbacks.

Exterior material application approach:

The perforated exterior screen has a shifted pattern that breaks down the larger mass.

Building openness approach:

The fixed and moveable perforated screen panels create a light, dynamic facade when viewed from various angles, while also offering privacy and shade for the units.

09 Design for resilience, health, & stewardship of the environment, ensure adaptability to climate change & the needs of the city:

Native landscaping + eco-roof approach:

Native landscaping and trees are provided around the perimeter, at entry plazas, in the stormwater planter, and at rooftop areas to shade the site, slow down & absorb stormwater, create habitat & food for pollinators, provide relief to residents, and improve air quality.

Daylight, air, and efficiency approach:

Every unit has large window-walls and access to a shaded private balcony for light and air, and deep overhangs, exterior insulation, heat-pump cooling and a solar-ready roof make the building more efficient and sustainable.

On-site stormwater approach:

Stormwater planter provided at the south landscape buffer to slow stormwater and allow for direct ground infiltration.

Low-carbon construction:

The building will utilize mass-timber Type IV-b construction, which is less wasteful and has a lower embodied carbon footprint.

The proposed design carefully considers each guideline and incorporates feedback from our Design Advice Request meeting on June 3rd, 2021, as well as a meeting with the Kenton Neighborhood Association on July 14th, 2021. We believe that our proposal will contribute to the long-term vitality of the Kenton Neighborhood and provide high-quality, affordable housing to hundreds of residents.

ZONING CODE SUMMARY

Base Zone	RM4d
District	Kenton Plan District
Historic	None
Site	25,000 SF (100 x 250 ft)
Maximum F.A.R.	6:1
Bonus F.A.R.	1:1 Kenton Plan District max bonus w/ Inclusionary Housing
Maximum Floor Area	175,000 SF + parking & ROA
Maximum Height	100 ft (110 ft DHA Bonus)
Street Setbacks	0 ft
Side & Rear Setbacks	10 ft
Max. Building Coverage	85% (21,250 SF)
Req. Landscaping	15% (3,750 SF)
Loading	2 Type B
Req. Outdoor Area	48:1 (e.g. 300 units = 14,400 SF)
Req. Common Area	10% (1,250 SF indoor / 1,250 SF outdoor)
Auto Parking	0
Bicycle Parking	1.5:1 (e.g. 300 units = 450 L.T./ 15 S.T.)



Neighborhood Contact – Certification Statement

The Neighborhood Contact requirement provides a way to learn more about a proposed development before a land use review or building permit is submitted. The applicant must provide documentation with the land use review or building permit application to document that Neighborhood Contact requirements are met. There are three different Neighborhood Contact processes, each requiring slightly different documentation. These requirements are listed below. This form can also be used to satisfy the requirements to submit a signed statement certifying certain requirements related to timelines and note distribution were met.

To complete this form:

1. Check the box that corresponds to the Neighborhood Contact process required.
2. Sign the bottom of this form to verify that timeline and note distribution requirements were met.
3. Submit the listed documentation requirements with the land use review or building permit application to verify other Neighborhood Contact requirements were met.

☐ Neighborhood Contact 1

- A copy of the initial notification email or letter sent to the neighborhood association, district neighborhood coalition, and business association;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
 - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
 - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;

☐ Neighborhood Contact 2

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), and business association(s);
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
- A signed statement certifying that:
 - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
 - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
 - The required meeting was held at least 14 days before applying for the land use review or building permit and at least 14 days after sending the initial notification email or letter and posting the required sign(s); and
 - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

continued on back

☐ Neighborhood Contact 3

- A copy of the initial notification email or letter sent to the neighborhood association(s), district neighborhood coalition(s), business association, and school district;
- A list of email or postal addresses to which the initial notification email or letter was sent;
- A copy of the attendance log that includes attendees' name and address or email address;
- Photograph(s) of the sign(s) installed at the proposed development sites that legibly shows the sign's text;
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 - The initial notification email or letter was sent at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
 - The required sign(s) was posted at least 35 days, but not more than 1 year, before applying for the land use review or building permit;
 - The required meeting request was sent;
 - The neighborhood association either did not reply or declined the request, or that the neighborhood association meeting took place; and
 - Notes from the public meeting were emailed or mailed to the neighborhood association, district neighborhood coalition, business association, school district and any meeting attendees who provided an email or postal address, prior to applying for the land use review or building permit.

By filling out this form, I acknowledge the Neighborhood Contact requirements for the marked option above have been met.

Printed Name: _____ Date: _____

I acknowledge this typed name as my signature

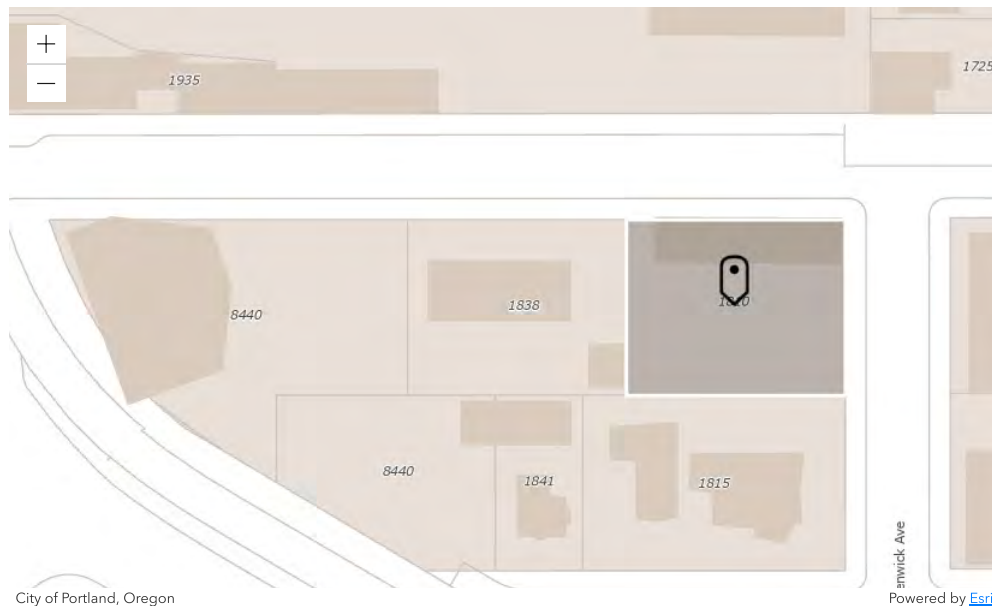
Additional Printed Name: _____ Date: _____

I acknowledge this typed name as my signature

Thanks!

Thank you for submitting the online application for your project. You may print this page for your records. You should also receive an email containing receipt. If you do not, please check your spam and / or junk folders.

Print



Project Location

Property ID: R196150
[Portlandmaps.com](https://portlandmaps.com)
1810 N ARGYLE ST
Portland, OR
97217

Applicant Info

Wright Architecture
info@wright-architecture.com
(503) 206-8380

Project Info

Argyle

Project size	195,000 ft ²
Date submitted	6/8/2021

The proposed redevelopment is on a corner 25,000 SF site at the Northernmost edge of the Kenton Plan District. The proposal includes roughly 290 residential units in a new approximately 195,000 SF, 11-story building. 100% of the units will be offered at 60% Average Median Income (AMI), and are proposed as a mix of two-, one-bedroom and studio apartments. The site currently contains a four-plex built in 1946 and a 10-unit apartment building from 1949, both of which will be removed. All stormwater to be disposed of on-site through the use of on-site swales and drywells. The project team is dedicated to the creation of new, permanent affordable housing units that are close to existing high-capacity transit and other urban amenities. The Kenton Downtown Plan identifies this site as being a prime location for tall, high-density housing, noting that the sloped topography limits blocked views, reduced privacy and shadows cast on nearby lots. Per the plan, this location should "reinforce the potential success of the Denver Avenue businesses by fostering development of additional housing within walking distance," and is considered a "good location" for higher density housing because the site is "close to light rail, the Denver Avenue Business District, and other Kenton neighborhood amenities." The site sits outside of the Kenton Conservation District, and neither of the existing buildings are historic resources or architecturally significant structures. The new building will sit at the corner of two downward-sloping street frontages, N. Argyle Street and N. Fenwick Avenue. To the North is an EG2

industrial area that is below N. Argyle along N. Columbia Boulevard and the Columbia Slough. Across N. Fenwick to the East is a series of multi-dwelling buildings in a RM2 zone. The South and West are zoned CM2, which are currently a pair of single-family homes and a parking lot respectively. Just beyond the parking lot is a light rail station and the Kenton District's main street along Denver Avenue. The building is being designed as a Type IV B mass timber structure utilizing mass plywood panels (MPP). The project will also be built using modular construction, minimizing neighborhood impacts by decreasing on-site disruption time, construction noise, and the number of contractors travelling to the site.

[Argyle-SitePlan.pdf](#)

Associations and Districts

Neighborhood associations, neighborhood coalitions and business districts within 400' of the submitted site:

North Portland Neighborhood

Services

District type: Neighborhood Coalition
www.npncommunity.org/
mary.kelley@portlandoregon.gov
 (503) 823-8877

Kenton

District type: Business District
<http://kentonbusiness.com/>

Columbia Corridor

District type: Business District
<http://www.columbiacorridor.org/>

Required Public Meeting

Projects over 25,000 ft², or projects over 10,000 ft² with the Design (d) overlay zone are required to hold a public meeting. Please include the date, time, and location of the public meeting if required.

Date and Time	7/14/2021, 12:00:00 PM
Location	Virtual Meeting
Notes	The meeting is hosted by the Kenton Neighborhood Association, see www.historickenton.com for meeting info and access.



The Portland Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places and plan for a resilient future. Visit www.portlandoregon.gov/bps to learn more.

503-823-7700 // bps@portlandoregon.gov
 // [@portlandbps](#) // [Facebook](#) // [Map and directions](#)

Development Notice

PRELIMINARY PLAN



**1810-1838
N. Argyle Street**



11-story



**Residential Building
290 Affordable Units**



No Parking Required



RM4d Zone
Zoning info: www.PortlandOregon.gov/ZoningCode

**AN APPLICATION
WILL BE SUBMITTED
TO THE CITY FOR
FUTURE CHANGES**

MEETING NOTICE:
KENTON
NEIGHBORHOOD
ASSOCIATION
BOARD MEETING
JULY 14TH, 2021
7:00 PM
VIRTUAL MEETING

www.historickenton.com
for meeting info and access

Applicant: Attainable Development, LLC
Contact: John Wright 503-206-8380
info@wright-architecture.com
Project info: www.wright-architecture.com

The applicant will provide language services, auxiliary aids, alternative formats, or other reasonable accommodations for barrier-free access if requested at least 3 days prior to the meeting. Contact the applicant for accommodations.

The applicant posted this informational notice on June 23rd, 2021. The City has not reviewed the content of this notice.

This notice is for informational purposes and the project may change after the notice is posted.

Future application status can be viewed at www.PortlandMaps.com



Learn more about how developments like this go through the zoning and land use process: www.PortlandOregon.gov/BDS/NeighborhoodResources

District Coalition: NORTH PORTLAND NEIGHBORHOOD SERVICES 503-823-8877 npnscommunity.org **Neighborhood Association:** KENTON NA 503-558-5628 historickenton.com

General Zoning Info: Bureau of Development Services • 503-823-7526

LU 21-108433-DZ-Exh A1



LU 21-108433 DZ

LU 21-108433 DZ Exh A1

Development Notice

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District Coalition: NORTH PORTLAND NEIGHBORHOOD SERVICES 503-823-8877 nprccommunity.org Neighborhood Association: KENTON NA 503-558-5628 historickenton.com
General Zoning Info: Bureau of Development Services • 503-823-7526

Neighborhood Contact for development proposal

1 message

Nathan Day <nathan@wright-architecture.com>

Tue, Jun 8, 2021 at 4:52 PM

To: mary.kelley@portlandoregon.gov, info@columbiacorridor.org

Cc: info wright <info@wright-architecture.com>

To Whom it May Concern,

This email is to inform you that a new development is proposed in your area. There will be a remote video conference meeting with the development team hosted by the Kenton Neighborhood Association on July 14th at 7:00pm, at which we would be happy to answer any questions you may have about this project.

The proposal's site is zoned RM4 Residential Multi-Dwelling with Design Overlay, and this development will undergo a Type II Land Use Review.

Project: Argyle

Information: <https://www.portlandmaps.com/bps/neighborhood-contact/#/detail/75201>Applicant: Wright Architecture 503-206-8380, contact John Wright: info@wright-architecture.com

Project Site: 1810-1838 N. Argyle St.

The proposed redevelopment is on a corner 25,000 SF site at the Northernmost edge of the Kenton Plan District. The proposal includes roughly 290 residential units in a new approximately 195,000 SF, 11-story building. 100% of the units will be offered at 60% Average Median Income (AMI), and are proposed as a mix of two-, one-bedroom and studio apartments. The site currently contains a four-plex built in 1946 and a 10-unit apartment building from 1949, both of which will be removed. All stormwater to be disposed of on-site through the use of on-site swales and drywells.

The project team is dedicated to the creation of new, permanent affordable housing units that are close to existing high-capacity transit and other urban amenities. The Kenton Downtown Plan identifies this site as being a prime location for tall, high-density housing, noting that the sloped topography limits blocked views, reduced privacy and shadows cast on nearby lots. Per the plan, this location should *"reinforce the potential success of the Denver Avenue businesses by fostering development of additional housing within walking distance,"* and is considered a *"good location"* for higher density housing because the site is *"close to light rail, the Denver Avenue Business District, and other Kenton neighborhood amenities."* The site sits outside of the Kenton Conservation District, and neither of the existing buildings are historic resources or architecturally significant structures.

The new building will sit at the corner of two downward-sloping street frontages, N. Argyle Street and N. Fenwick Avenue. To the North is an EG2 industrial area that is below N. Argyle along N. Columbia Boulevard and the Columbia Slough. Across N. Fenwick to the East is a series of multi-dwelling buildings in a RM2 zone. The South and West are zoned CM2, which are currently a pair of single-family homes and a parking lot respectively. Just beyond the parking lot is a light rail station and the Kenton District's main street along Denver Avenue.

The building is being designed as a Type IV B mass timber structure utilizing mass plywood panels (MPP). The project will also be built using modular construction, minimizing neighborhood impacts by decreasing on-site disruption time, construction noise, and the number of contractors travelling to the site.

Thank you for your time and we look forward to hearing from you!

Nathan Day

Nathan Day, Project Manager



2222 NE Oregon St. Suite 213 Portland, Oregon

nathan@wright-architecture.com

o: 503-206-8380

m: 503-473-2412

Re: Neighborhood Contact for development proposal

2 messages

John Wright <john@wright-architecture.com>

Mon, Jun 7, 2021 at 11:32 PM

To: Kenton Neighborhood <knachair@gmail.com>, Nathan Day <nathan@wright-architecture.com>

Hi Taylor,

Thank you very much for the quick follow up.

I do want to attend an upcoming meeting. July 14 is likely fine. Tomorrow I will verify the schedule and let you know.

In the meantime, are there any other times available? Is there by chance a June meeting that would allow for our short presentation?

Best Regards,

John Wright AIA

wright
architecture | wright-architecture.com
2222 NE Oregon St. #213 | Portland, Oregon 97232
C 503.460.7994 | O 503.206.8380

On Mon, Jun 7, 2021 at 7:15 PM Kenton Neighborhood <knachair@gmail.com> wrote:

John,

Would you like to attend our July 14th meeting at 7pm?

Sincerely,

--

KNA Vice Chair Tyler Roppe
503-558-5628 (General KNA line)
knachair@gmail.com

On Mon, Jun 7, 2021 at 10:45 AM John Wright <john@wright-architecture.com> wrote:

To Whom it May Concern,

This email is to inform you that a new development is proposed in your area. If the neighborhood would like to request a remote video conference meeting with the development team, we would be happy to answer any questions you may have about this project.

Project: Argyle

Applicant: Wright Architecture 503-206-8380, contact John Wright: john@wright-architecture.com

Project Site: [1810-1838 N. Argyle St.](#)

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Thank you for your time and we look forward to hearing from you!
John Wright

--
Best Regards,

John Wright AIA

wright
architecture | wright-architecture.com
2222 NE Oregon St. #213 | Portland, Oregon 97232
C 503.460.7994 | O 503.206.8380

Kenton Neighborhood <knachair@gmail.com>
To: John Wright <john@wright-architecture.com>
Cc: Nathan Day <nathan@wright-architecture.com>

Tue, Jun 8, 2021 at 8:23 AM

John,

Great!

Not at this point.

Sincerely,

--
KNA Vice Chair Tyler Roppe
503-558-5628 (General KNA line)
knachair@gmail.com

[Quoted text hidden]



KNA Board Meeting
MEETING MINUTES
July 14, 2021 @ 7:00-8:30pm
Google Meet

Agenda

<u>Time</u>	<u>Item</u>	<u>Lead</u>	<u>Action</u>
7:00-7:05pm	Call to Order, introductions and announcements	Moses	Information
7:05-7:45pm	1810-1838 N Argyle St	Wright Architecture	Discussion
7:45-7:55pm	Treasurer and Secretary Report	Moos Murray	Information & Approval
7:55-8:15pm	Environmental Committee Items: Monitors, Oil Trains , Diesel Letters	Roppe Wysong	Information & Approval
8:15-8:30pm	Marketing Committee Design Competition	Pittel	Information & Approval
8:30pm	Adjourn	Moses	Information & Approval

Attendees

Board Members	Others
<ol style="list-style-type: none"> 1. Ryan Born 2. Ian Cawley 3. Angela Moos 4. Cassie Graves 5. Chris Guthrie 6. Lindsey Leason 7. Ryan McCluckie 8. T.J. McHugh 9. Aja Murray 10. Anthony Nickerson 11. Ryan Pittel 12. Tyler Roppe 13. Linda Wysong 	<p>Presenters:</p> <ul style="list-style-type: none"> - John Wright (Wright Architecture) - Rowen Rystadt (Attainable Development LLC) - Austin Turner (Attainable Development LLC) <p>Neighbors in attendance:</p> <ul style="list-style-type: none"> - Casey Colton - James Cramer - Zach D. - Kathy Everetts - Taffy Everts - Lisa Faust - Joel Leslie - Daniel Martino - Deborah Murphy - Mark - Megan Ray - Alexis Rife - Sara Ryan - Doretta Schrock - Scott Sholar - Doretta Schrock - Tim Tylor

The Board meeting began at 7:03pm PDT. Quorum was met and maintained throughout the meeting.

Call to Order, introductions and announcements

A new sign and bench for the Kenton Rose Garden was being planned and would hopefully be in place by the end of the year. The roses were being tended to after the recent heat wave.

Ryan Born, owner of Mayfly Taproom & Bottleshop, reported that the next Trashy Hour would be held Sunday at 2pm. A free drink or token was provided to those who helped pick-up trash in the neighborhood.

1810-1838 N Argyle St

John Wright of Wright Architecture presented on the 1810-1838 N Argyle St apartment building project plan for ~290 affordable housing units. The preliminary design plans and mockups were presented.

John confirmed that there were covenants in place to ensure the units were rented as affordable housing. A BoD member asked if the developers (Attainable Development LLC) were partnering with any non-profits. Austin confirmed the project was not currently working with non-profit, but 100% of the units would be rented to those with a maximum of 60% AMI (average median household income). The state and city would verify annually.

Development waivers were offered by the city in exchange for making the units affordable, but the investors of the project were also driven to provide housing to meet the high demand that could not be met fast enough by the city. Rent would be lowered if they did not fill all units. The developers planned to participate in the N/NE Preference Policy, which aims to address the harmful impacts of urban renewal by giving preference to housing applicants with generational ties to North/Northeast Portland. They wanted to show other developers including market rate developers that affordable housing development was worthwhile and achievable.

A BoD member pointed out that Kenton had a cluster of affordable housing complexes and inquired if mixed-income units was considered. Austin said that adding mixed-income units would result in less funding/financing options which was not desirable given the high cost of the land. The investors' objective was to provide affordable housing in nice and accessible neighborhoods.

There was no ground floor commercial space in the building. There may be future commercial plans for the adjacent former Dancing Bear and residential complexes, where business offering supportive services could be located. Discussions may occur with the owner of the existing buildings about offering tenant one of the new units, but it would take 18 months to build.

There was discussion about the traffic and parking impact. Austin acknowledged that parking was an issue all around the city as more dense and higher housing complexes were being built. There were no incentives from the city to provide parking because they were encouraging public transportation over car/vehicle use. The developers would be providing every resident with a free mass transit ticket for their first year.

There was discussion about the building façade and how it represented Kenton aesthetically. John explained that each unit had a large window and outdoor space that spanned one whole wall, which was intended to mimic the worker housing craftsman prototype with a welcoming front porch. A BoD member pointed out that the bedrooms would not have natural light or air, and John explained that it was deemed a worthwhile compromise for the floor-to-ceiling window wall for full natural light.

The building had ADA accommodations with ramps and elevators, and certain units with full accessibility for those with disabilities. It was too early in the planning stage to know if each unit would have air conditioning, but several in the meeting encouraged that it be provided given there was only one wall with fresh air access.

Exterior elements like bike lanes, walkways/sidewalks, and stormwater planters were still being discussed. The developers planned to use high quality and sustainable materials for the building

structure, and the anticipated drop in material costs for steel, lumber, etc. should help ensure their vision of an aesthetically pleasing and durable structure.

The overall goals and priorities for the project was to be inclusive, placemaking, provide a high quality of life for the residents and to be innovative with materials and time. John and Austin thanked the KNA BoD for their time and questions.

Treasurer and Secretary Report

The May 12 Board Meeting and June 9, 2021 KNA Annual Meeting minutes were considered. There were no requested changes.

Board Vote: Approve the minutes of the May 12 KNA Board Meeting and June 9, 2021 KNA Annual Meeting.

Moved by: T.J. McHugh

Second by: Linda Wysong

Objections: None

The motion passed.

Angela provided the Treasurer update via email. The KNA Umpqua Bank balance as of June 30, 2021 was \$1,884.82. Since then, a deposit of \$4,000 was made from the KNA/NPCW joint bank account as an advance for the new fiscal year starting July 2021.

The application process for the KNA to become a 501(c)3 non-profit was underway. Once established, KNA would no longer need NPCW as its fiscal sponsor and all funds in the current joint account will become solely the KNA's responsibility, which will include the funds for PaintPaulPDX, the Kenton Rose Garden and the Kenton Community Garden.

Environmental Committee Items: Monitors, Oil Trains, Diesel Letters

The BoD continued discussion about acquiring additional air monitors for volunteer neighbors to place outside of their homes for data collection. There was a PurpleAir monitor for ~\$250 that measured diesel and general particulate matter, and another that measured formaldehyde levels. It was agreed that the two existing monitors for formaldehyde were sufficient. Chris Guthrie volunteered to purchase a PurpleAir monitor for his home near Kenton Park.

Board Vote: Approve \$250 in funding to purchase a PurpleAir monitor from Portland Clean Air.

Moved by: Linda Wysong

Second by: Tyler Roppe

Objections: None

The motion passed.

Tyler would work with Environmental Committee on where to place the new monitor. Portland Clean Air agreed to carry out analysis of the data collected from the monitors.

Linda provided background on Zenith Energy, a global corporation with oil extraction sites around the world. They were applying to expand their facilities along the Willamette River to bring in oil and tar sands from Canada and Bakken from North Dakota. Their current operating permit was allowed to proceed without an initial review. The oil tanks, trains and facilities operated by Zenith Energy posed danger to Kenton with potential de-railings, fumes/toxins, and water contamination being in an earthquake liquefaction zone.

Several other neighborhood associations were writing letters requesting that Portland City Council deny the land use statement. A letter from the KNA was drafted based on that used by St. Johns.

Board Vote: Approve the KNA signing and sending the letter to urge the Portland City Council to deny the Land Use Compatibility Statement from Zenith Energy.

Moved by: Chris Guthrie

Second by: Ryan Pittel

Objections: None

The motion passed.

Linda provided a summary of the letter regarding concerns about trucks and buses operating with no or insufficient diesel particulate filters. The KNA was asked to sign-on to the letters. Air pollution was already an issue along areas of I-5 and some BoD members did not favor expansion, but it was clarified that the letters at hand were related to diesel emissions and not highway expansions.

Washington and California have stricter emissions requirements than Oregon. Some companies and transit services chose to move their older truck fleets to Oregon, which caused concern about airborne carcinogen. The letters asked TriMet, Safeway and others about their specific plans to meet regulations and apply better filtering mechanisms.

Board Vote: Approve the KNA co-signing the letters regarding diesel trucks.

Moved by: Linda Wysong

Second by: Chris Guthrie

Discussion: Several BoD members requested more time to review the letters. It was agreed to hold a strawpoll vote via email.

Marketing Committee Design Competition

Ryan thanked BoD members who had provided input on the rules/guidelines for the upcoming artist competition in search of new designs for KNA apparel. Tyler agreed to create a new email address for submissions, and a QR code for flyers directing to the contest rules on the KNA website. The timeline was to announce the contest soon, collect submissions through late October, inform the winner in January, and have the merchandize with the new logo ready to sell at the May 2022 Kenton Street Fair.

It was agreed to stipulate that the artist must work and/or live in Kenton. The rules would also be updated to indicate that assistance could be provided with converting the artwork to digital format.

T.J. was working to contact Adidas and Nike about donating t-shirts, hoodies, and possibly hats.

The KNA may be asked to help fund the gift basket prizes for the winner and runner-up, given local businesses may not be in a position to donate items. Revenue from merchandise sales in the past year brought in over \$4,600 which demonstrated the popularity of Kenton and the merchandise.

Opens

It was suggested to consider holding KNA meetings in-person at the firehouse. Tyler informed that a questionnaire was being sent to stakeholders and users of firehouse to collect their feedback on returning to in-person events.

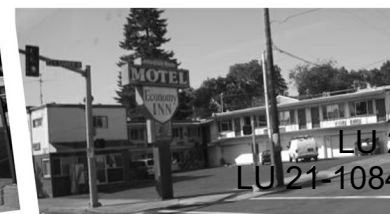
The meeting ended 8:42pm PDT.



ARGYLE

LAND USE REVIEW

wright
architecture



LU 21-108433 DZ
LU 21-108433 DZ Exh A1

SITE AREA:.....25,000 SF (.58 acres)

LIVING UNIT NET RENTABLE AND GROSS LIVING AREA:

LEVEL 1

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	1 x	305 SF	= 305 SF	331 SF	= 331 SF
ONE BR 'A'	2 x	401 SF	= 802 SF	437 SF	= 874 SF
ONE BR 'B'	1 x	388 SF	= 388 SF	424 SF	= 424 SF
TWO BR 'A'	4 x	520 SF	= 2,080 SF	562 SF	= 2,248 SF
TWO BR 'B'	1 x	496 SF	= 496 SF	557 SF	= 557 SF
SUBTOTAL			4,071 SF		4,434 SF

CIRCULATION AND OTHER	13,126 SF
GROSS FLOOR AREA	17,560 SF

LEVEL 2 (GROUND FLOOR)

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	2 x	305 SF	= 710 SF	331 SF	= 662 SF
ONE BR 'A'	2 x	401 SF	= 802 SF	437 SF	= 874 SF
ONE BR 'B'	1 x	388 SF	= 388 SF	424 SF	= 424 SF
TWO BR 'A'	12 x	520 SF	= 6,240 SF	562 SF	= 6,744 SF
TWO BR 'B'	1 x	496 SF	= 496 SF	557 SF	= 557 SF
SUBTOTAL			8,636 SF		9,261 SF

CIRCULATION AND OTHER	6,223 SF
GROSS FLOOR AREA	15,484 SF

LEVEL 3

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	4 x	305 SF	= 1,220 SF	331 SF	= 1,324 SF
ONE BR 'A'	3 x	401 SF	= 1,203 SF	437 SF	= 1,311 SF
TWO BR 'A'	16 x	520 SF	= 8,320 SF	562 SF	= 8,320 SF
TWO BR 'B'	2 x	496 SF	= 992 SF	557 SF	= 992 SF
SUBTOTAL			11,735 SF		11,947 SF

CIRCULATION AND OTHER	4,374 SF
GROSS FLOOR AREA	16,321 SF

LIVING UNIT NET RENTABLE AND GROSS LIVING AREA:

LEVEL 4-10

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	4 x	305 SF	= 1,220 SF	331 SF	= 1,324 SF
ONE BR 'A'	4 x	401 SF	= 1,604 SF	437 SF	= 1,748 SF
TWO BR 'A'	20 x	520 SF	= 8,320 SF	562 SF	= 8,320 SF
TWO BR 'B'	4 x	496 SF	= 1,984 SF	557 SF	= 2,228 SF
SUBTOTAL			13,128 SF		13,620 SF

CIRCULATION AND OTHER	5,395 SF
GROSS FLOOR AREA	19,015 SF

LEVEL 11

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	6 x	305 SF	= 1,830 SF	331 SF	= 1,986 SF
TWO BR 'A'	8 x	520 SF	= 4,160 SF	562 SF	= 4,496 SF
SUBTOTAL			5,990 SF		6,482 SF

CIRCULATION AND OTHER	3,969 SF
GROSS FLOOR AREA	10,451 SF

TOTAL BUILDING

LIVING UNIT	# OF UNITS	NET RENTABLE	TOTAL	GROSS LIVING AREA	TOTAL
STUDIO	41 x	305 SF	= 12,505 SF	331 SF	= 13,571 SF
ONE BR 'A'	35 x	401 SF	= 14,035 SF	437 SF	= 15,295 SF
ONE BR 'B'	2 x	388 SF	= 776 SF	424 SF	= 848 SF
TWO BR 'A'	176 x	520 SF	= 91,520 SF	562 SF	= 98,912 SF
TWO BR 'B'	28 x	496 SF	= 13,888 SF	557 SF	= 15,596 SF
TOTAL	290		132,754 SF		144,222 SF

BUILDING GROSS FLOOR AREA:.....193,969 SF

NON-FAR

BASEMENT AREA:	9,999 SF
BICYCLE PARKING:	5,591 SF
COMMON INDOOR AREA:	2,709 SF
ATRIUM AND TWO STORY AREA:	1,978 SF
SUBTOTAL:	20,277 SF

BALCONIES AND OUTDOOR AREA NOT INCLUDED

FAR AREA:.....173,692 SF

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PROJECT NARRATIVE

Proposed new construction of approximately 290 residential units in an eleven-story modular building in the Kenton Plan District. The project site includes two parcels totaling 25,000 SF adjacent to the Kenton / North Denver Avenue MAX lightrail station. The proposed building will contain approximately 175,000 SF of residences and 20,000 SF of user amenities and bicycle parking. 100% of the units will be offered at 60% Average Median Income (AMI), and are proposed as a mix of two-bedroom, one-bedroom and studio apartments. The site currently contains a four-plex built in 1946 and a 10-unit apartment building from 1949, both of which will be removed. All stormwater to be disposed of on-site through the use of on-site swales and drywells.

The project team is dedicated to the creation of new, permanent affordable housing units that are close to existing high-capacity transit and other urban amenities. The project is receiving OHCS 4% Low-Income Tax Credits, Metro Transit Oriented Development Grant, and Oregon Multifamily Energy Program funding.

The Kenton Downtown Plan identifies this site as being a prime location for tall, high-density housing, noting that the sloped topography limits blocked views, reduced privacy and shadows cast on nearby lots. Per the plan, this location should “reinforce the potential success of the Denver Avenue businesses by fostering development of additional housing within walking distance,” and is considered a “good location” for higher density housing because the site is “close to light rail, the Denver Avenue Business District, and other Kenton neighborhood amenities.” The site sits outside of the Kenton Conservation District, and neither of the existing buildings are historic resources or architecturally significant structures.

The new building will sit at the corner of two downward-sloping street frontages, N. Argyle Street and N. Fenwick Avenue. To the North is an EG2 industrial area that is below N. Argyle along N. Columbia Boulevard and the Columbia Slough. Across N. Fenwick to the East is a series of multi-dwelling buildings in a RM2 zone. The South and West are zoned CM2, which are currently a pair of single-family homes and a parking lot respectively. Just beyond the parking lot is a lightrail station and the Kenton District's main street along Denver Avenue.

PROJECT TEAM

WRIGHT ARCHITECTURE
ATTAINABLE DEVELOPMENT, LLC
TM RIPPEY CONSULTING ENGINEER

PROJECT SITE

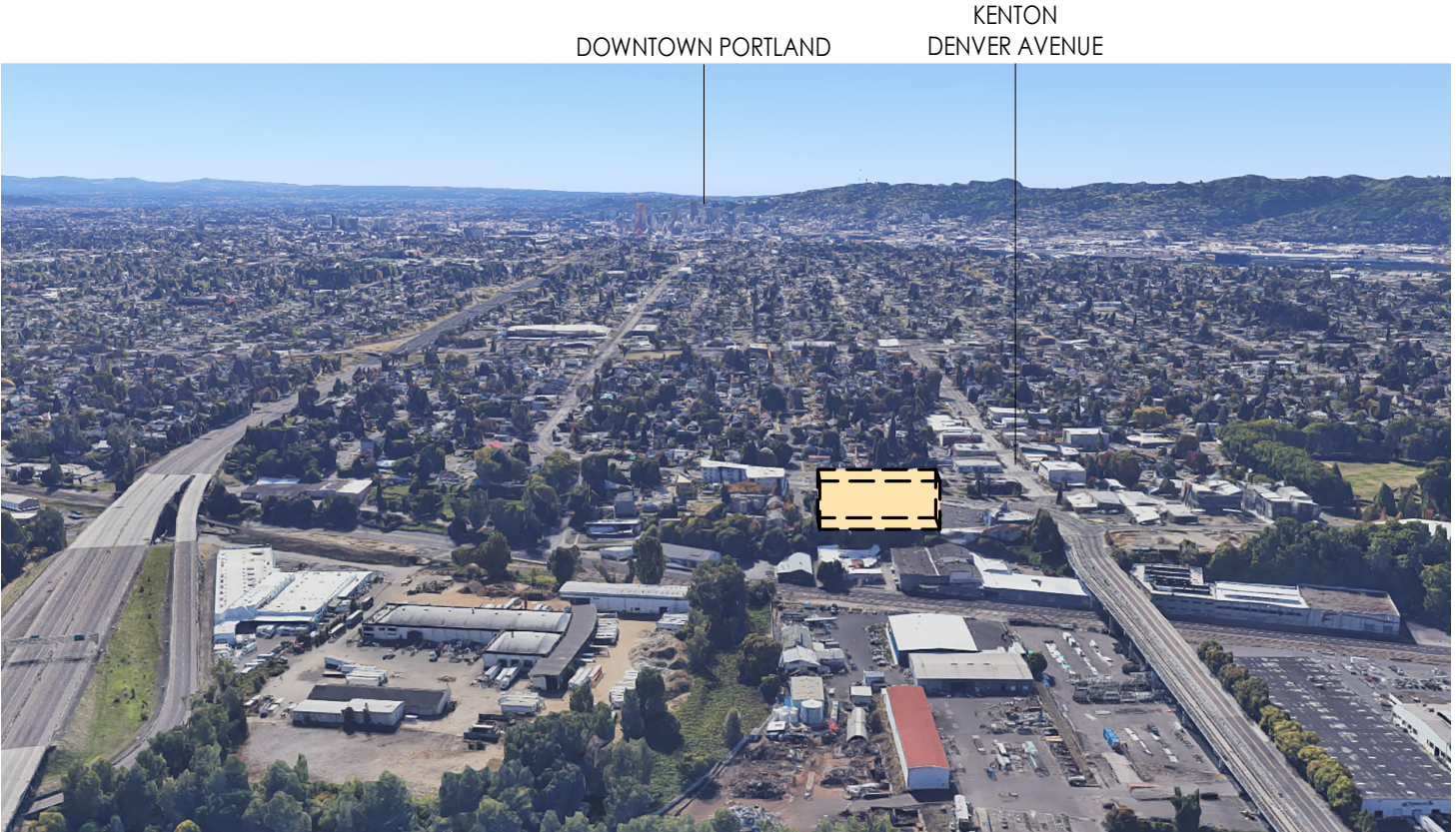
1810-1838 N. ARGYLE ST.
PROPERTY ID: R196150, R196149



ZONING SUMMARY

SITE	25,000 SF (.58 acres)
BASE ZONE	RM4
OVERLAY	d (Design)
COMP PLAN	MD-U
DISTRICT	Kenton Plan District
MAXIMUM F.A.R.	6:1 (7:1 w/ bonus)
MAX. FLOOR AREA	175,000 SF
MAXIMUM HEIGHT	100 ft (110 ft w/bonus)





AERIAL VIEW LOOKING SOUTHEAST

AERIAL VIEW LOOKING SOUTH

AERIAL VIEW LOOKING NORTHEAST

AERIAL VIEW LOOKING SOUTHWEST

KENTON NEIGHBORHOOD



KENTON HOTEL - N. FENWICK & INTERSTATE



KENTON MAIN STREET - N. DENVER AVE.



KENTON MAX STATION



PAUL BUNYAN STATUE



DISJECTA ART CENTER



RENAISSANCE COMMONS - N. ARGYLE & DENVER



ARGYLE GARDENS - N. ARGYLE WAY



KENTON CLUB



MIXED-USE INDUSTRIAL BUILDING - N. COLUMBIA BLVD.



COLUMBIA WOOL BUILDING - N. COLUMBIA BLVD.



BRANOM INSTRUMENT BUILDING - N. ARGYLE & INTERSTATE PL



RAILROAD CROSSING - COLUMBIA BLVD.

INDUSTRIAL SANCTUARY



FENWICK APARTMENTS - N. ARGYLE & FENWICK

SITE



EXISTING CONDITIONS AT STREET CORNER - N. ARGYLE & FENWICK



EXISTING STRUCTURES TO BE REMOVED - N. ARGYLE



EXISTING STRUCTURES - N. ARGYLE



ADJACENT BUSINESS - N. WILLIS BV.



EXISTING STRUCTURE TO BE REMOVED - N. ARGYLE



DANCING BEAR PARKING LOT - N. ARGYLE
(KENTON MAX LIGHT RAIL STATION IN DISTANCE)

BASE ZONE STANDARDS

CITY OF PORTLAND 33.120 MULTI-DWELLING ZONES

33.120.030 RM4 ZONE: *"The RM4 zone is a high density, urban-scale multi-dwelling zone applied near the Central City, and in town centers, station areas, and along civic corridors that are served by frequent transit and are close to commercial services. It is intended to be an intensely urban zone with a high percentage of building coverage and a strong building orientation to the pedestrian environment of streets, with buildings located close to sidewalks with little or no front setback. This is a mid-rise to high-rise zone with buildings of up to seven or more stories. The Design overlay zone is applied to this zone."*

33.120.050 NEIGHBORHOOD CONTACT: Neighborhood Contact III required per design overlay.

33.120.100 & .200 PRIMARY USES & TYPES: Household Living and Multi-Dwelling Structures allowed with no restrictions.

33.120.210 FLOOR AREA RATIO: Floor Area Ratio determined by Kenton Plan District. FAR 6:1 (7:1 w/ bonus) allowed.

33.120.211 FLOOR AREA BONUS OPTIONS: Floor Area Ratio allowed bonuses determined by Kenton Plan District. Deeper Housing Affordability bonus of 1:1 FAR proposed.

33.120.212 MAXIMUM DENSITY: Unlimited allowed.

33.120.213 MINIMUM DENSITY: 1 unit per 1,000 SF of site area.

33.120.215 HEIGHT: On sites within 1,000 feet of a transit station the base height is 100 feet. Deeper Housing Affordability projects are also allowed an additional 10 feet of base height. Height limit 100 ft (110 ft w/bonus).

33.120.220 SETBACKS: Buildings more than 55 feet tall: *"The required minimum side and rear building setback for buildings that are more than 55 feet tall is 10 feet from a side or rear lot line that is not a street lot line, and 5 feet from a side or rear lot line that is a street lot line."*
B.3.b. Exceptions to the required building setbacks: *"in the RM4 zone the minimum front and side street building setbacks may be reduced to zero feet, for buildings where the finished floor of ground floor residential units is at least 2 feet above the grade of the closest adjoining sidewalk."*

33.120.225 BUILDING COVERAGE: Maximum Building Coverage in the RM4 Zone is 85% of the site. Deeper Housing Affordability projects are also allowed an additional 10 percent of building coverage beyond the limits for the zone stated in Table 120-3.

33.120.230 FACADE ARTICULATION: *"At least 25 percent of the area of a street-facing facade within 20 feet of a street lot line must be divided into facade planes that are off-set by at least 2 feet in depth from the rest of the facade. Facade area used to meet the facade articulation standard may be recessed behind, or project out from, the primary facade plane, but projections into street right-of-way do not count toward meeting this standard."*

33.120.231 MAIN ENTRANCES: *"An entrance to a multi-dwelling structure may face a courtyard if the courtyard-facing entrance is located within 60 feet of a street and the courtyard meets the following standards:*
a. The courtyard must be at least 15 feet in width;
b. The courtyard must abut a street; and
c. The courtyard must be landscaped to at least the L1 level, or hard-surfaced for use by pedestrians."

33.120.232 STREET-FACING FACADES: Windows: *"At least 15 percent of the area of each facade that faces a street lot line must be windows or main entrance doors."*
Ground Floor Windows: *"Windows must cover at least 25 percent of the ground floor wall area of the portion of building that has a ground floor commercial use when the ground floor wall is located 5 feet or more from a street lot line."*

33.120.235 LANDSCAPED AREAS: Minimum Landscaped Areas in the RM4 Zone is 15% of the site.
Building setbacks: *"The required building setbacks must be landscaped to at least the L1 standard of Chapter 33.248, Landscaping and Screening. Ground-level pedestrian pathways, detached accessory structures and other development allowed in the setbacks are exempt from this standard."*

33.120.337 TREES: Required Tree Area: 20 percent of site or development impact area, 5,000 SF = 5 large trees.

33.120.240 REQUIRED OUTDOOR AND COMMON AREAS:
Required Outdoor Area: *"RM4 zones, on sites that are more than 20,000 square feet in total area, at least 48 square feet of outdoor area is required per dwelling unit."* 290 units x 48 SF = 13,920 SF required Outdoor Area.
Required Common Area standard: *"On sites that are more than 20,000 square feet in total site area, at least 10 percent of total site area must be provided as common area."* 2,500 SF required Common Area.

ARGYLE

FLOOR AREA RATIO DIAGRAM

SITE	25,000 SF (.58 acres)
BASE ZONE	RM4d
MAXIMUM F.A.R.	6:1 (7:1 w/ bonus)
MAX. FLOOR AREA	175,000 SF
MAXIMUM HEIGHT	100 ft (110 ft w/bonus)
REQ. OUTDOOR AREA	

LEVEL 1	
OTHER	2,013 SF
TOTAL FAR	2,013 SF

RESIDENTIAL (NON-FAR)	4,434 SF
COMMUNITY AREA	501 SF
BICYCLE PARKING	4,978 SF
OTHER	5,585 SF
TOTAL NON-FAR	15,547 SF

LEVEL 2 (GROUND FLOOR)	
RESIDENTIAL	9,261 SF
OTHER	3,743 SF
TOTAL FAR	13,004 SF

COMMUNITY AREA	937 SF
OTHER	1,641 SF
TOTAL NON-FAR	2,578 SF

LEVEL 3	
RESIDENTIAL	11,947 SF
OTHER	2,801 SF
TOTAL FAR	16,321 SF

BICYCLE PARKING	613 SF
OTHER	337 SF
TOTAL NON-FAR	950 SF

LEVEL 4-10	
RESIDENTIAL	13,620 SF
OTHER	2,801 SF
TOTAL FAR	19,015 SF









LEVEL 11	
RESIDENTIAL	6,482 SF
OTHER	2,796 SF
TOTAL FAR	9,278 SF

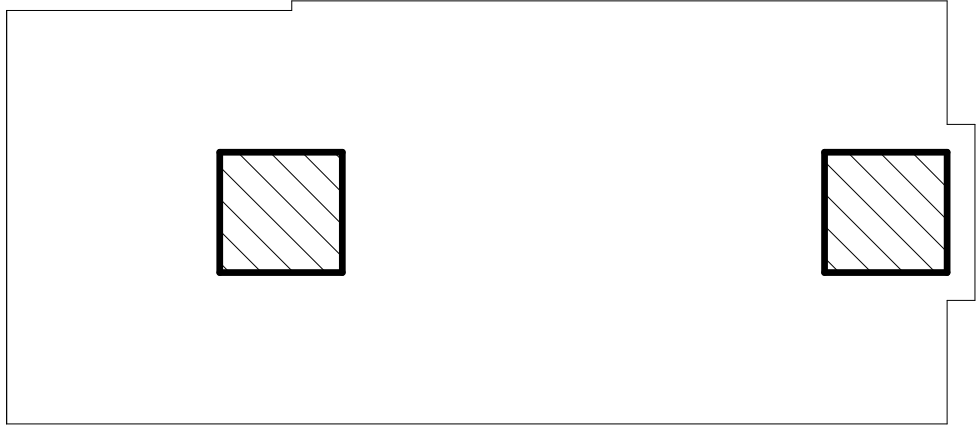
COMMUNITY AREA	1,263 SF
TOTAL NON-FAR	1,263 SF

TOTAL	193,969 SF
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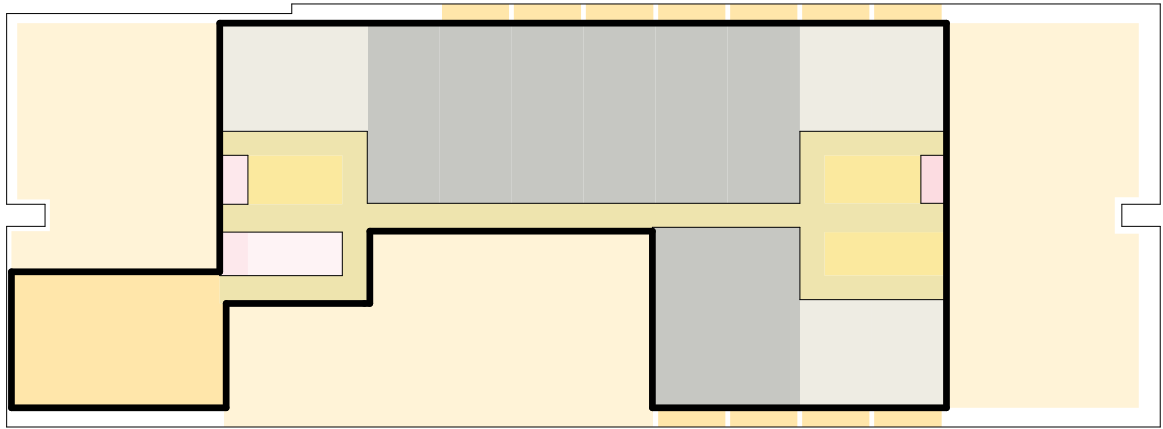
FAR AREA	173,692 SF
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PLAN KEY:

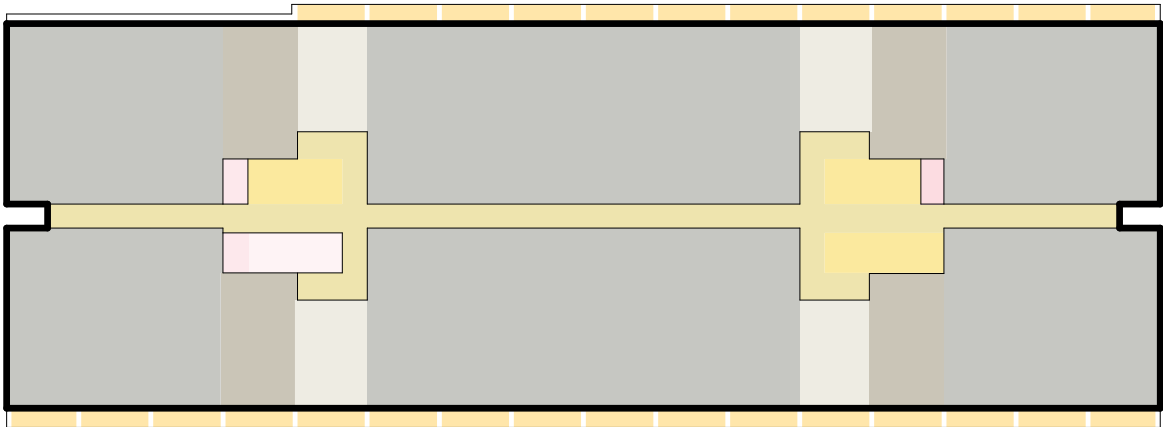
	NON-FAR AREA		COMMUNITY / OUTDOOR AREAS
	STUDIO UNIT		CIRCULATION
	1-BEDROOM UNIT		USER AMENITY
	2-BEDROOM UNIT		UTILITY / FACILITY



ROOF

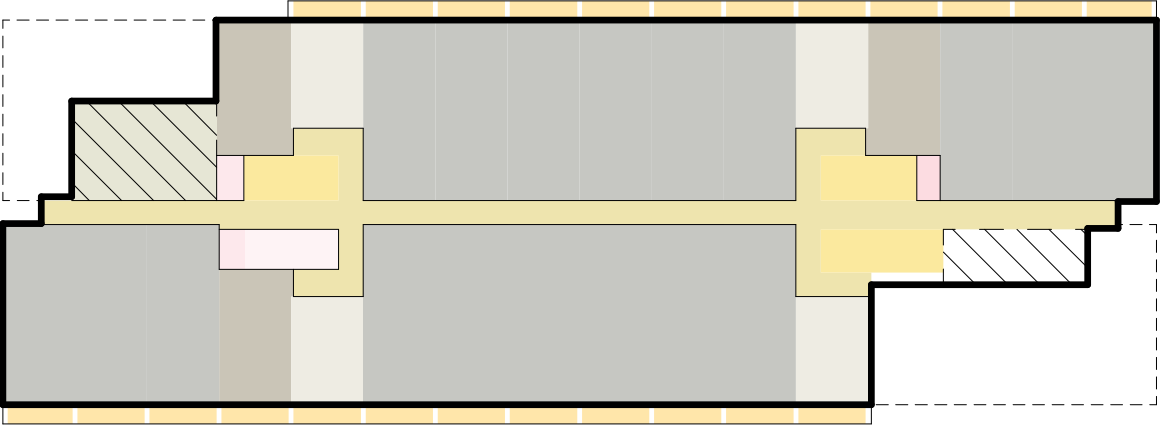


LEVEL 11

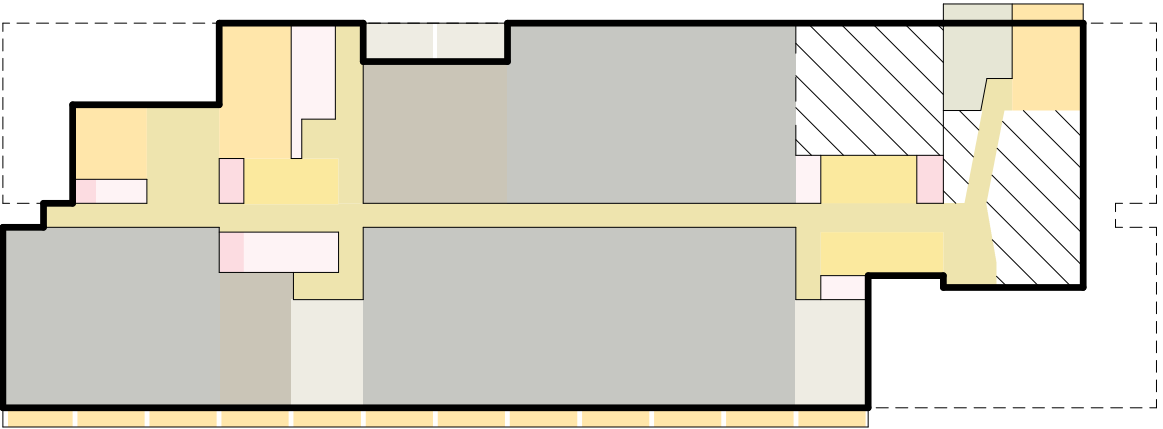


LEVELS 4-10

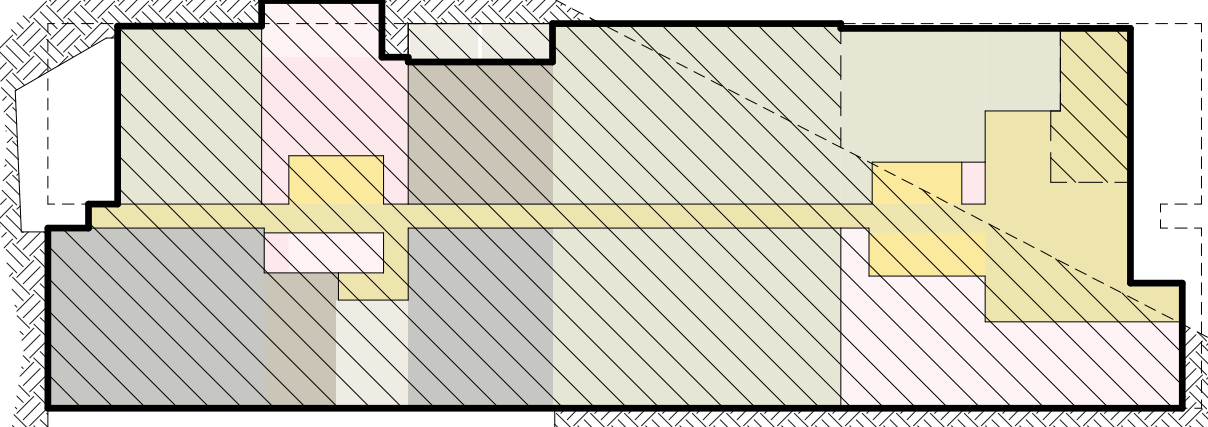
BASE ZONING - FLOOR AREA RATIO



LEVEL 3



LEVEL 2

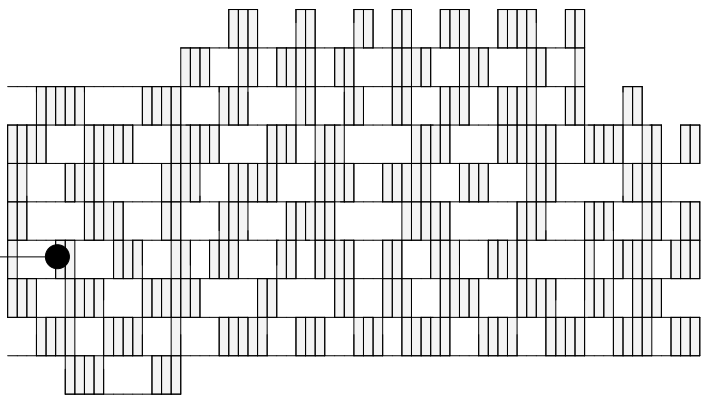


LEVEL 1

N. FACADE

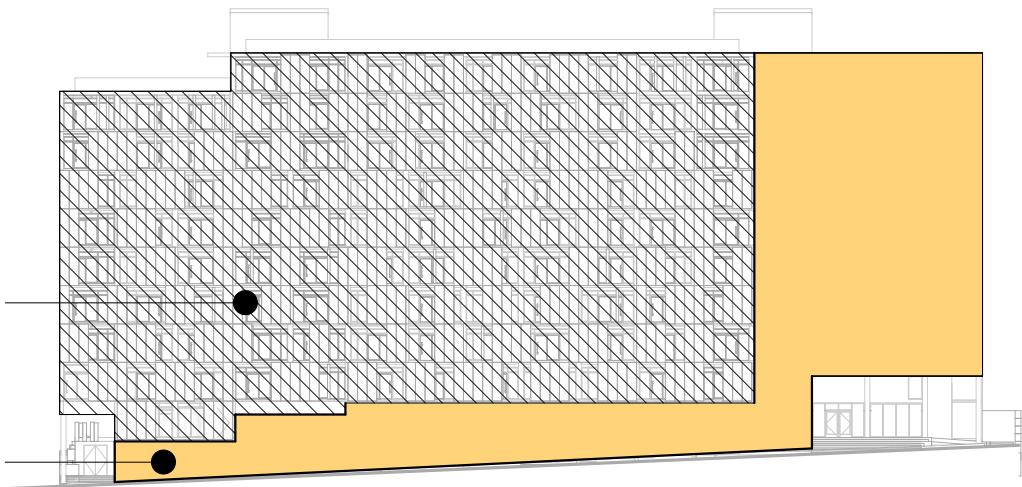


SCREEN PATTERN



PRIMARY

SECONDARY



NORTH ELEVATION
ARGYLE STREET

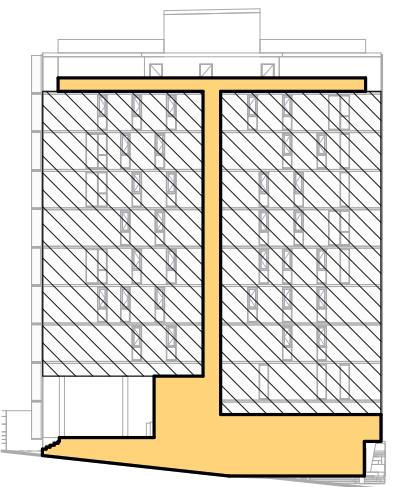
25% FACADE ARTICULATION

THE BUILDING IS DESIGNED AS A SERIES OF STACKED TUBES THAT ARE ORIENTED NORTH AND SOUTH.

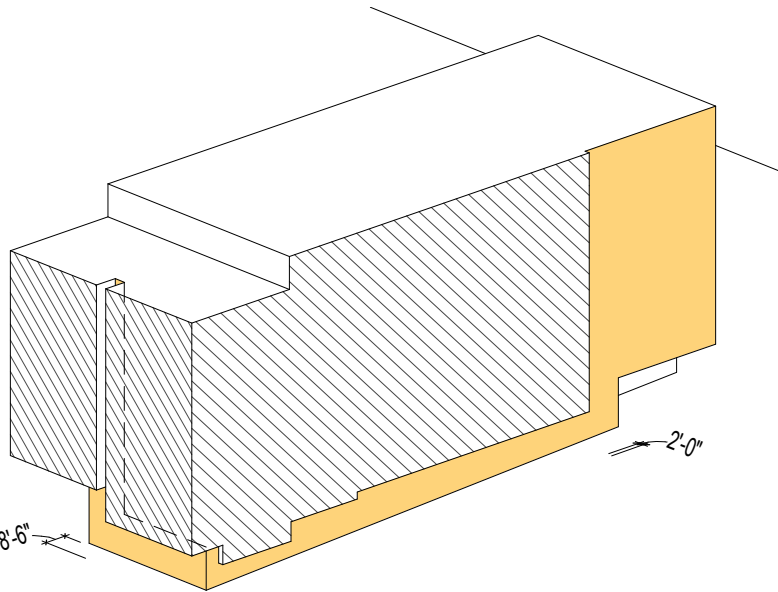
THE EAST AND WEST WALLS OF THE STACKED TUBES ARE MOSTLY SOLID, WHEREAS THE NORTH AND SOUTH WALLS ARE MOSTLY OPEN GLAZING THAT IS RECESSED 4 FT FROM THE END OF THE TUBE WALLS.

ALONG ARGYLE STREET, THE PRIMARY BUILDING FACADE PLANE IS DEFINED BY AN EXTERIOR SCREEN AT THE FACE OF THE TUBES 4 FT IN FRONT OF THE SECONDARY FACADE, WITH OPENINGS TO ALLOW FOR LIGHT AND VIEWS IN THE RESIDENCES. INSIDE THE TUBES, THE OPEN GLAZING, IS RECESSED 5 FT FROM THE RIGHT-OF-WAY. THE LAST 4 BAYS ON THE NW CORNER AND THE GROUND FLOOR ARE RECESSED 2-4FT TO DEFINE THE SECONDARY FACADE PLANE.

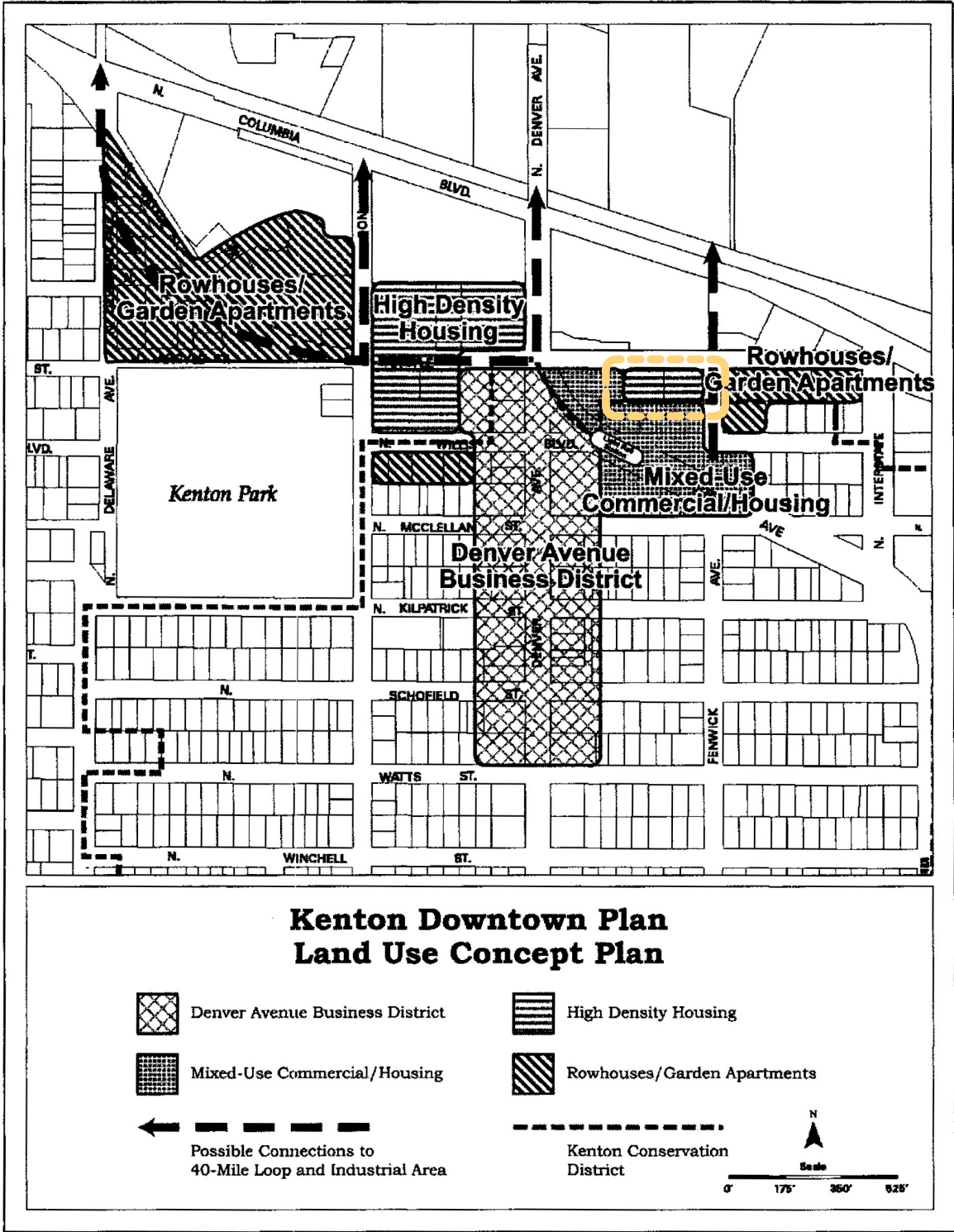
THE FENWICK AVENUE SIDE CAN BE SEEN AS BACK-TO-BACK BOOK ENDS, WITH A SMALL 8 FT DEEP BY 5 FT WIDE RECESS DIVIDING THE TWO. THIS RECESS PLUS THE DOUBLE HEIGHT ENTRY AREA CREATES THE REQUIRED FACADE ARTICULATION FACING EAST.



EAST ELEVATION
FENWICK AVENUE



3D ISOMETRIC DIAGRAM
NE CORNER



KENTON DOWNTOWN PLAN
CITY OF PORTLAND 33.538 KENTON PLAN DISTRICT

33.538.210 MAXIMUM BUILDING HEIGHT: Maximum building heights are shown on Map 538-2 = Base Zone height applies.

33.538.220 FLOOR AREA RATIOS: Minimum and maximum floor area ratios are shown on Map 538-3 = 6:1 maximum FAR.
"Maximum increase in FAR. An increase in FAR through the use of bonuses of more than 1 to 1 is prohibited."

33.538.230 REQUIRED BUILDING LINES: Not applicable.

33.538.240 ACTIVE BUILDING USE AREAS: Not applicable.

33.538.250 PARKING ACCESS RESTRICTED FRONTAGES: Not applicable.

33.538.260 DESIGN REVIEW REQUIRED: Type II Design Review required per 33.420, Albina Community Plan District.

The Kenton Downtown Plan identifies this site as being a prime location for tall, high-density housing, noting that the sloped topography limits blocked views, reduced privacy and shadows cast on nearby lots. Per the plan, this location should "reinforce the potential success of the Denver Avenue businesses by fostering development of additional housing within walking distance," and is considered a "good location" for higher density housing because the site is "close to light rail, the Denver Avenue Business District, and other Kenton neighborhood amenities." The site sits outside of the Kenton Conservation District, and neither of the existing buildings are historic resources or architecturally significant structures.

DESIGN GUIDELINES TENET: RESPONSE TO CONTEXT

01 BUILD ON THE CHARACTER, LOCAL IDENTITY, AND ASPIRATION OF THE PLACE:
COMMUNITY APPROACH

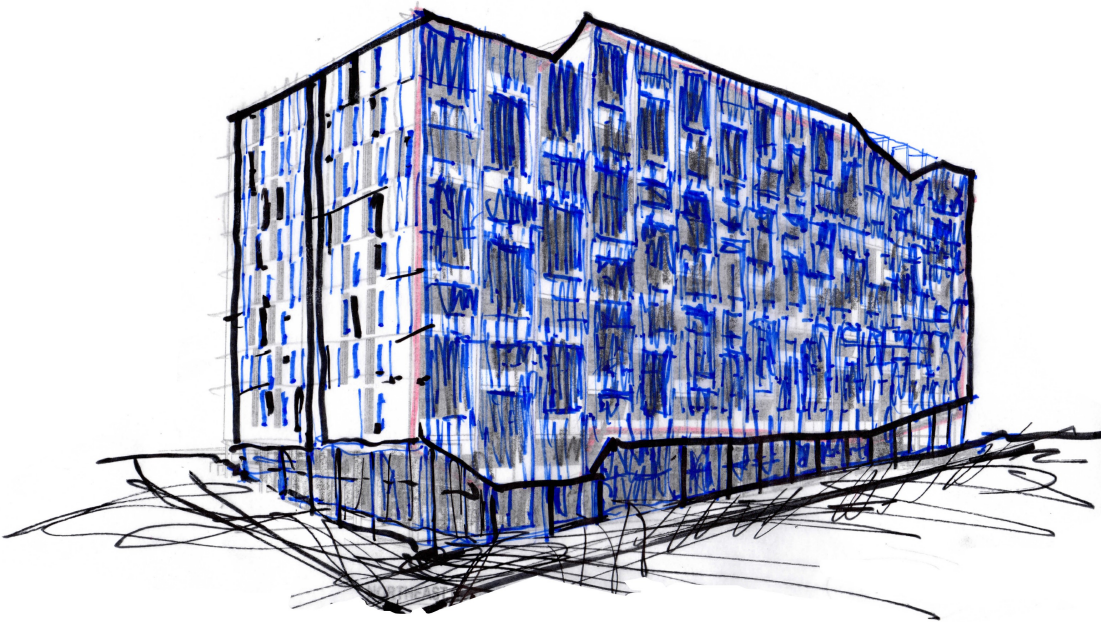
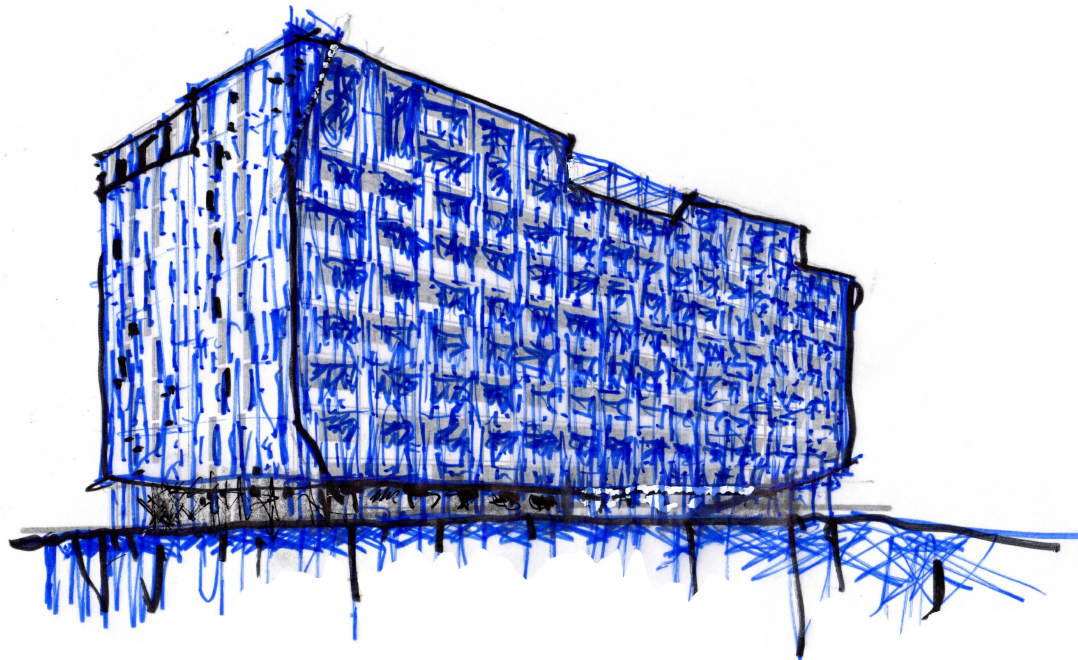
RELATING TO THE LOCAL COMMUNITY'S IDENTITY, HISTORY, AND CULTURAL VALUES AND PLACES.
THE KENTON DOWNTOWN PLAN IDENTIFIES THIS SITE AS BEING A PRIME LOCATION FOR TALL, HIGH-DENSITY HOUSING, NOTING THAT THE SLOPED TOPOGRAPHY LIMITS BLOCKED VIEWS, REDUCED PRIVACY AND SHADOWS CAST ON NEARBY RESIDENTIAL LOTS. PER THE PLAN, THIS LOCATION SHOULD "REINFORCE THE POTENTIAL SUCCESS OF THE DENVER AVENUE BUSINESSES BY FOSTERING DEVELOPMENT OF ADDITIONAL HOUSING WITHIN WALKING DISTANCE," AND IS CONSIDERED A "GOOD LOCATION" FOR HIGHER DENSITY HOUSING BECAUSE THE SITE IS "CLOSE TO LIGHT RAIL, THE DENVER AVENUE BUSINESS DISTRICT, AND OTHER KENTON NEIGHBORHOOD AMENITIES." THIS SITE ALSO ACTS AS A BARRIER BETWEEN THE INDUSTRIAL AREA TO THE NORTH AND THE CONSERVATION DISTRICT TO THE SOUTH. EACH UNIT IS DESIGNED TO REPLICATE THE TRADITIONAL WORKFORCE HOUSING BUILT IN THE LAST CENTURY; HOUSING THAT WAS BUILT QUICKLY AND EFFICIENTLY TO PROVIDE SHELTER TO THOSE WORKING IN THE SHIPYARDS AND INDUSTRIES OF THE 20TH CENTURY.

02 CREATE POSITIVE RELATIONSHIPS WITH SURROUNDINGS:
BUILDING MASSING APPROACH

DEVELOPING EFFECTIVE PLACEMENT AND PROPORTION OF BUILDING MASSING TOWARD ADJACENT LOWER-SCALE DEVELOPMENT AND RESIDENTIAL USES.
THE PROPOSED SPLIT BAR PARTI AND ERODED CORNERS BREAK THE BUILDING DOWN INTO SMALLER MASSES THAT RELATE TO THE SCALE OF THE EXISTING URBAN FABRIC FROM THE 20TH CENTURY. THE STRUCTURE IS PROPOSED TO BE SET BACK 10 FEET FROM THE SOUTH PROPERTY LINE TO GIVE SOME DISTANCE TO THE ADJACENT CONSERVATION DISTRICT. THE ENTRANCES ARE LOCATED TO DIRECT RESIDENTS FROM THE INSIDE OF THE BUILDING TOWARD THE COMMERCIAL STRIP ALONG DENVER AVENUE AND THE NEARBY MAX STATION.

03 INTEGRATE AND ENHANCE ON-SITE FEATURES AND
OPPORTUNITIES TO CONTRIBUTE TO A LOCATION'S UNIQUENESS:
SOCIAL AND CULTURAL SIGNIFICANCE APPROACH

INCORPORATING A SITE'S SIGNIFICANT CULTURAL OR SOCIAL HISTORY.
THE LANDSCAPING AND MASSING RESPOND TO THE EXISTING SLOPED TOPOGRAPHY IN AN INTERESTING WAY, ENHANCING THE SITE WITH SUNKEN COURTYARDS, BRIDGES, PLANTING, AND FEATURES THAT EVOKE THE GEOLOGY AND HISTORY OF THE PACIFIC NORTHWEST.



DESIGN GUIDELINES TENET: PUBLIC REALM AND GROUND FLOOR DESIGN

04 DESIGN THE SIDEWALK LEVEL OF BUILDINGS TO BE ACTIVE AND HUMAN-SCALED:

GROUND FLOOR HEIGHT APPROACH

DESIGNING BUILDINGS WITH TALLER, MORE ADAPTABLE GROUND FLOORS. THE ENTRY AREAS ARE DOUBLE-HEIGHT SPACES, WITH LARGE GLAZING AREAS AND SEATING AREAS, TO PROVIDE AN ACTIVE, PEDESTRIAN-ORIENTED STREET LEVEL.

MULTIPLE ENTRIES AND WINDOWS APPROACH

OFFERING MORE THAN ONE ENTRANCE ALONG THE GROUND FLOORS OF BUILDINGS TO PROVIDE "EYES ON THE STREET" AND AVOID BLANK EXPANSES OF WALLS. PUBLIC ENTRY PLAZAS, OUTDOOR COMMON AREAS AND COMMUNITY ROOMS, ARE PROVIDED AT TWO PROMINENT BUILDING CORNERS, WITH LARGE AREAS OF GLAZING TO INCREASE VISIBILITY. RESIDENTIAL UNITS OFF THE STREET HAVE ENTRANCES AND BALCONIES INSPIRED BY TYPICAL BROWNSTONE ROWHOUSES THAT PROVIDE ADDITIONAL EYES ON THE STREET.

WEATHER PROTECTION APPROACH

PROVIDING PROTECTION FROM WIND, RAIN, AND SUN. THE BUILDING ENTRANCES AND COMMUNITY SPACES ARE SET BACK FROM THE BUILDING FACE, CREATING A COVERED AREA THAT ENHANCES THE COMFORT OF PEDESTRIANS AND CONTROLS THE ADVERSE EFFECTS OF SUN, SHADOW, GLARE, REFLECTION, WIND, AND RAIN.

05 PROVIDE OPPORTUNITIES TO PAUSE, SIT AND INTERACT:

SEATING APPROACH

PROVIDING A VARIETY OF SEATING FOR PASSERBY AND BUILDING USERS. THE PERIMETER LANDSCAPING AND ENTRY PLAZAS PROVIDE NUMEROUS OPPORTUNITIES FOR SEATING AND RESTING BY UTILIZING THE TOPOGRAPHIC VARIATION TO CREATE INTEGRATED STEPPED BENCHES.

INTEGRATE BICYCLES APPROACH

DESIGNING OPEN SPACES THAT ACCOMODATE PARKING FOR BICYCLES. OUTDOOR BIKE PARKING IS PROVIDED AT THE ENTRY PLAZAS, WITH ADDITIONAL BIKE PARKING IN THE BASEMENT, TO ENCOURAGE MORE ACTIVE MODES AND INCREASE FOOT TRAFFIC.

TREES AND LANDSCAPING APPROACH

PROMOTING HEALTH AND WELLNESS BY HELPING TO MITIGATE THE EFFECTS OF URBAN HEAT ISLAND. SITE TREES AROUND THE PROJECT PROVIDE SHADING, WHILE NATIVE VEGETATION BUFFERS THE BUILDING, CREATES VISUAL INTEREST, CAPTURES STORMWATER, AND PROMOTES TENANT WELL-BEING.

06 INTEGRATE AND MINIMIZE THE IMPACT OF PARKING AND BUILDING SERVICES:

UTILITY, TRASH, AND RECYCLING APPROACH

SITING AND SCREENING UTILITIES, TRASH, & RECYCLING ENCLOSURES AWAY FROM PUBLIC REALM. TRASH AND RECYCLING ARE LOCATED WITHIN AN ENCLOSED LOADING BAY, TO MINIMIZE DISTURBANCE TO THE STREET AND PEDESTRIANS. ELECTRICAL EQUIPMENT WILL ALSO BE CONCEALED UNDERGROUND OR WITH A SCREEN.

STORMWATER PLANTER APPROACH

INTEGRATING STORMWATER WITH MULTIPLE USES, SUCH AS BUFFERING, PLACEMAKING, AND SEATING OPPORTUNITIES. STORMWATER PLANTER PROVIDED AS BUFFER LANDSCAPING AND COMMUNITY LANDSCAPE FEATURE.

BICYCLE PARKING APPROACH

DESIGNING BICYCLE PARKING TO ENCOURAGE USE BY ADDING BIKE LOBBIES AND BIKE REPAIR AMENITIES. BICYCLE PARKING IS INTEGRATED INTO THE BASEMENT WITH DIRECT ENTRANCE OFF THE STREET, AND A TRANSLUCENT FACADE TO INCREASE VISIBILITY AND ACCESS FOR THE TENANTS.

DESIGN GUIDELINES TENET: QUALITY AND RESILIENCE

07 SUPPORT THE COMFORT, SAFETY, AND DIGNITY OF RESIDENTS, WORKERS, AND VISITORS THROUGH THOUGHTFUL SITE AND BUILDING DESIGN:

INTERNAL OPEN SPACE APPROACH

OFFERING A VARIETY OF MULTIFUNCTIONAL SPACES. GENEROUS ENTRY PLAZAS AND LANDSCAPING CREATE A BUFFER FOR THE RESIDENTIAL COMMUNITY AND SPACE FOR SOCIALIZING. THE MAJORITY OF UNITS HAVE A DIRECT BALCONY FROM THEIR UNIT, AS WELL AS ROOFTOP TERRACES AND COMMUNITY SPACES.

SOLAR ACCESS APPROACH

PROVIDING SOLAR ACCESS TO OPEN AREAS. OPEN ROOF DECKS, AND SOUTH-FACING UNITS HAVE ABUNDANT SOLAR ACCESS, WHILE MOVEABLE SCREENS GIVE TENANTS INDIVIDUAL CONTROL OVER SHADING. THE NORTH-FACING UNITS HAVE A MORE OPEN AND TRANSLUCENT SCREEN TO ALLOW MORE AMBIENT DAYLIGHT. HIGH CEILINGS AND STEPPED RETAINING WALL ALLOW LIGHT INTO THE GROUND FLOOR.

WINDOW AND ENTRIES APPROACH

ORIENTING WINDOWS AND ENTRIES TOWARD ON-SITE CIRCULATION AND OPEN AREAS. GYM AND COMMUNITY SPACES LOOK OUT ONTO THE ROOF TERRACES, GARDENS, AND COMMON SPACES AND UNITS FACING THE STREET LEVEL HELP TO INCREASE SECURITY AND VISIBILITY.

08 DESIGN FOR QUALITY, USING ENDURING MATERIALS AND STRATEGIES WITH A COHERENT APPROACH: UNITY APPROACH

EXPRESSING A CLEAR AND COHERENT DESIGN APPROACH TO UNIFY BUILDING. THE DESIGN FEATURES A STRUCTURAL RHYTHM, EXTERIOR SCREEN PATTERN, AND MATERIALS THAT CREATE A UNIFIED AND COMPOSED ORDER TO THE BUILDING.

ARTICULATION APPROACH

HIGHLIGHTING FUNCTION, HIERARCHY, OR SPACES THROUGH SMALL BREAKS IN FORM. ARTICULATION IS ACHIEVED THROUGH OPENINGS IN THE SCREEN AND BALCONY SETBACKS.

EXTERIOR MATERIAL APPLICATION APPROACH

EXPRESSING THE BUILDING DESIGN WITH HIERARCHY, SHIFTS OR REPETITION. THE PERFORATED EXTERIOR SCREEN HAS A SHIFTED PATTERN THAT BREAKS DOWN THE LARGER MASS.

BUILDING OPENNESS APPROACH

OFFERING PERMEABILITY, DEPTH, AND TEXTURE. THE FIXED AND MOVEABLE PERFORATED SCREEN PANELS CREATE A LIGHT, DYNAMIC FACADE WHEN VIEWED FROM VARIOUS ANGLES, WHILE ALSO OFFERING PRIVACY AND SHADE FOR THE UNITS.

09 DESIGN FOR RESILIENCE, HEALTH, AND STEWARDSHIP OF THE ENVIRONMENT, ENSURING ADAPTABILITY TO CLIMATE CHANGE AND THE EVOLVING NEEDS OF THE CITY:

NATIVE LANDSCAPING + ECO-ROOF APPROACH

INTEGRATING NATIVE LANDSCAPING AND LARGE CANOPY TREES TO ADDRESS HEAT ISLAND AND PROVIDE FOR POLLINATORS. NATIVE LANDSCAPING AND TREES ARE PROVIDED AROUND THE PERIMETER, AT ENTRY PLAZAS, IN THE STORMWATER PLANTER, AND AT ROOFTOP AREAS TO SHADE THE SITE, SLOW DOWN & ABSORB STORMWATER, CREATE HABITAT & FOOD FOR POLLINATORS, PROVIDE RELIEF TO RESIDENTS, AND IMPROVE AIR QUALITY.

DAYLIGHT, AIR , AND EFFICIENCY APPROACH

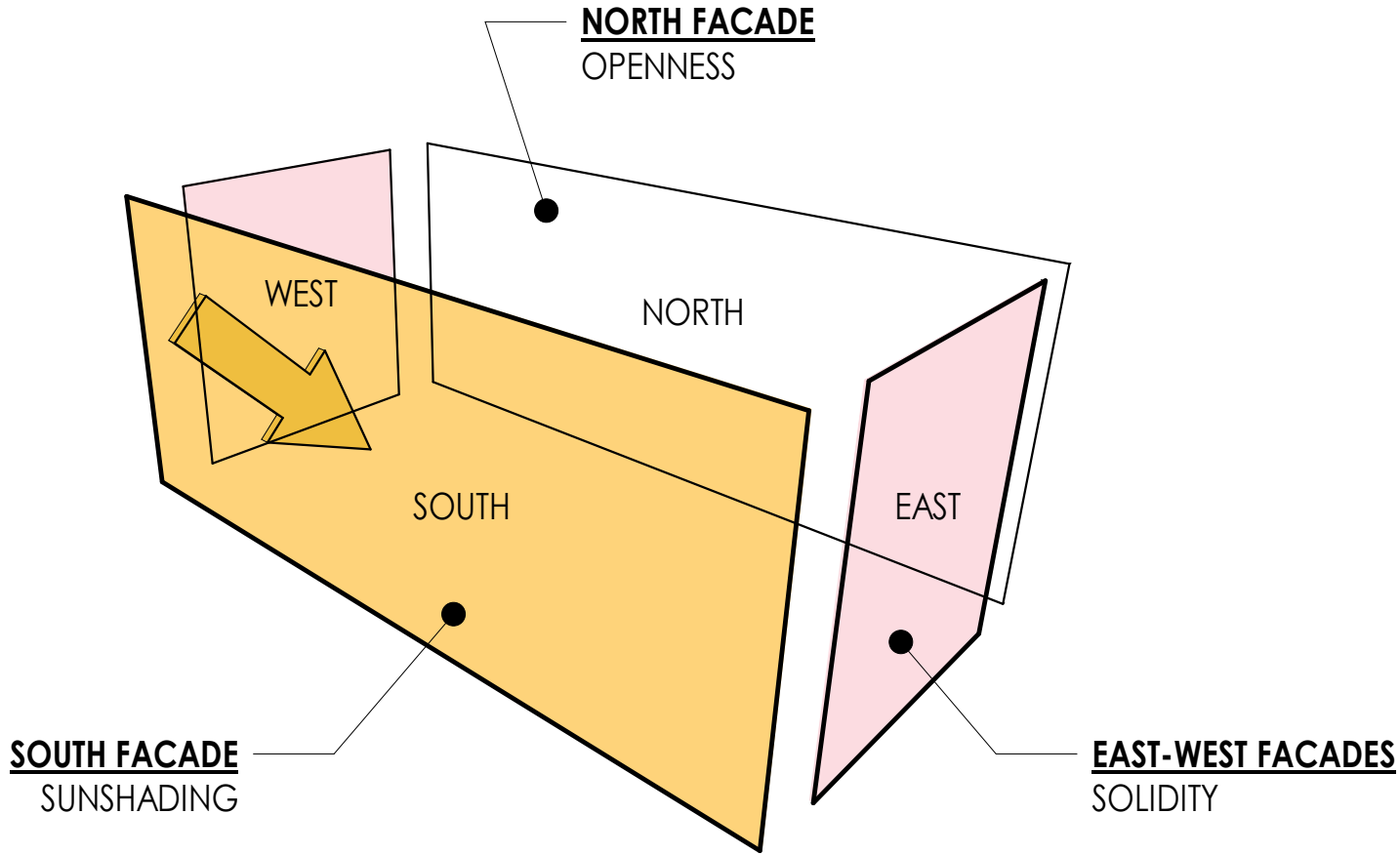
PROVIDING DAYLIGHT AND VENTILATION AND IMPROVING INDOOR AIR QUALITY. EVERY UNIT HAS LARGE WINDOW-WALLS AND ACCESS TO A SHADED PRIVATE BALCONY FOR LIGHT AND AIR, AND DEEP OVERHANGS, EXTERIOR INSULATION, HEAT-PUMP COOLING AND A SOLAR-READY ROOF MAKE THE BUILDING MORE EFFICIENT AND SUSTAINABLE.

ON-SITE STORMWATER APPROACH

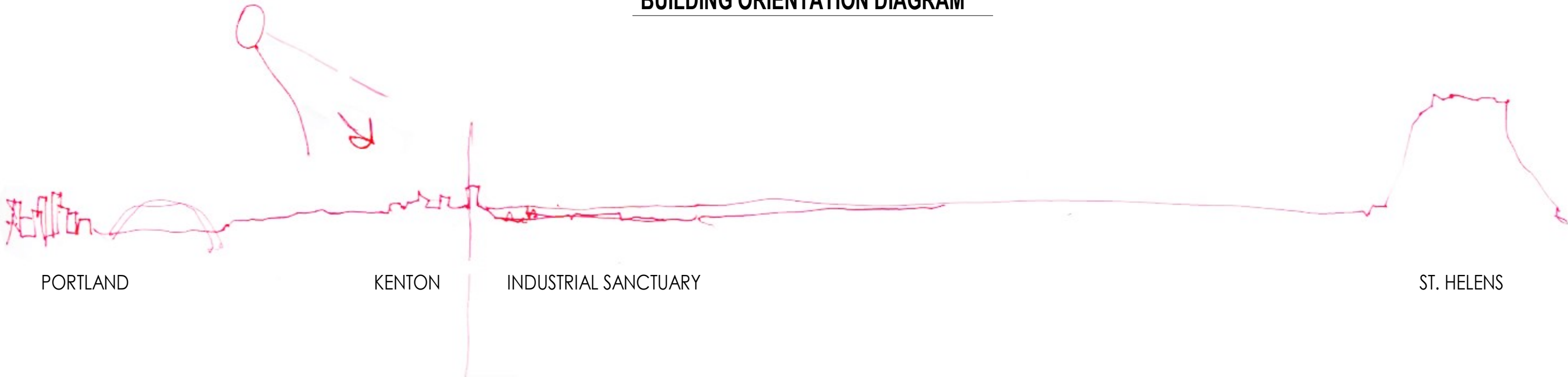
ALLOWING RAIN TO SOAK INTO THE GROUND AND FILTER THROUGH LUSH VEGETATION AND LANDSCAPING. STORMWATER PLANTER PROVIDED AT THE SOUTH LANDSCAPE BUFFER TO SLOW STORMWATER AND ALLOW FOR DIRECT GROUND INFILTRATION.

LOW-CARBON CONSTRUCTION

THE BUILDING WILL UTILIZE MASS-TIMBER TYPE IV-B CONSTRUCTION, WHICH IS LESS WASTEFUL AND HAS A LOWER EMBODIED CARBON FOOTPRINT.



BUILDING ORIENTATION DIAGRAM



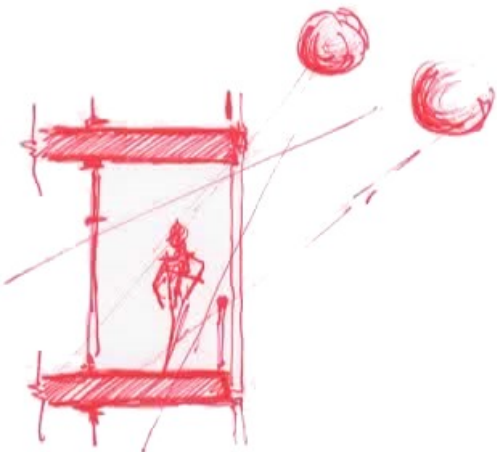


DESIGN INSPIRATION: NEST WE GROW
COLLEGE OF ENVIRONMENTAL DESIGN UC BERKELEY & KENGO KUMA

INNOVATION IN CRAFT & DESIGN

EACH INDIVIDUAL UNIT WILL HAVE DIRECT ACCESS TO NATURAL LIGHT AND AIR, FILTERED THROUGH A SERIES OF TRANSPARENT AND OPAQUE LAYERS AT THE BUILDING ENVELOPE. DEPENDING ON THE UNITS' LOCATION AND ORIENTATION THE LAYERS DISSIPATE OR ACCUMULATE TO OPTIMIZE THE CORPOREAL EXPERIENCE.

THIS PROJECT WILL UTILIZE NEW INNOVATIONS IN PRE-FAB DESIGN AND MASS TIMBER CONSTRUCTION. PRE-FAB ALLOWS FOR THE PRODUCTION OF BUILDING ELEMENTS IN A FACTORY SETTING WITH CONTROLLED CONDITIONS AND ALL TOOLS AND SUPPLIES ON HAND. THIS ALLOWS FOR CONSTRUCTION EFFICIENCIES, QUALITY CONTROL, WASTE REDUCTION, TRADE SCHEDULING, AND THE MASS CUSTOMIZATION OF EACH UNIT. THE FLOORS AND OTHER ELEMENTS OF THE BUILDING WILL BE MASS PLYWOOD PANELS (MPP) THAT ARE MADE IN OREGON AND DESIGNED TO BE USED WITH THE SPECIAL OREGON IV-B CONSTRUCTION TYPE.



DESIGN GUIDELINES

- 02 CREATE POSITIVE RELATIONSHIPS WITH SURROUNDINGS
- 04 DESIGN THE SIDEWALK LEVEL OF BUILDINGS TO BE ACTIVE AND HUMAN-SCALED
- 08 DESIGN FOR QUALITY, USING ENDURING MATERIALS AND STRATEGIES WITH A COHERENT APPROACH:



HEAVY TIMBER POST + BEAM



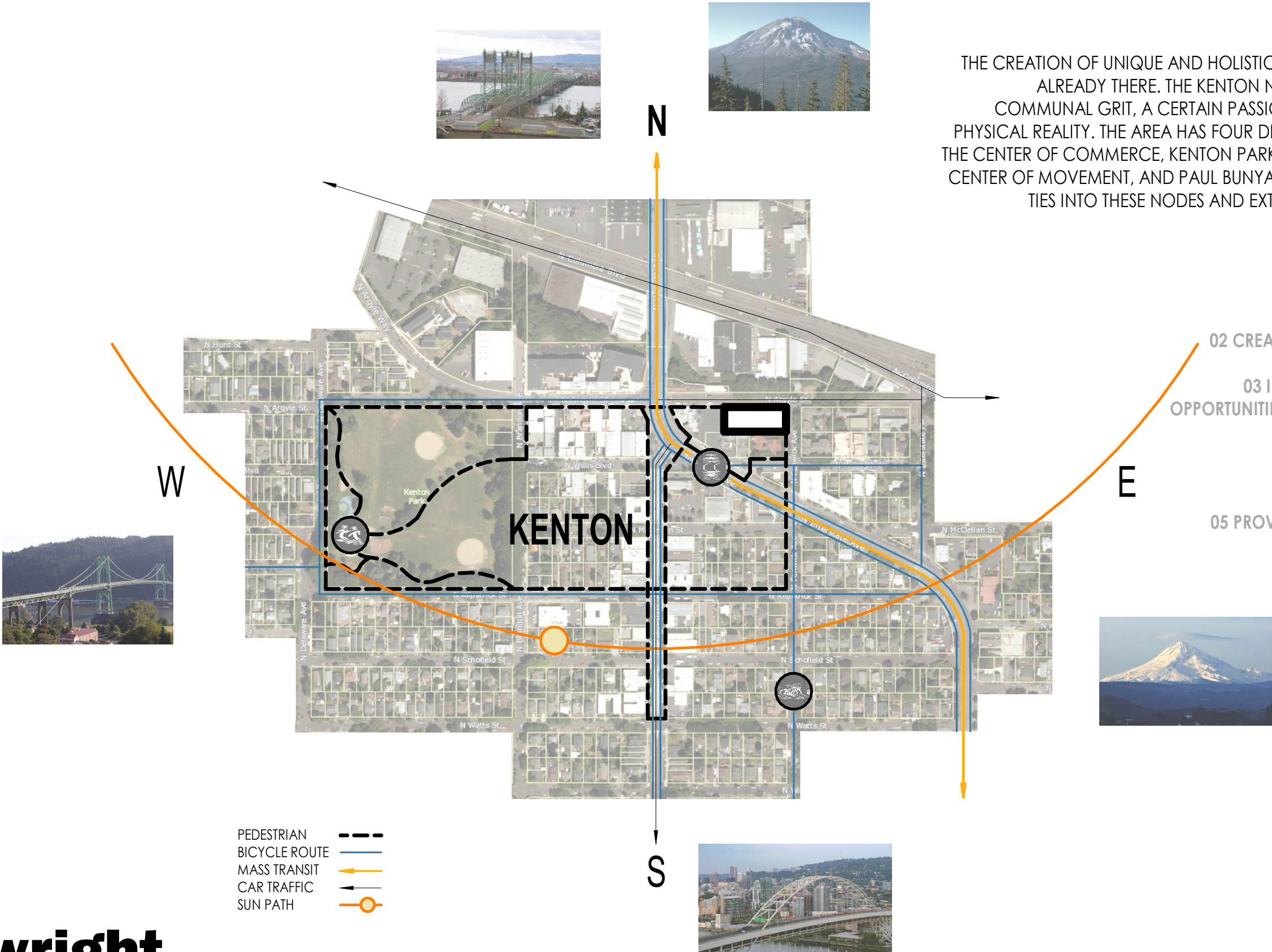
MASS TIMBER PANEL

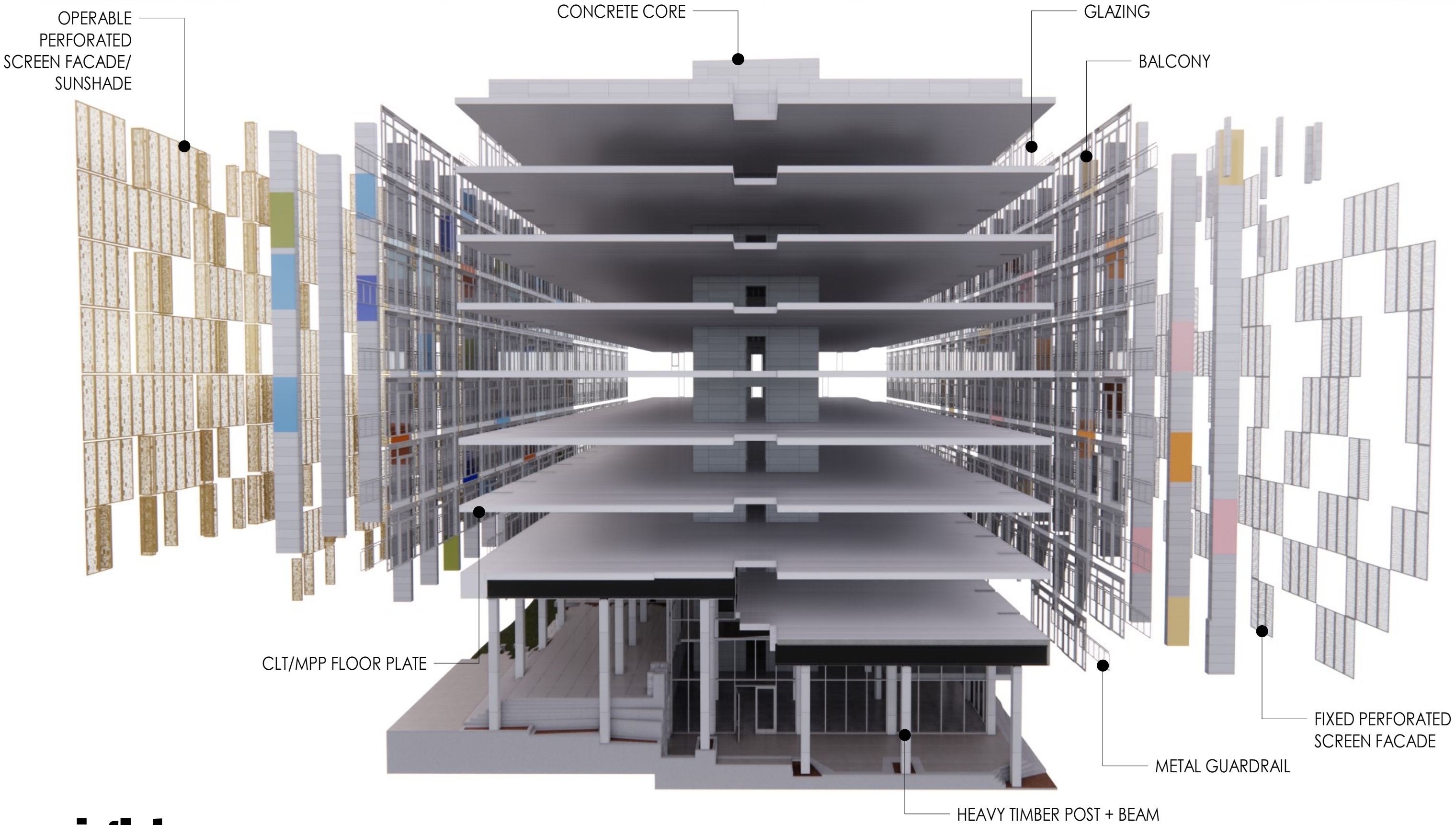
PLACEMAKING

THE CREATION OF UNIQUE AND HOLISTIC PLACES STARTS WITH ORIENTATION AND WHAT IS ALREADY THERE. THE KENTON NEIGHBORHOOD IS KNOWN FOR ITS HISTORY AND COMMUNAL GRIT, A CERTAIN PASSION AND PERSEVERANCE THAT GOES BEYOND THE PHYSICAL REALITY. THE AREA HAS FOUR DISTINCT CENTERS OF GRAVITY: DENVER AVENUE IS THE CENTER OF COMMERCE, KENTON PARK IS THE CENTER OF PLAY, THE MAX STATION IS THE CENTER OF MOVEMENT, AND PAUL BUNYAN IS THE CENTER OF PERCEPTION. THE PROPOSAL TIES INTO THESE NODES AND EXTENDS THEIR ATTRIBUTES INTO THE BUILDING ITSELF.

DESIGN GUIDELINES

- 02 CREATE POSITIVE RELATIONSHIPS WITH SURROUNDINGS
- 03 INTEGRATE AND ENHANCE ON-SITE FEATURES AND OPPORTUNITIES TO CONTRIBUTE TO A LOCATION'S UNIQUENESS
- 04 DESIGN THE SIDEWALK LEVEL OF BUILDINGS TO BE ACTIVE AND HUMAN-SCALED
- 05 PROVIDE OPPORTUNITIES TO PAUSE, SIT AND INTERACT:





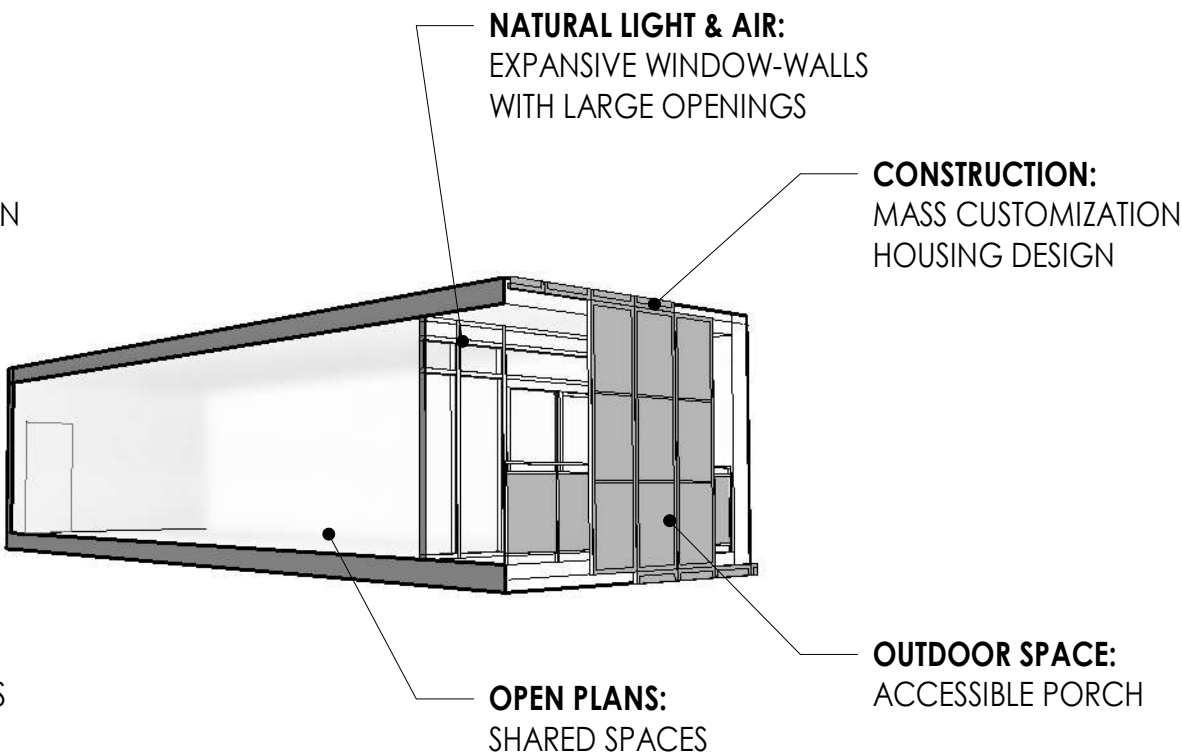
CONTEXT TENET: ALBINA PLAN AREA CHARACTER

100% OF THE PROPOSED RESIDENCES ARE TO BE AFFORDABLE FOR THE LIFE OF THE BUILDING. EACH UNIT IS DESIGNED TO REPLICATE THE TRADITIONAL WORKFORCE HOUSING BUILT IN THE LAST CENTURY; HOUSING THAT WAS BUILT QUICKLY AND EFFICIENTLY TO PROVIDE SHELTER TO THOSE WORKING IN THE SHIPYARDS AND INDUSTRIES OF THE 20TH CENTURY. TAKING CUES FROM THESE PRECEDENTS THE PROPOSED UNITS REPLICATE THE VIABLE FEATURES OF THE PAST, SUCH AS LARGE FRONT PORCHES AND CONSTRUCTABILITY, WHILE SIMULTANEOUSLY CRAFTING SPACES THAT ARE DESIGNED FOR 21ST CENTURY LIVING WITH LARGER WINDOWS, OPEN PLANS, AND BARRIER-FREE SPACES.



20th CENTURY
WORKFORCE HOUSING

- DESIGN GUIDELINES
- 01 BUILD ON THE CHARACTER, LOCAL IDENTITY, AND ASPIRATION OF THE PLACE
 - 02 CREATE POSITIVE RELATIONSHIPS WITH SURROUNDINGS



21st CENTURY
WORKFORCE HOUSING

01 - COMMUNITY:
THIS SITE ACTS AS A BARRIER BETWEEN THE
INDUSTRIAL AREA TO THE NORTH AND THE
CONSERVATION DISTRICT TO THE SOUTH.



I-5 FREEWAY PERSPECTIVE - VIEW FROM NE LOOKING SW

01 - COMMUNITY:

THIS LOCATION WILL “REINFORCE THE POTENTIAL SUCCESS OF THE DENVER AVENUE BUSINESSES BY FOSTERING DEVELOPMENT OF ADDITIONAL HOUSING WITHIN WALKING DISTANCE.”

01 - COMMUNITY:

THE SITE IS A “GOOD LOCATION” FOR HIGHER DENSITY HOUSING BECAUSE IT IS “CLOSE TO LIGHT RAIL, THE DENVER AVENUE BUSINESS DISTRICT, AND OTHER KENTON NEIGHBORHOOD AMENITIES.”

CONTEXT - KENTON STATION



KENTON STATION PERSPECTIVE - VIEW FROM SW LOOKING NE

02 - BUILDING MASSING:
THE SPLIT BAR PARTI AND ERODED CORNERS BREAK THE BUILDING DOWN INTO SMALLER MASSES THAT RELATE TO THE SCALE OF THE EXISTING URBAN FABRIC FROM THE 20TH CENTURY.



DENVER AVENUE PERSPECTIVE - VIEW FROM SW LOOKING NE

02 - BUILDING MASSING:
THE ENTRANCES ARE LOCATED TO DIRECT RESIDENTS FROM THE INSIDE OF THE BUILDING TOWARD THE COMMERCIAL STRIP ALONG DENVER AVENUE AND THE NEARBY MAX STATION.



ARGYLE & INTERSTATE CORNER PERSPECTIVE - VIEW FROM NW LOOKING SE

04 - WEATHER PROTECTION:
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.



05 - SEATING:
THE PERIMETER LANDSCAPING AND ENTRY PLAZAS PROVIDE NUMEROUS OPPORTUNITIES FOR SEATING AND RESTING BY UTILIZING THE TOPOGRAPHIC VARIATION TO CREATE INTEGRATED STEPPED BENCHES.

ACCESSIBLE ENTRANCE

GROUND FLOOR ELEVATION - ARGYLE STREET NW BUILDING CORNER



04 - MULTIPLE ENTRIES AND WINDOWS:
RESIDENTIAL UNITS OFF THE STREET HAVE ENTRANCES AND BALCONIES THAT PROVIDE ADDITIONAL EYES ON THE STREET.

05 - TREES AND LANDSCAPING:
SITE TREES AROUND THE PROJECT PROVIDE SHADING, WHILE NATIVE VEGETATION BUFFERS THE BUILDING, CREATES VISUAL INTEREST, CAPTURES STORMWATER, AND PROMOTES TENANT WELL-BEING.

GROUND FLOOR ELEVATION - ARGYLE STREET MIDBLOCK AT RESIDENCES AND FIRE EXIT



06 - UTILITY, TRASH, AND RECYCLING:
TRASH AND RECYCLING ARE LOCATED WITHIN AN ENCLOSED LOADING BAY, TO MINIMIZE DISTURBANCE TO THE STREET AND PEDESTRIANS.

06 - BICYCLE PARKING:
BICYCLE PARKING IS INTEGRATED INTO THE BASEMENT WITH DIRECT ENTRANCE OFF OF THE STREET, AND A TRANSLUCENT FACADE TO INCREASE VISIBILITY AND ACCESS FOR THE TENANTS.

05 - SEATING:
THE PERIMETER LANDSCAPING AND ENTRY PLAZAS PROVIDE NUMEROUS OPPORTUNITIES FOR SEATING AND RESTING BY UTILIZING THE TOPOGRAPHIC VARIATION TO CREATE INTEGRATED STEPPED BENCHES.

GROUND FLOOR ELEVATION - ARGYLE STREET MIDBLOCK AT BICYCLE PARKING



05 - INTEGRATE BICYCLES:
OUTDOOR BIKE PARKING IS PROVIDED AT THE ENTRY PLAZAS, TO ENCOURAGE MORE ACTIVE MODES AND INCREASE FOOT TRAFFIC.

04 - GROUND FLOOR HEIGHT AND MULTIPLE ENTRIES AND WINDOWS:
THE ENTRY AREAS ARE DOUBLE-HEIGHT SPACES, WITH LARGE GLAZING AREAS AND SEATING AREAS, TO PROVIDE AN ACTIVE, PEDESTRIAN-ORIENTED STREET LEVEL.

05 - ART, TREES AND LANDSCAPING:
NATIVE VEGETATION AND GREEN WALLS BUFFER AND SHADE THE BUILDING, CREATE VISUAL INTEREST & TEXTURE, CAPTURE STORMWATER, AND PROMOTE TENANT WELL-BEING.

GROUND FLOOR ELEVATION - ARGYLE STREET NE BUILDING CORNER



04 - GROUND FLOOR HEIGHT AND MULTIPLE ENTRIES AND WINDOWS:
THE ENTRY AREAS ARE DOUBLE-HEIGHT SPACES, WITH LARGE GLAZING AREAS AND SEATING AREAS, TO PROVIDE AN ACTIVE, PEDESTRIAN-ORIENTED STREET LEVEL.

05 - INTEGRATE BICYCLES:
OUTDOOR BIKE PARKING IS PROVIDED AT THE ENTRY PLAZAS, TO ENCOURAGE MORE ACTIVE MODES AND INCREASE FOOT TRAFFIC.

GROUND FLOOR ELEVATION - NORTHERN FENWICK AVENUE AT LOWER ENTRY



05 - SEATING:
ENTRY PLAZAS PROVIDE NUMEROUS OPPORTUNITIES FOR SEATING AND RESTING FOR RESIDENTS OR THE PUBLIC.

04 - GROUND FLOOR HEIGHT AND MULTIPLE ENTRIES AND WINDOWS:
THE ENTRY AREAS ARE DOUBLE-HEIGHT SPACES, WITH LARGE GLAZING AREAS AND SEATING AREAS, TO PROVIDE AN ACTIVE, PEDESTRIAN-ORIENTED STREET LEVEL.

05 - ART, TREES AND LANDSCAPING:
NATIVE VEGETATION AND GREEN WALLS BUFFER AND SHADE THE BUILDING, CREATE VISUAL INTEREST & TEXTURE, CAPTURE STORMWATER, AND PROMOTE TENANT WELL-BEING.

GROUND FLOOR ELEVATION - SOUTHERN FENWICK AVENUE AT UPPER ENTRY & COMMUNITY TERRACE

06 - STORMWATER
A STORMWATER PLANTER AT THE SE ENTRY CAPTURES RAINWATER, PROVIDES NATIVE VEGETATION AND VISUAL INTEREST, AND IS A UNIQUE DESIGN ELEMENT FOR THE SITE.

04 - WEATHER PROTECTION:
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.



UPPER FENWICK ENTRY SEQUENCE - VIEW FROM SE LOOKING NW



UPPER ARGYLE ENTRY & LAUNDRY COURTYARD - VIEW FROM NW LOOKING SE AT DUSK

04 - WEATHER PROTECTION:
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.



GROUND FLOOR PERSPECTIVE - ARGYLE STREET CORNER LOOKING WEST



UPPER ARGYLE ENTRY SEQUENCE - VIEW FROM NW LOOKING SE

07 - OPEN SPACE:
GENEROUS ENTRY PLAZAS AND LANDSCAPING CREATE A BUFFER FOR THE
RESIDENTIAL COMMUNITY AND SPACE FOR SOCIALIZING.



LAUNDRY COURTYARD - VIEW FROM SOUTH LOOKING NORTH

07 - OPEN SPACE:
THE MAJORITY OF UNITS
HAVE A DIRECT BALCONY
FROM THEIR UNIT.

08 - BUILDING OPENNESS:
THE FIXED AND MOVEABLE PERFORATED SCREEN
PANELS OFFER PRIVACY AND SHADE FOR THE UNITS,
WHILE REMAINING TRANSPARENT AND LIGHT.

09 - DAYLIGHT & AIR:
EVERY UNIT HAS LARGE WINDOWS
AND ACCESS TO A SHADED PRIVATE
BALCONY FOR LIGHT AND AIR.





07 - SOLAR ACCESS:
OPEN ROOF DECKS, AND SOUTH-FACING UNITS HAVE ABUNDANT SOLAR ACCESS, WHILE MOVEABLE SCREENS GIVE TENANTS INDIVIDUAL CONTROL OVER SHADING. THE HIGH CEILINGS AND A SET BACK RETAINING WALL ALLOW LIGHT DEEP INTO THE GROUND FLOOR.

NW CORNER - VIEW FROM NW LOOKING SE

07 - SOLAR ACCESS:
OPEN ROOF DECKS, AND SOUTH-FACING UNITS HAVE ABUNDANT SOLAR ACCESS, WHILE
MOVEABLE SCREENS GIVE TENANTS INDIVIDUAL CONTROL OVER SHADING. THE HIGH
CEILINGS AND A SET BACK RETAINING WALL ALLOW LIGHT DEEP INTO THE GROUND FLOOR.



NE CORNER - VIEW FROM NE LOOKING SW



SE CORNER PERSPECTIVE - VIEW FROM SE LOOKING NW



SE RAIN GARDEN & COMMUNITY TERRACE - AERIAL VIEW FROM SOUTH LOOKING NORTH

09 - NATIVE LANDSCAPING + ECO-ROOF:
NATIVE LANDSCAPING IS PROVIDED AT THE ROOFTOP AREAS TO SLOW DOWN & ABSORB STORMWATER, CREATE HABITAT & FOOD FOR POLLINATORS, PROVIDE RELIEF TO RESIDENTS, AND IMPROVE AIR QUALITY.

07 - OPEN SPACE:
THE MAJORITY OF UNITS HAVE A DIRECT BALCONY FROM THEIR UNIT, AS WELL AS ROOFTOP TERRACES AND COMMUNITY SPACES.



COMMUNITY PLAYGROUND - VIEW FROM SW LOOKING NE

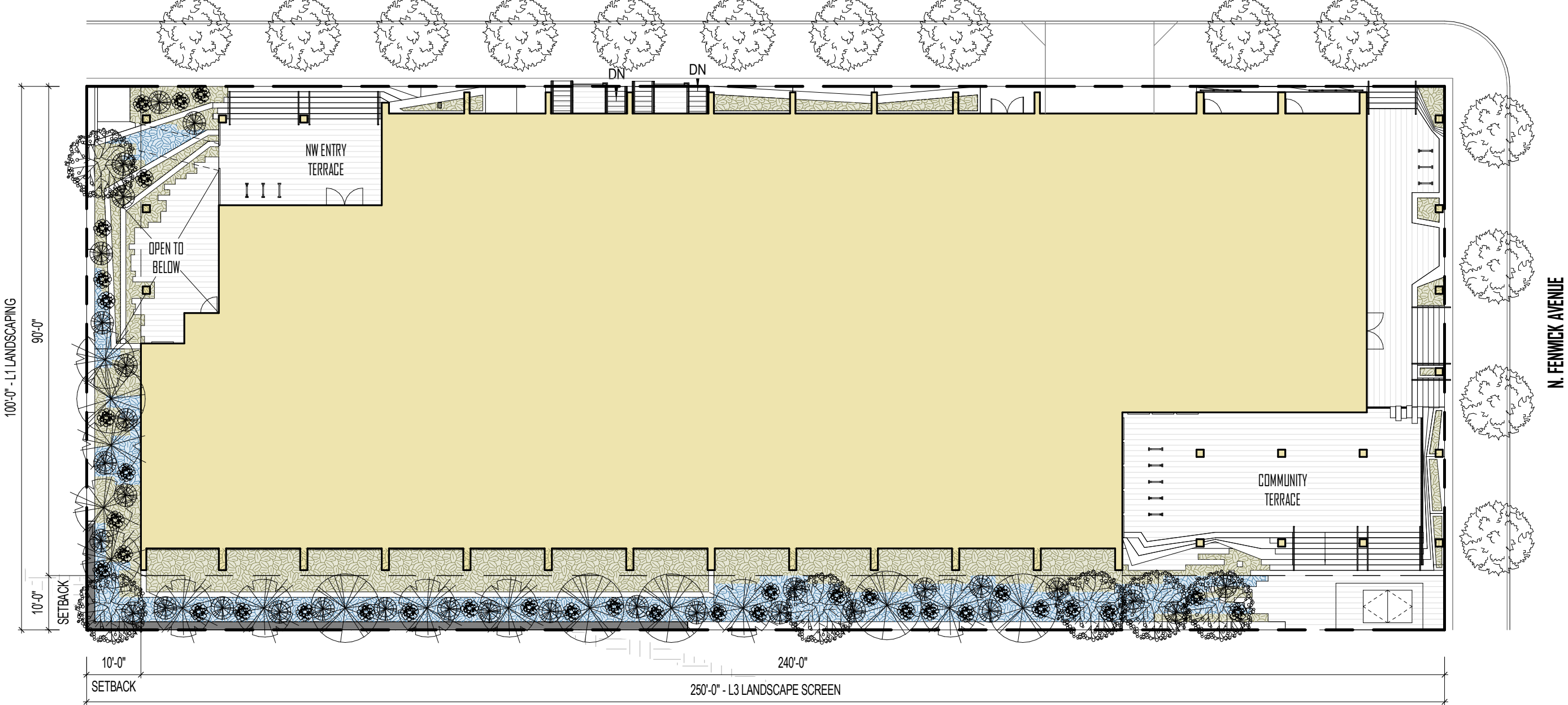
07 - SOLAR ACCESS:
OPEN ROOF DECKS, AND SOUTH-FACING UNITS HAVE ABUNDANT SOLAR ACCESS, WHILE MOVEABLE SCREENS GIVE TENANTS INDIVIDUAL CONTROL OVER SHADING.

08 - UNITY:
THE DESIGN FEATURES A STRUCTURAL RHYTHM, EXTERIOR SCREEN PATTERN, AND MATERIALS THAT CREATE A UNIFIED AND COMPOSED ORDER TO THE BUILDING.



ROOF TERRACE - VIEW FROM SW LOOKING NE

DRAWINGS



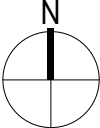
PLAN KEY:

- | | |
|-----------------------------------|-------------------------------------------------|
| STREET TREE* | LIGUSTRUM JAPONICUM 'TEXANUM' - JAPANESE PRIVET |
| STAR MAGNOLIA (MAGNOLIA STELLATA) | CAMELLIA SASANQUA |
| HERITAGE RIVER BIRCH | MAHONIA REPENS - CREEPING OREGON GRAPE |
| GINKGO, MAIDENHAIR | POLYSTICHUM MUNITUM - SWORD FERN |

*JAPANESE ZELKOVA, LINDEN, OR SIMILAR
SUBJECT TO PBOT AND URBAN FORESTRY APPROVAL

LANDSCAPING PLAN - GROUND FLOOR

1" = 20'-0"





Japanese Zelkova*
Zelkova serrata



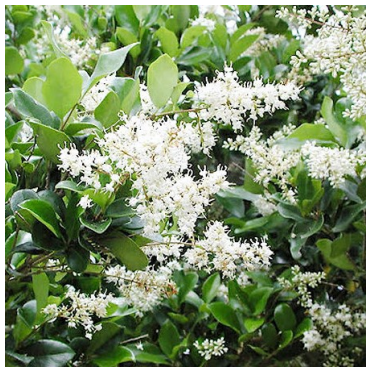
Star Magnolia
Magnolia stellata



Heritage River Birch
Betula nigra



Ginkgo Maidenhair
Ginkgo biloba



Japanese Privet
Ligustrum Japonicum
'Texanum'



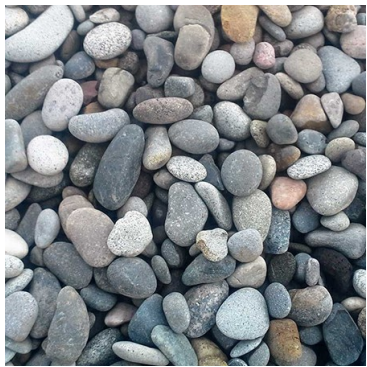
Sasanqua Camellia
Camellia sasanqua



Creeping Oregon Grape
Mahonia repens



Sword Fern
Polystichum Munitum



River rock



Cast concrete
linear pavers

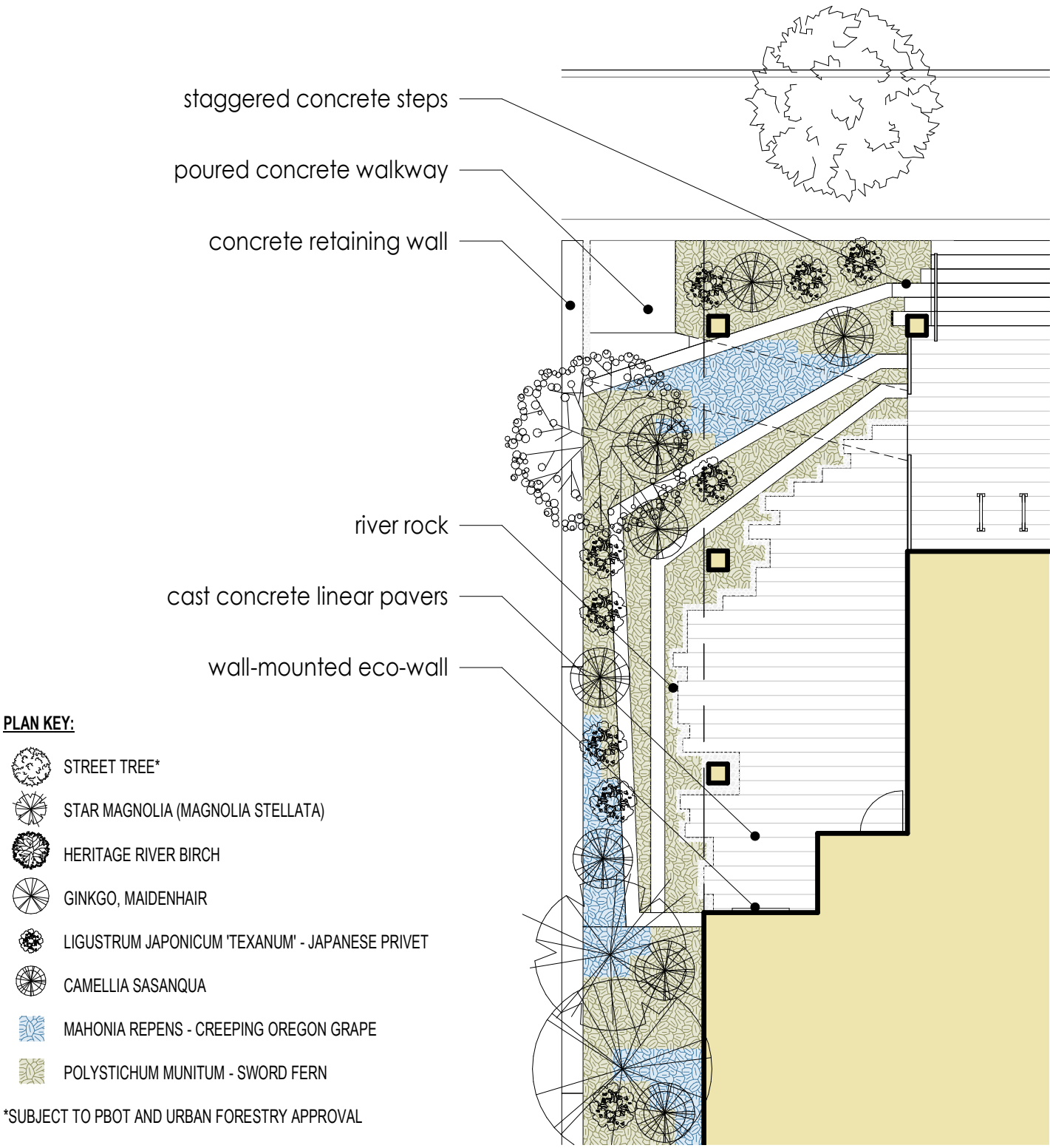


Staggered cast
concrete steps



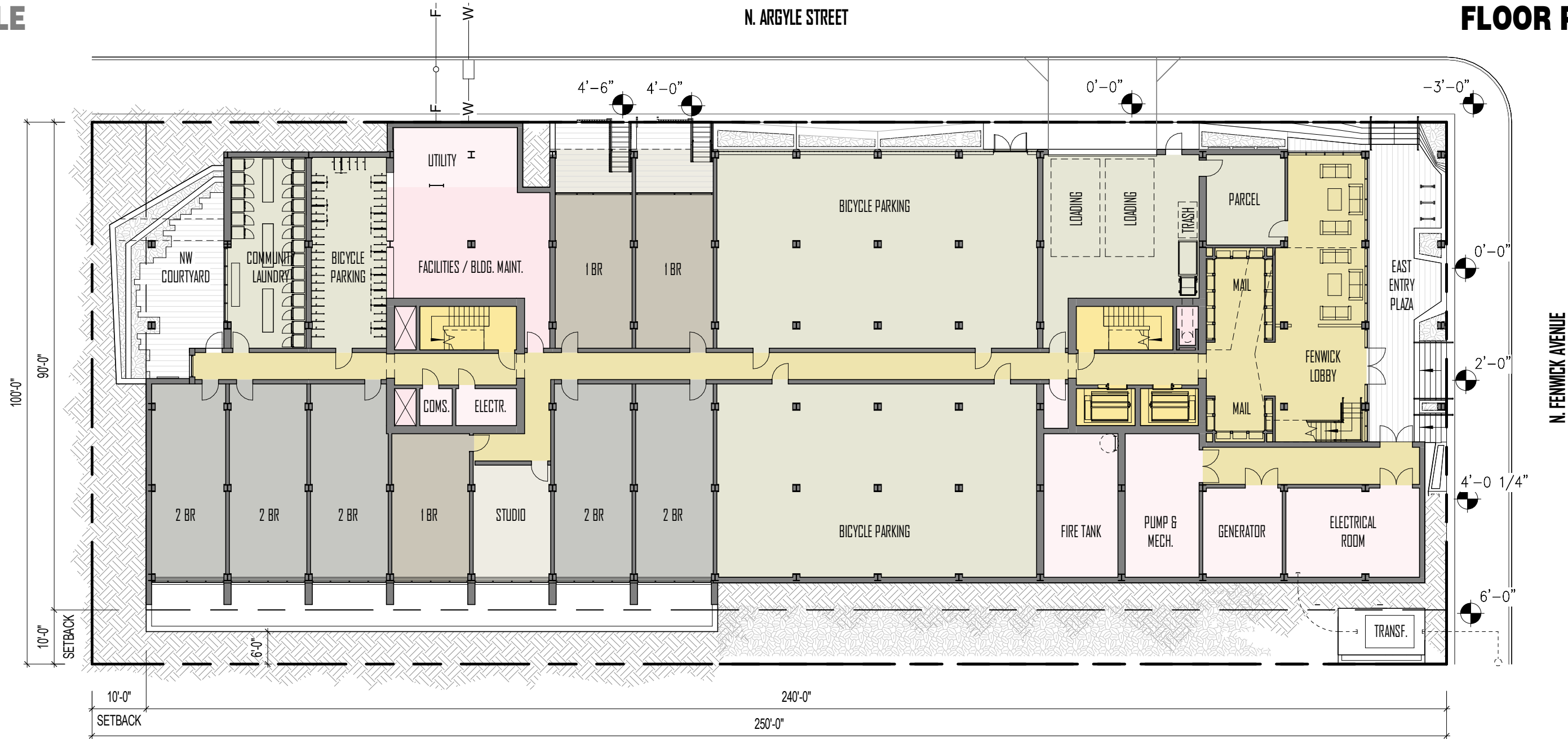
Wall-mounted wire mesh
eco wall panels

LANDSCAPING DETAILS



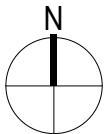
LANDSCAPING PLAN - ENLARGED

1" = 10'-0"



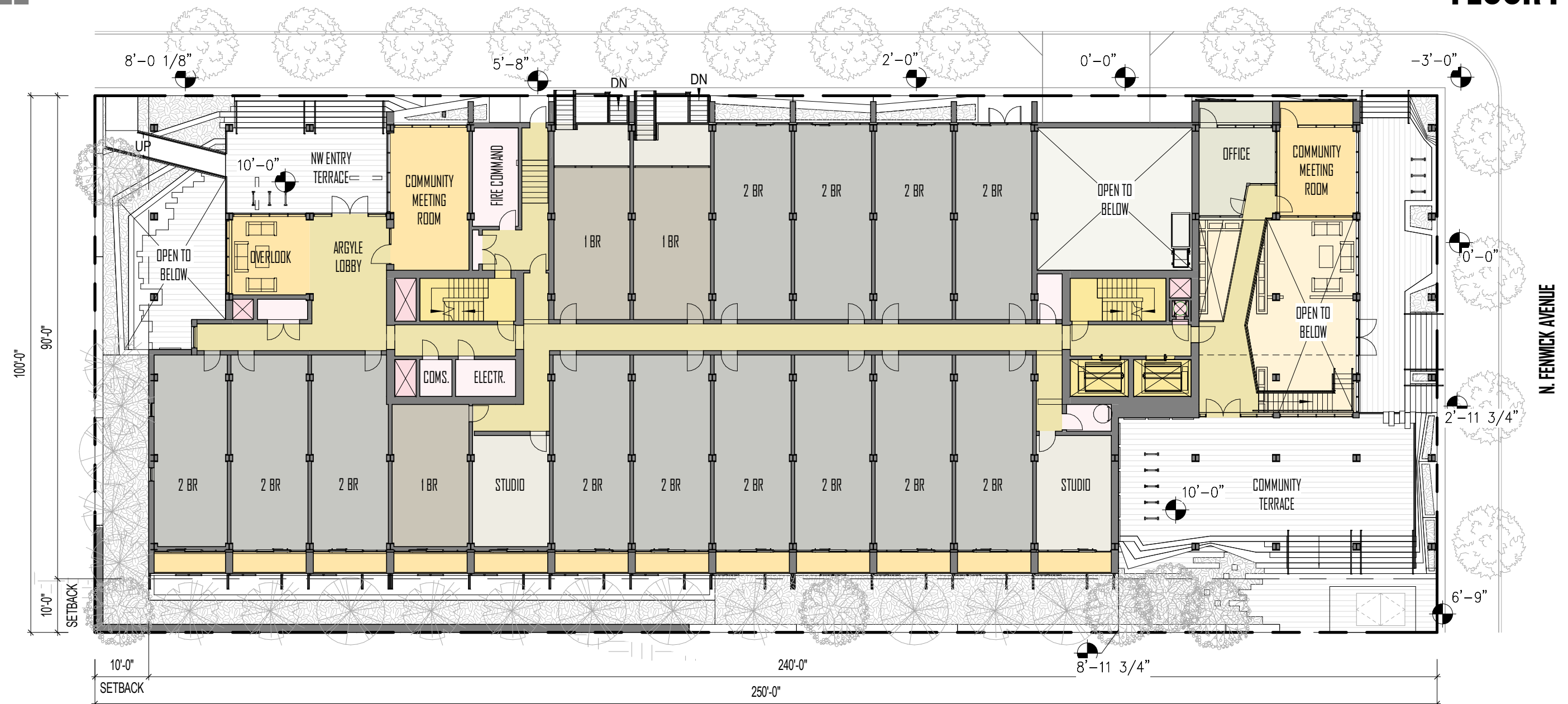
- PLAN KEY:**
- STUDIO UNIT
 - 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - COMMUNITY / OUTDOOR AREAS
 - CIRCULATION
 - USER AMENITY
 - UTILITY / FACILITY

FLOOR PLAN LEVEL 1
1" = 20'-0"










S. ELEVATION DIAGRAM

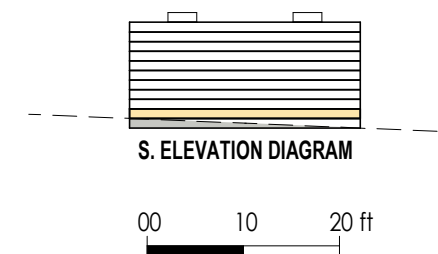
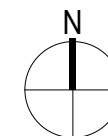


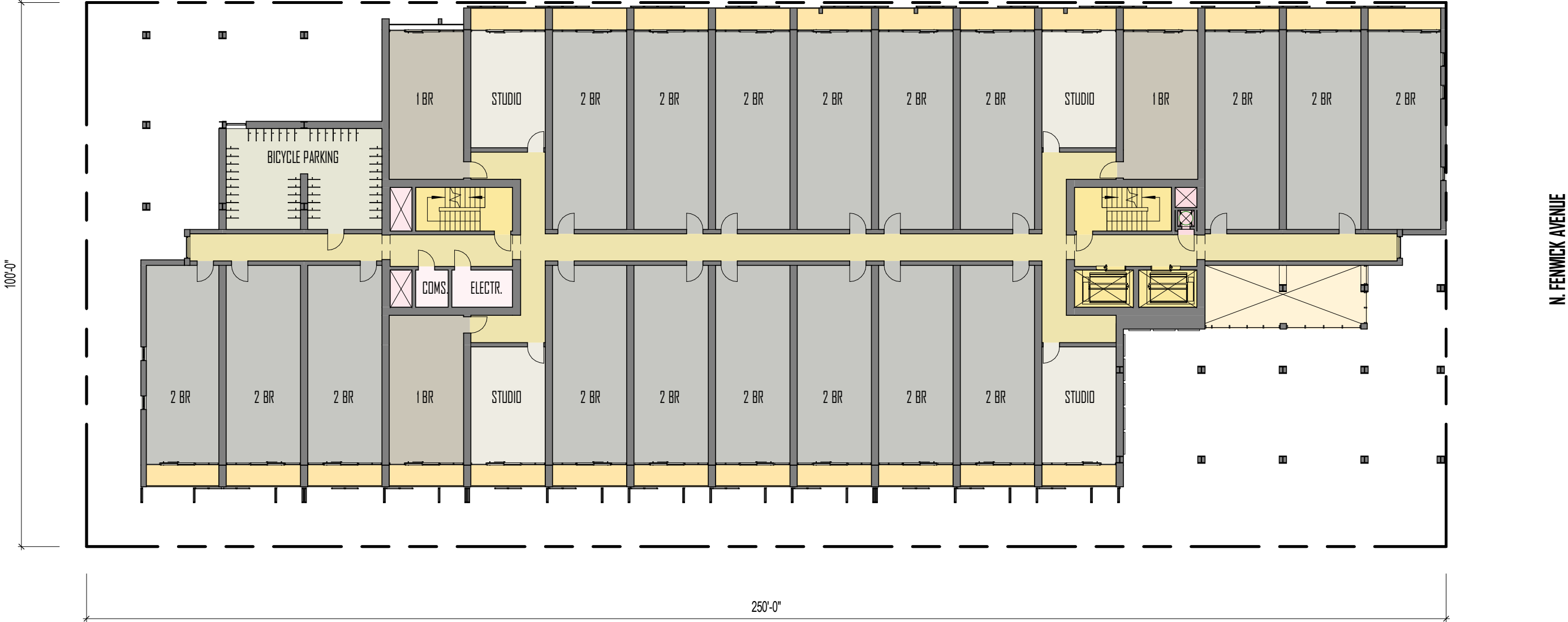


PLAN KEY:

-  STUDIO UNIT
-  1-BEDROOM UNIT
-  2-BEDROOM UNIT
-  COMMUNITY / OUTDOOR AREAS
-  CIRCULATION
-  USER AMENITY
-  UTILITY / FACILITY

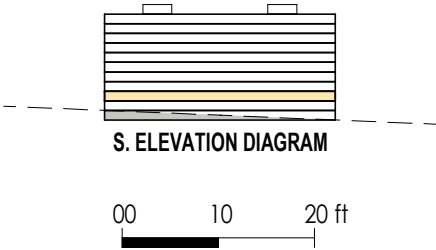
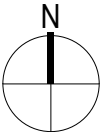
FLOOR PLAN LEVEL 2 - GROUND FLOOR

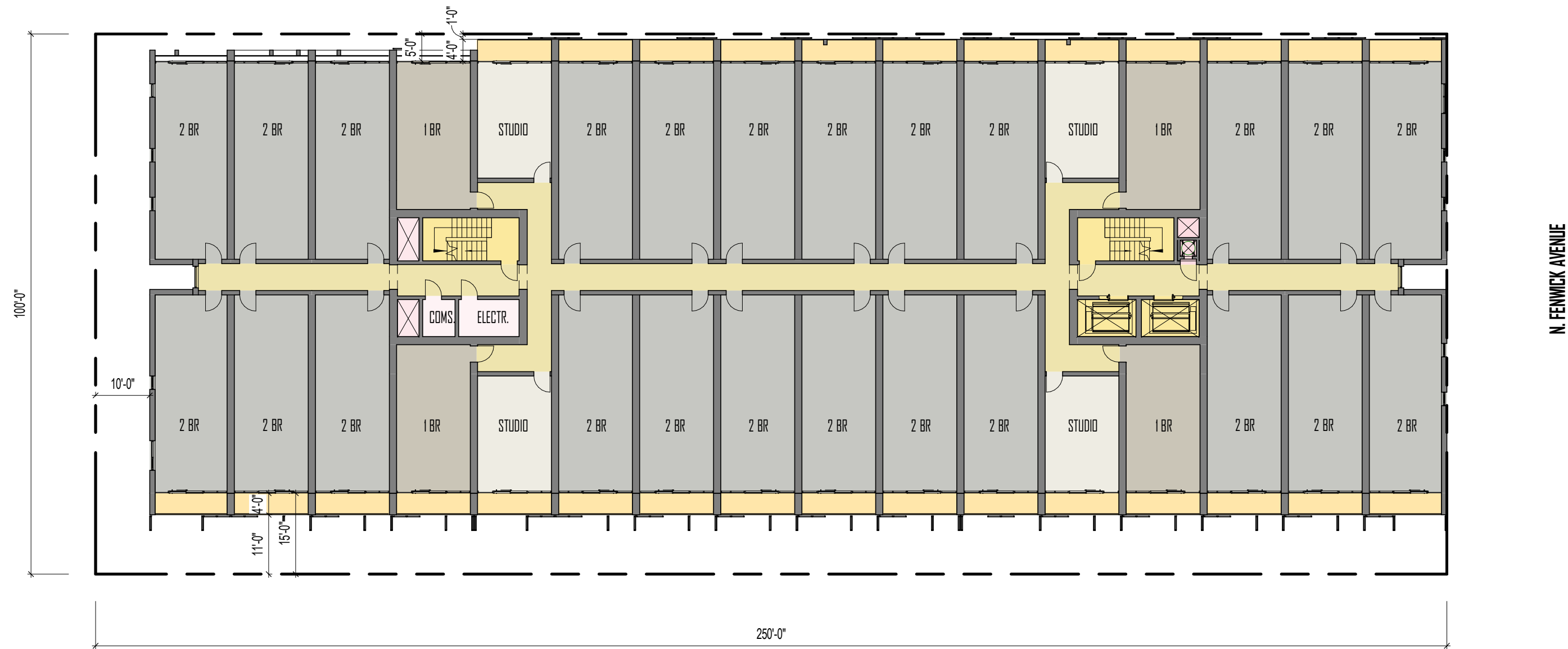
$$1'' = 20'-0''$$




- PLAN KEY:**
- STUDIO UNIT
 - 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - COMMUNITY / OUTDOOR AREAS
 - CIRCULATION
 - USER AMENITY
 - UTILITY / FACILITY

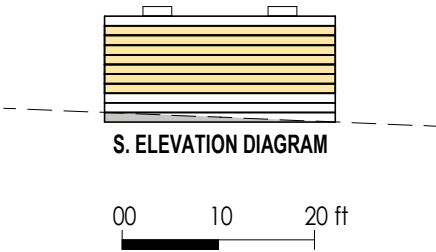
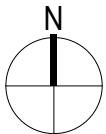
FLOOR PLAN LEVEL 3
1" = 20'-0"

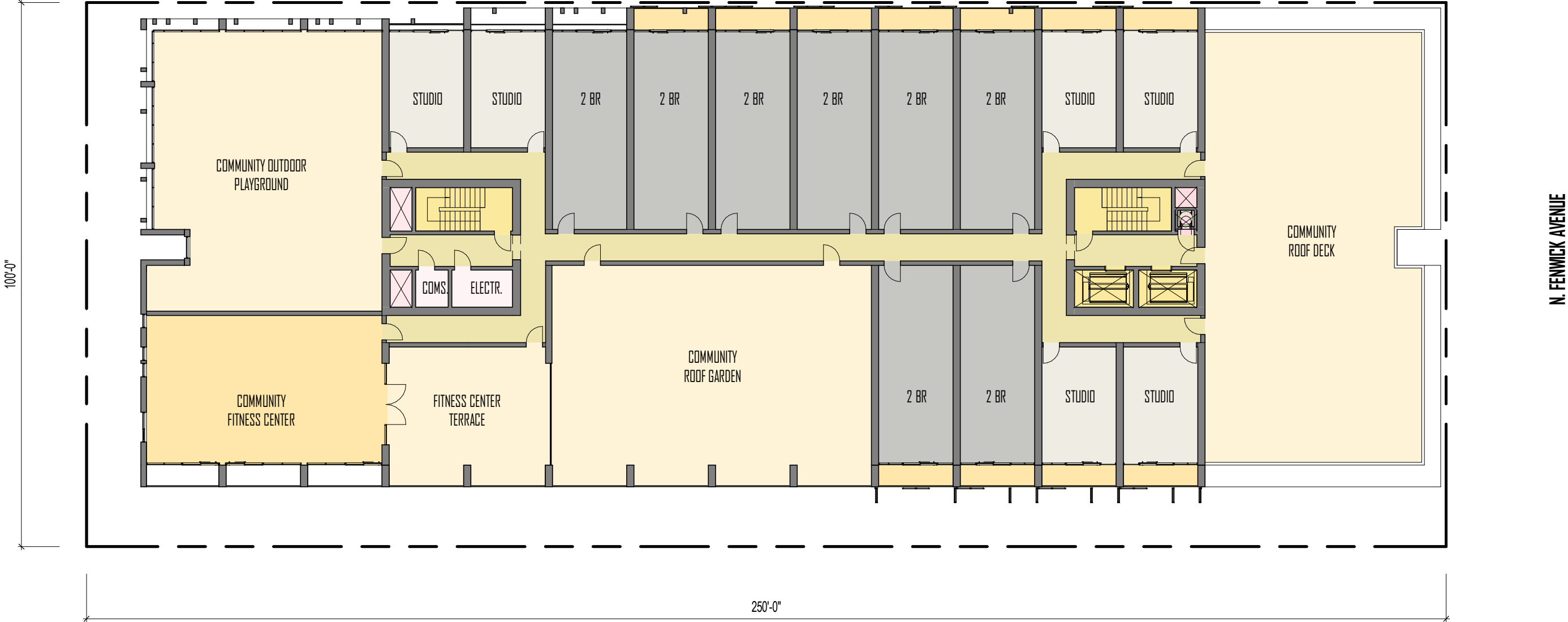




- PLAN KEY:**
- STUDIO UNIT
 - 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - COMMUNITY / OUTDOOR AREAS
 - CIRCULATION
 - USER AMENITY
 - UTILITY / FACILITY

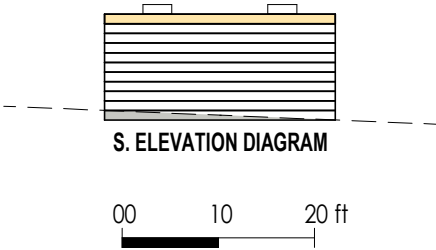
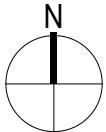
TYPICAL FLOOR PLAN LEVELS 4-10
1" = 20'-0"

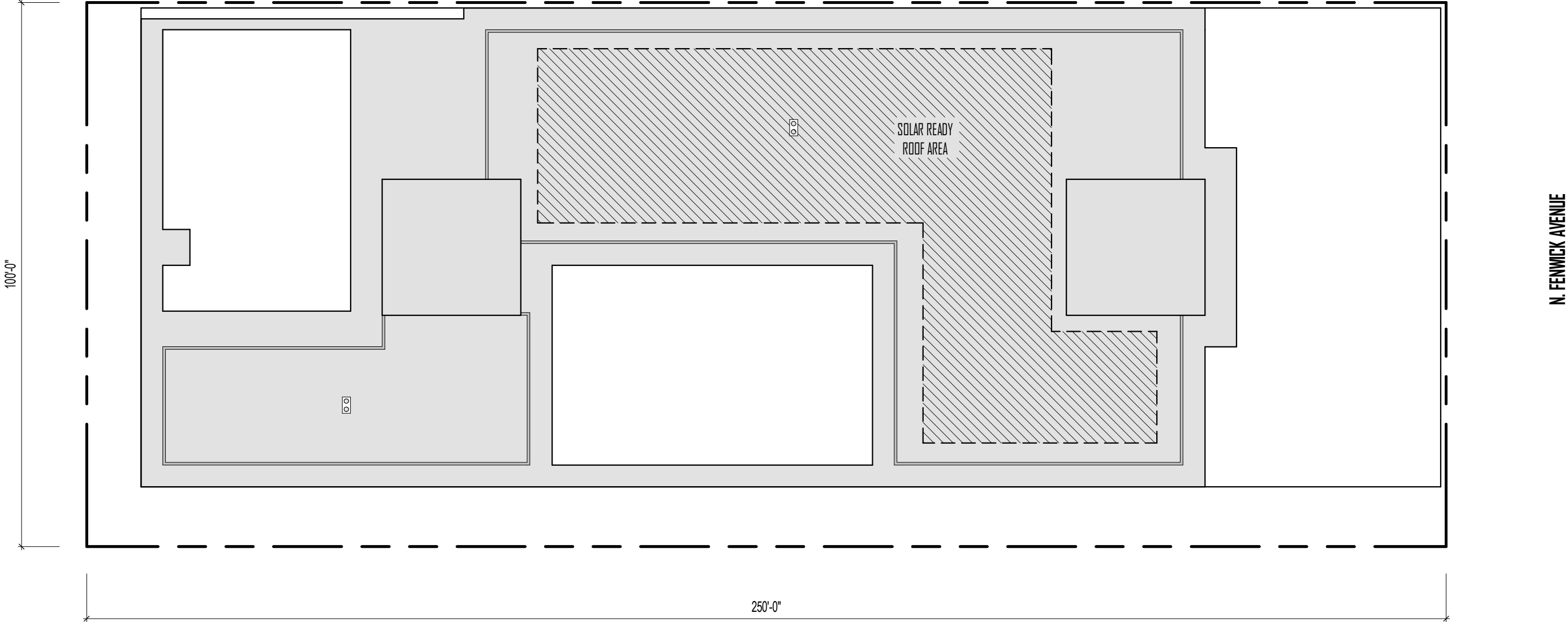




- PLAN KEY:**
- STUDIO UNIT
 - 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - COMMUNITY / OUTDOOR AREAS
 - CIRCULATION
 - USER AMENITY
 - UTILITY / FACILITY

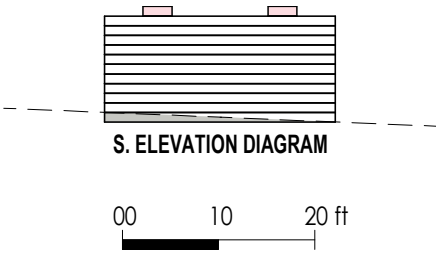
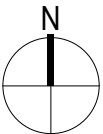
FLOOR PLAN LEVEL 11
1" = 20'-0"





- PLAN KEY:**
- STUDIO UNIT
 - 1-BEDROOM UNIT
 - 2-BEDROOM UNIT
 - COMMUNITY / OUTDOOR AREAS
 - CIRCULATION
 - USER AMENITY
 - UTILITY / FACILITY

ROOF PLAN
1" = 20'-0"





TYPICAL S. CLADDING:
ÖKO SKIN WALL SYSTEM
COLOR: POLAR

TYPICAL N. CLADDING:
ÖKO SKIN WALL SYSTEM
COLOR: SAHARA

ZONING HEIGHT = 105'-0"



- 112'-0" T.O. ROOF
- 100'-0" FINISH FLOOR LEVEL 11
- 90'-0" FINISH FLOOR LEVEL 10
- 80'-0" FINISH FLOOR LEVEL 9
- 70'-0" FINISH FLOOR LEVEL 8
- 60'-0" FINISH FLOOR LEVEL 7
- 50'-0" FINISH FLOOR LEVEL 6
- 40'-0" FINISH FLOOR LEVEL 5
- 30'-0" FINISH FLOOR LEVEL 4
- 20'-0" FINISH FLOOR LEVEL 3
- 10'-0" FINISH FLOOR LEVEL 2
- 0'-0" FINISH FLOOR LEVEL 1

GROUND FLOOR

EAST ELEVATION
1" = 20'-0"

TYPICAL S. SCREEN:
FIXED + OPERABLE PERFORATED
METAL PANELS W/ DESIGN B

TYPICAL UNIT GUARDRAIL:
PAINTED METAL RAILS W/
3" WELDED WIRE PANELS

TYPICAL CLADDING:
ÖKO SKIN WALL SYSTEM
COLOR: POLAR



SOUTH ELEVATION
1" = 20'-0"

TYPICAL N. CLADDING:
ÖKO SKIN WALL SYSTEM
COLOR: SAHARA

TYPICAL S. CLADDING:
ÖKO SKIN WALL SYSTEM
COLOR: POLAR

ZONING HEIGHT = 105'-0"



WEST ELEVATION

1" = 20'-0"

GROUND FLOOR

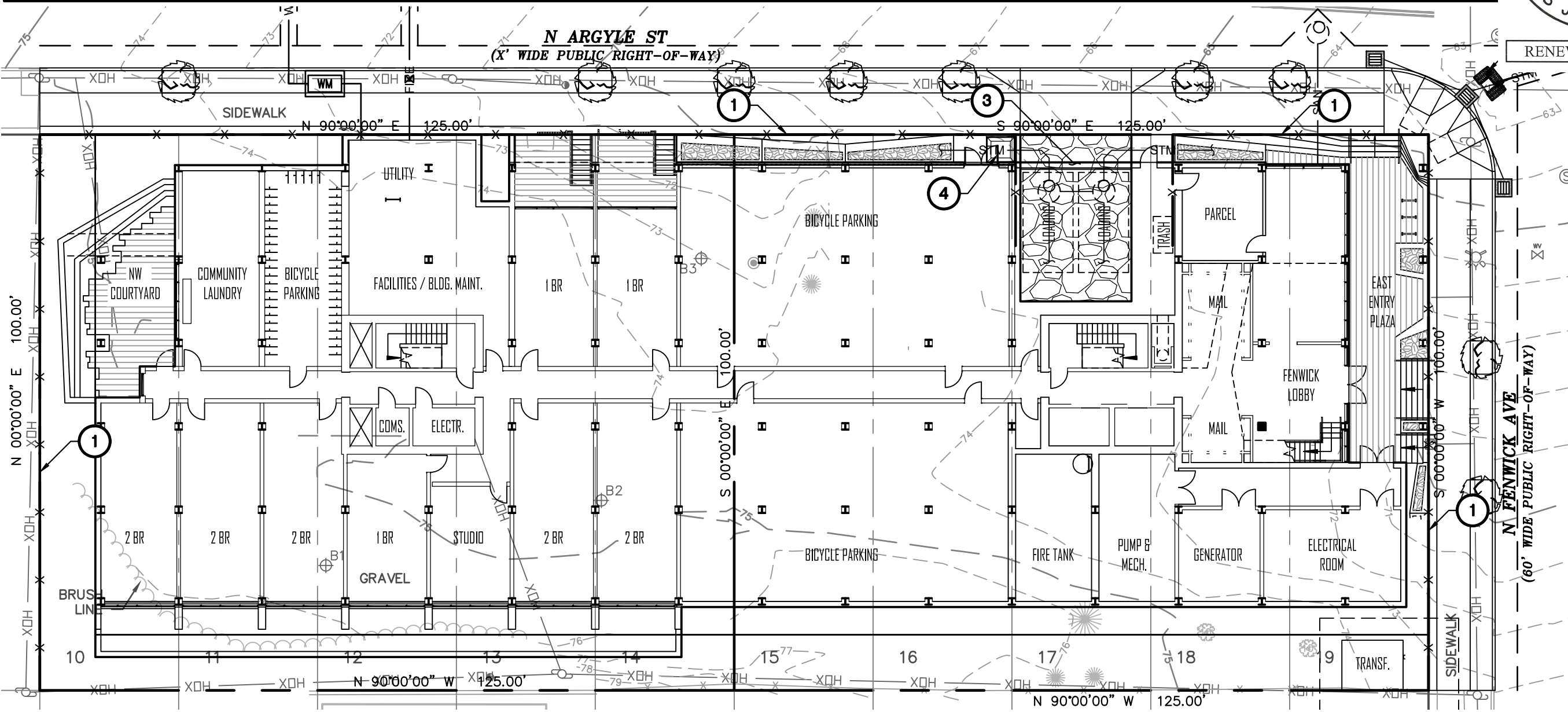
KEYNOTES FOR THIS SHEET	
MARK	DESCRIPTION
1	INSTALL SEDIMENT FENCE.
2	INSTALL BIO-BAG AND FILTER SOCK IN EXISTING CATCH BASIN.

KEYNOTES FOR THIS SHEET	
MARK	DESCRIPTION
3	INSTALL TEMPORARY GRAVEL CONSTRUCTION ENTRANCE.
4	CONCRETE WASHOUT ECO-PAN.

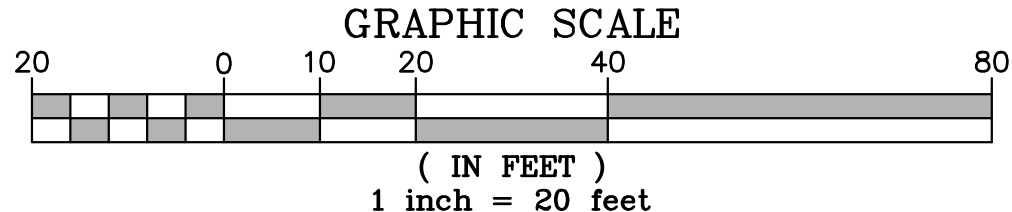


09/01/2021 6:16:11 PM

RENEWS: 12-31-2021



1
C2.0 **EROSION CONTROL PLAN**
SCALE: 1" = 20'



T.M. RIPPEY
CONSULTING ENGINEERS

7650 SW Beveland, Suite 100
Tigard, Oregon 97223
Phone: (503) 443-3900
Fax: (503) 443-3700

ARGYLE APARTMENTS
1810 + 1838 N ARGYLE ST
PORTLAND, OR 97217

REVISIONS		EROSION CONTROL PLAN	
DATE	09/3/2021	DRWN.	PRM
JOB NO.	21346	CHKD.	CJD

SHEET
C2.0
LU 21-108433 DZ

LU 21-108433 DZ Exh A1

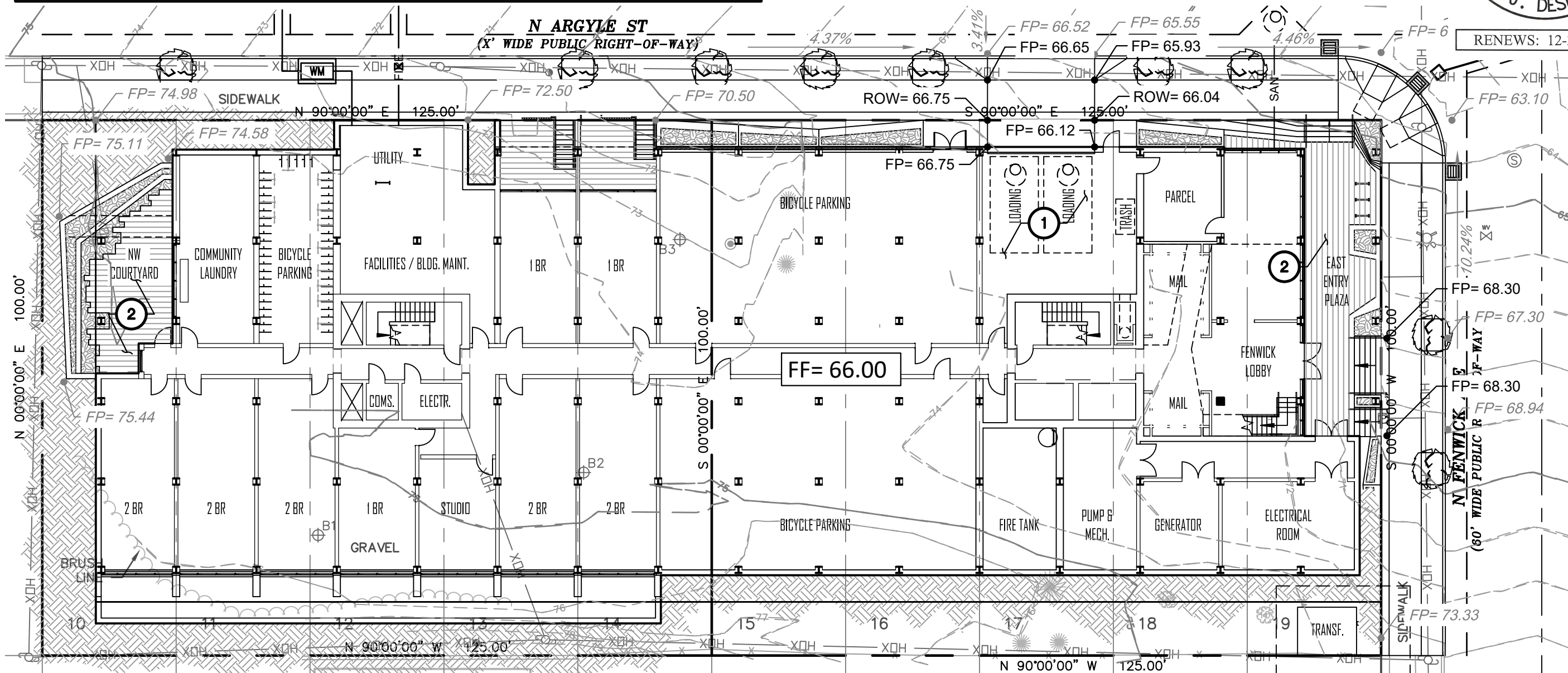
T.M. RIPPEY ENGINEERS INC.
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KEYNOTES FOR THIS SHEET	
MARK	DESCRIPTION
1	CONCRETE LOADING ZONE.
2	PATIO COURTYARD WITH PAVERS OR APPROVED OTHER.

Preliminary

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RENEWALS: 12-31-2021

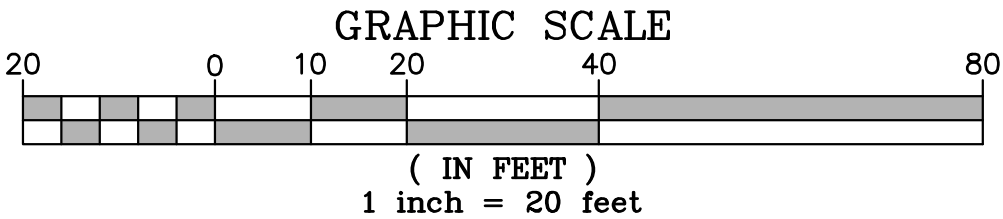


1

C2.1

1ST FLOOR GRADING PLAN

SCALE: 1" = 20'



T.M. RIPPEY

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Tigard, Oregon 97223

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ARGYLE APARTMENTS

1810 + 1838 N ARGYLE ST

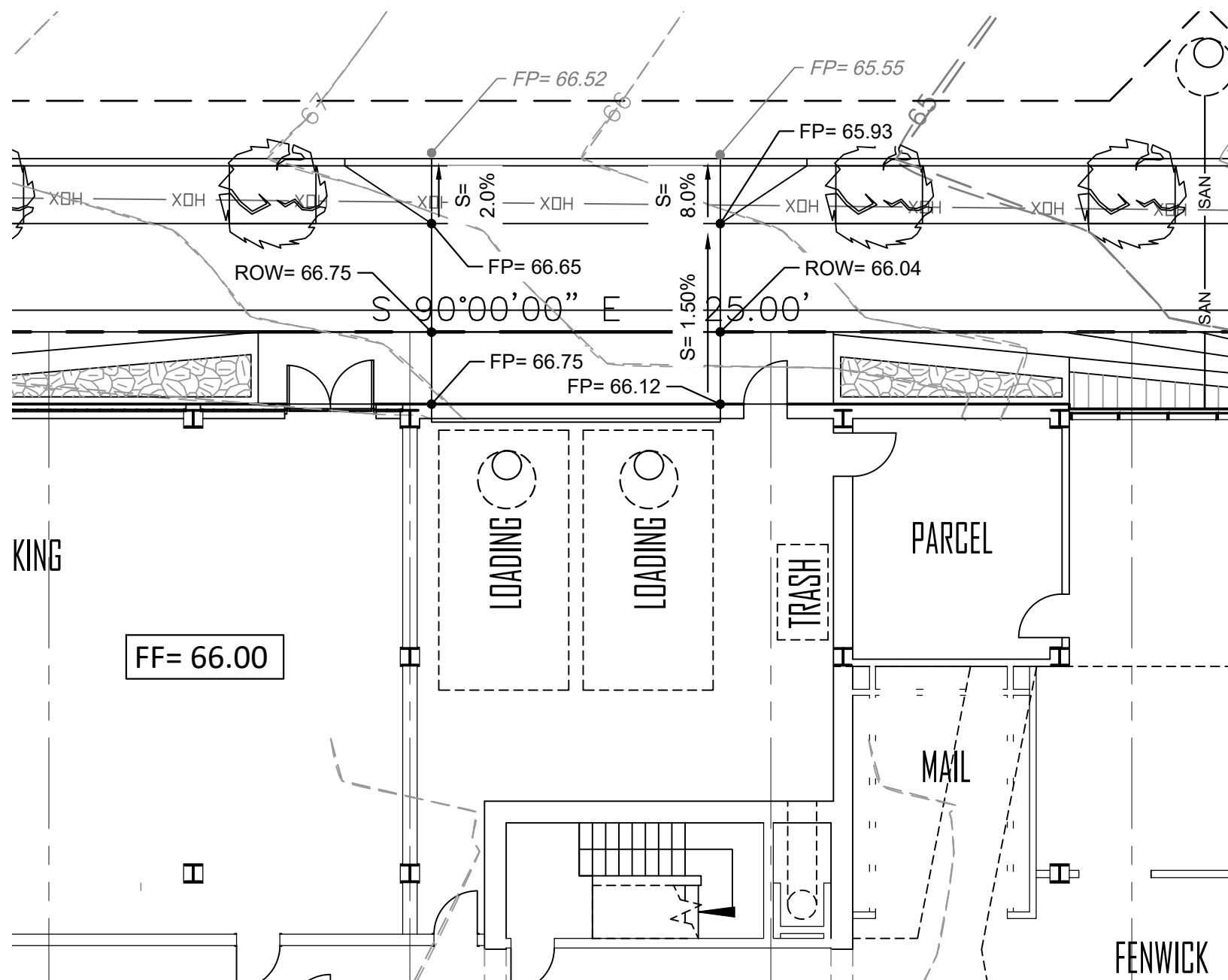
PORTLAND, OR 97217

REVISIONS	1ST FLOOR GRADING PLAN	
	DATE	DRWN. PRM
	JOB NO.	CHKD. CJD
	21346	

SHEET

C2.1

LU 21-108433 DZ



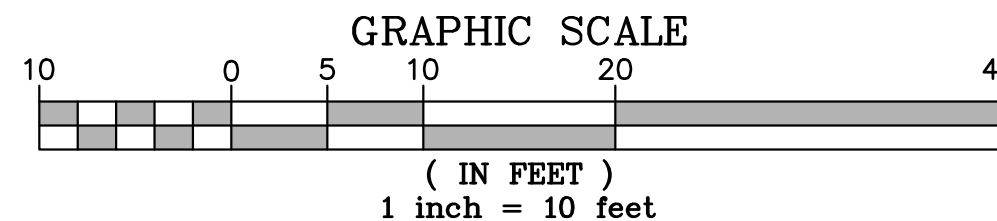
1 **LOADING ZONE GRADING PLAN**
C2.2 SCALE: 1" = 10'

KEYNOTES FOR THIS SHEET	
MARK	DESCRIPTION
1	INSTALL DRIVEWAY APRON TO PROVIDE FOR DOUBLE PARKING

Preliminary



RENEWS: 12-31-2021



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 Tigard, Oregon 97223
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 Fax: (503) 443-3700

ARGYLE APARTMENTS
 1810 + 1838 N ARGYLE ST
 PORTLAND, OR 97217

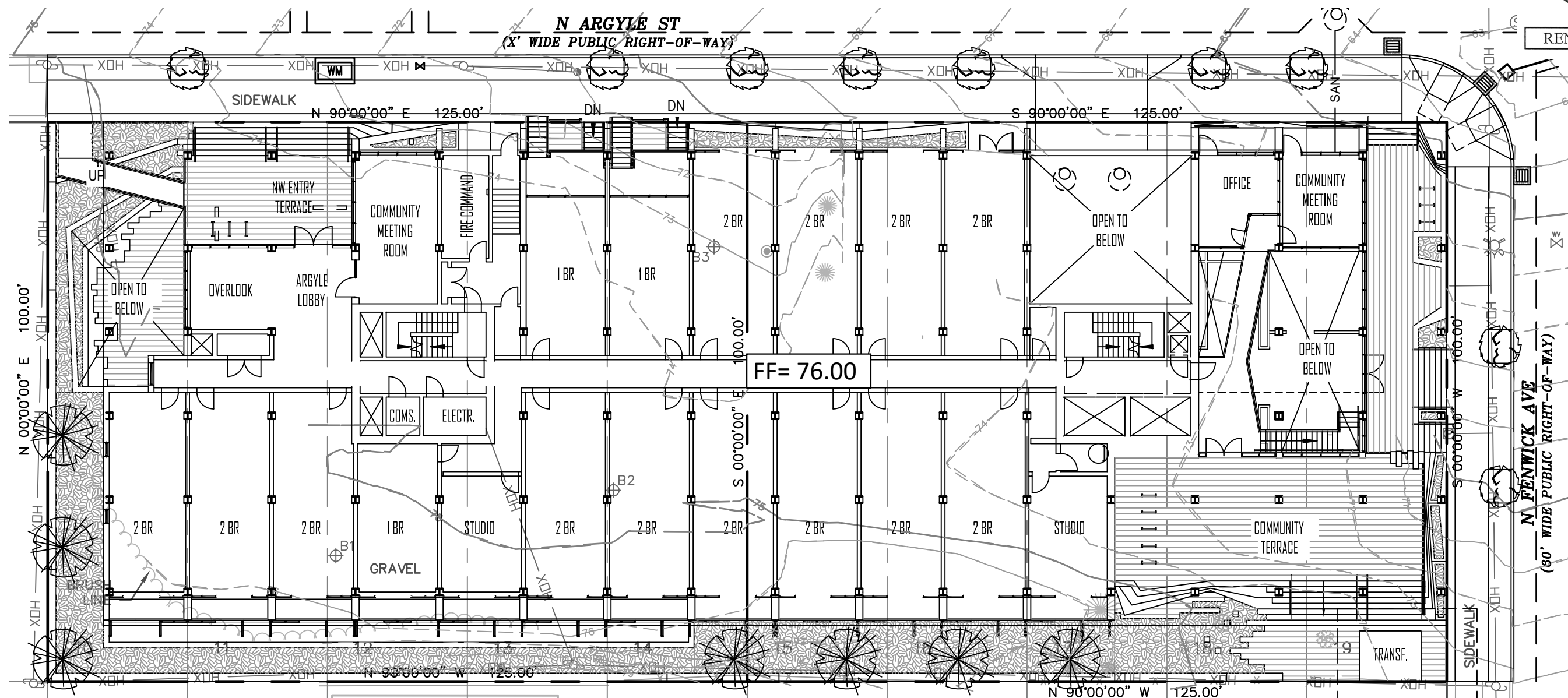
REVISIONS		LOADING ZONE GRADING PLAN	
	DATE	09/3/2021	DRWN. PRM
	JOB NO.	21346	CHKD. CJD

SHEET
C2.2

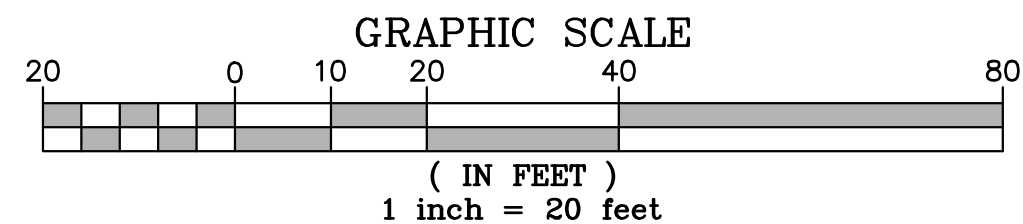
LU 21-108433 DZ

LU 21-108433 DZ Exh A1

RENEWS: 12-31-2021



1 2ND FLOOR GRADING PLAN
C2.3 SCALE: 1" = 20'



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ARGYLE APARTMENTS
1810 + 1838 N ARGYLE ST
PORTLAND, OR 97217

REVISIONS

2ND FLOOR GRADING PLAN

DATE 09/3/2021

DRWN. PRM

JOB NO. 21346

CHKD. CJD

SHEET

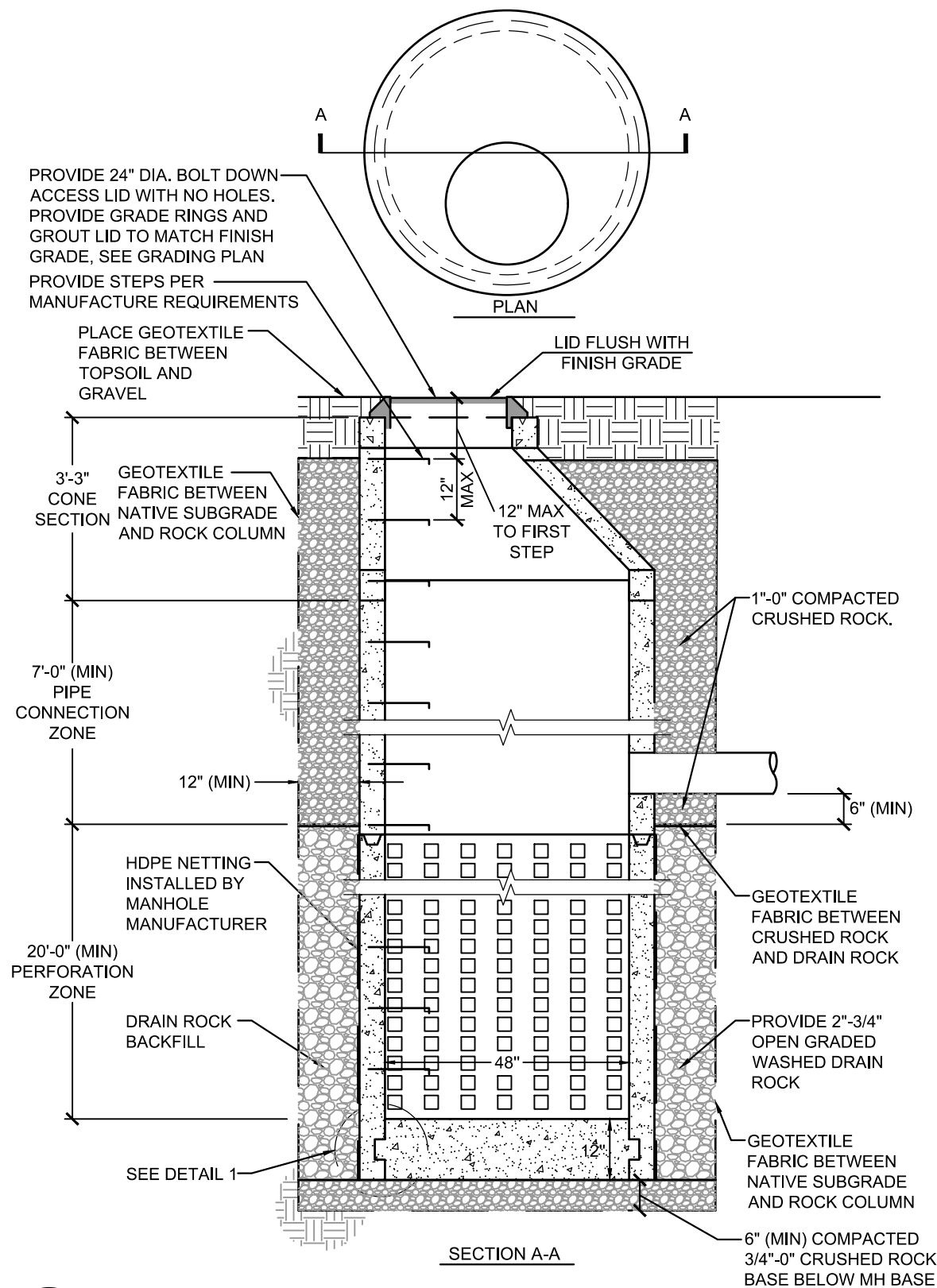
C2.3

LU 21-108433 DZ

LU 21-108433 DZ Exh A1



LU 21-108433 DZ Exh A1



NOTES:

- ALL PRECAST SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF PORTLAND MANUFACTURING STANDARDS FOR PRECAST CONCRETE PRODUCTS (MSPCP), AS REVISED.
- PROVIDE 6 INCHES CLEAN CRUSHED ROCK UNDER ALL CONNECTING PIPE.
- DO NOT CONNECT PIPE TO ANY PERFORATED SECTION. PROVIDE 5' MIN TO PERFORATIONS BELOW FINISH SLAB ELEVATION MIN.
- CAST-IN-PLACE CONCRETE SHALL BE COMMERCIAL GRADE. FORM BASE TO BE LEVEL AND SMOOTH. A PRECAST CONCRETE BASE MAY BE SUBSTITUTED FOR THE BASE SHOWN.
- PROVIDE A FLEXIBLE JOINT FOR ALL CONNECTING PIPES:
 - RIGID PIPE < 36 INCHES - 18 INCHES (MAX.) FROM OUTSIDE WALL
 - FLEXIBLE PIPE - 18 INCHES (MAX.) FROM THE OUTSIDE WALL UNLESS A FLEXIBLE JOINT FITTING IS INSTALLED AND ACCEPTED.
- PROVIDE 6 INCHES (MIN.) OF SEPARATION BETWEEN A SECTION JOINT AND THE OUTER EDGE OF ANY OPENING.

1 PRECAST DRYWELL MANHOLE
C3.1 N.T.S.



T.M. RIPPEY
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ARGYLE APARTMENTS
1810 + 1838 N ARGYLE ST
PORTLAND, OR 97217

REVISIONS

CIVIL DETAILS

DATE	09/3/2021	DRWN.	PRM
JOB NO.	21346	CHKD.	CJD

SHEET

C3.0

LU 21-108433 DZ

LU 21-108433 DZ Exh A1

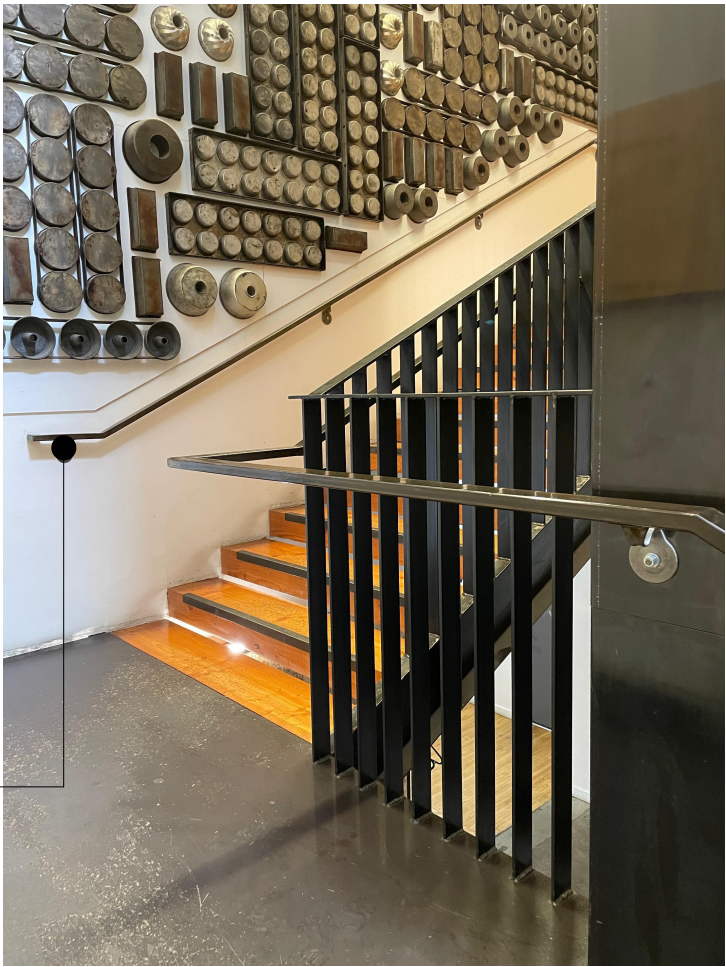
APPENDIX



FLAT BAR
TOPRAIL & BALUSTERS



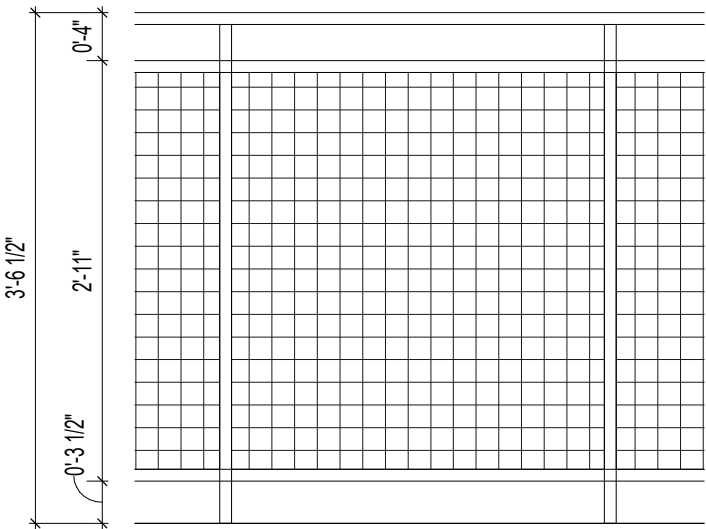
TUBE STEEL
HANDRAIL



WELDED WIRE MESH PANELS



PAINTED
METAL RAILS



ELEVATION @ TYP. UNIT GUARDRAIL
3/4" = 1'-0"



LOCAL EXAMPLE: GALLAGHER PLAZA, NW PORTLAND, OR
HOLST ARCHITECTURE, INC.

ÖKO SKIN GLASSFIBER
REINFORCED CONCRETE
WALL PANEL SYSTEM

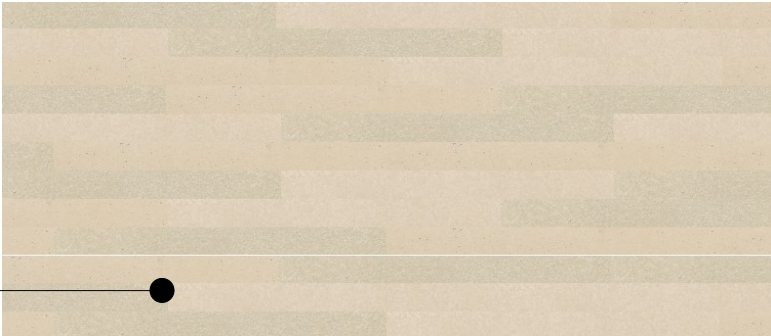
RIEDER NORAM INC.



POLAR SERIES
147X1800MM



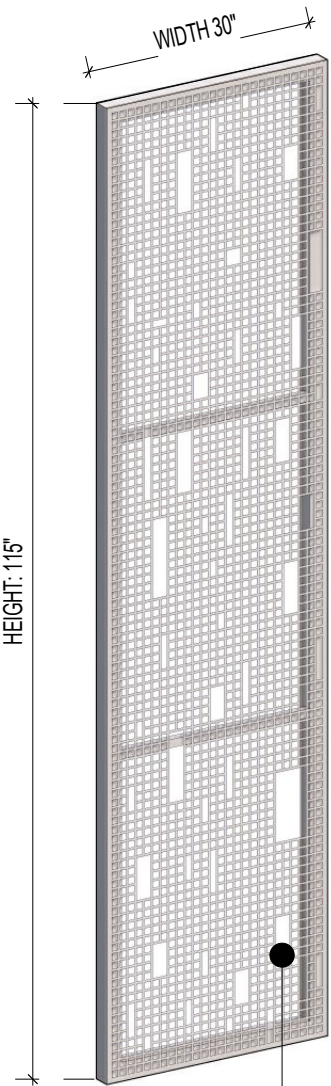
SAHARA SERIES
147X1800MM





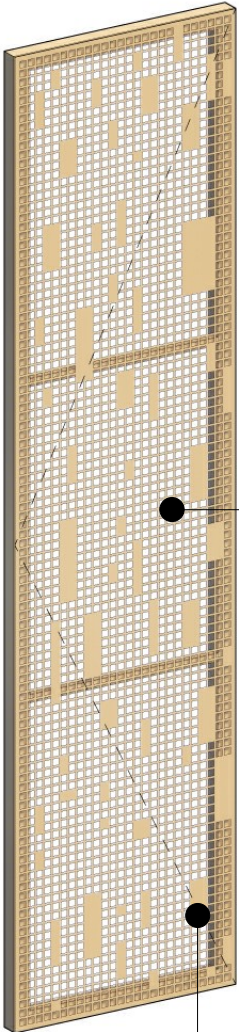
DESIGN INSPIRATION: THE KISS
GUSTAV KLIMT

PERFORATION
DESIGN A



LARGER VOIDS

PERFORATION
DESIGN B



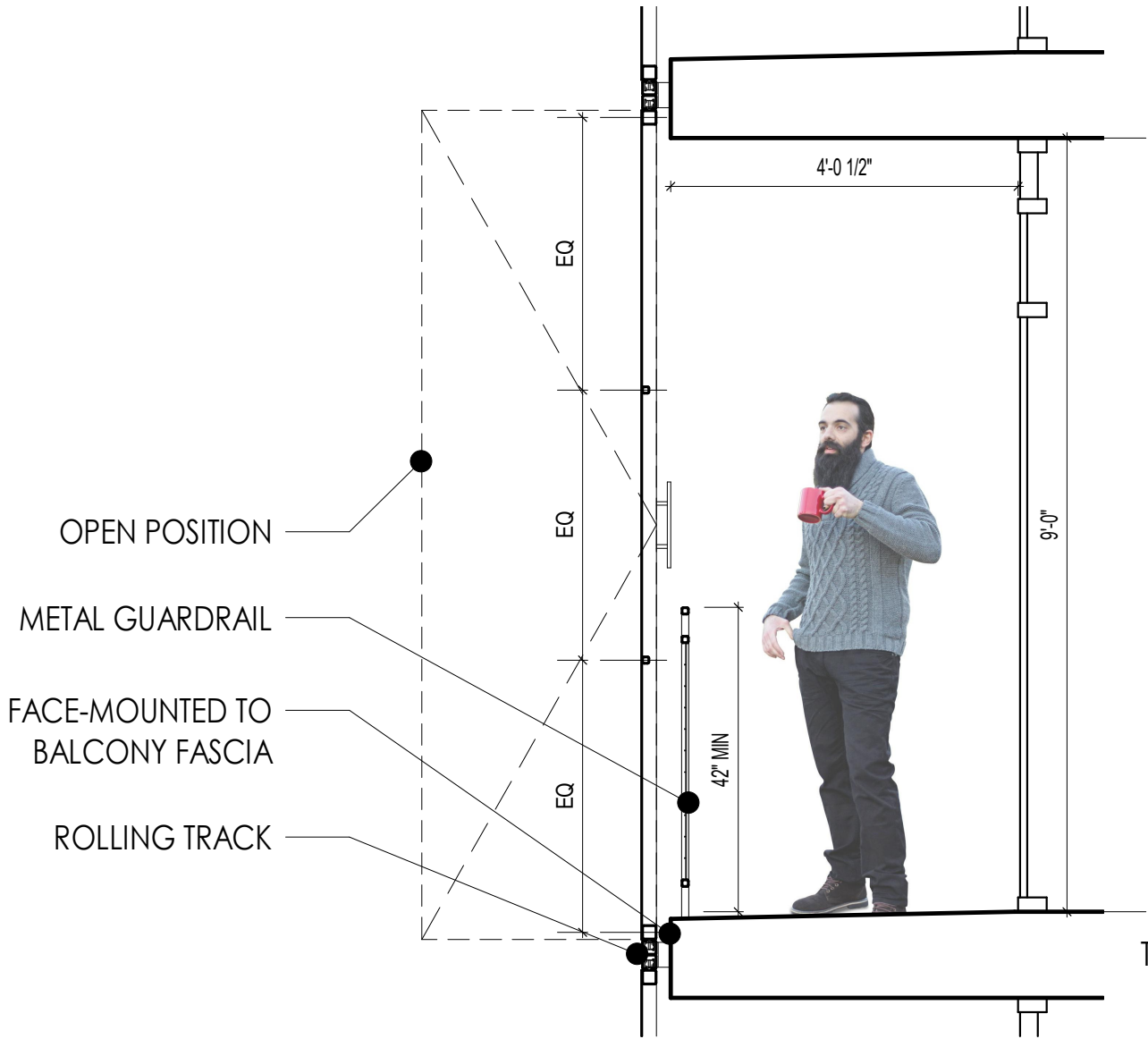
LARGER SOLIDS

SHOP-PAINTED METAL SCREEN
WITH WATER JET CUT
PERFORATED PATTERN
1" OPENING TYPICAL
25% OPAQUE MAX

NORTH FACADE SCREEN



SOUTH FACADE SCREEN



FIXED SCREEN PANELS
VARIABLE PATTERN

3" METAL WIRE MESH
GUARDRAIL

3" METAL WIRE MESH
GUARDRAIL

TRACK-MOUNTED OPERABLE
BI-FOLD PANELS
VARIABLE PATTERN

OPERABLE SCREEN SECTION DETAIL

1/2" = 1'-0"

SSG STOREFRONT SYSTEM

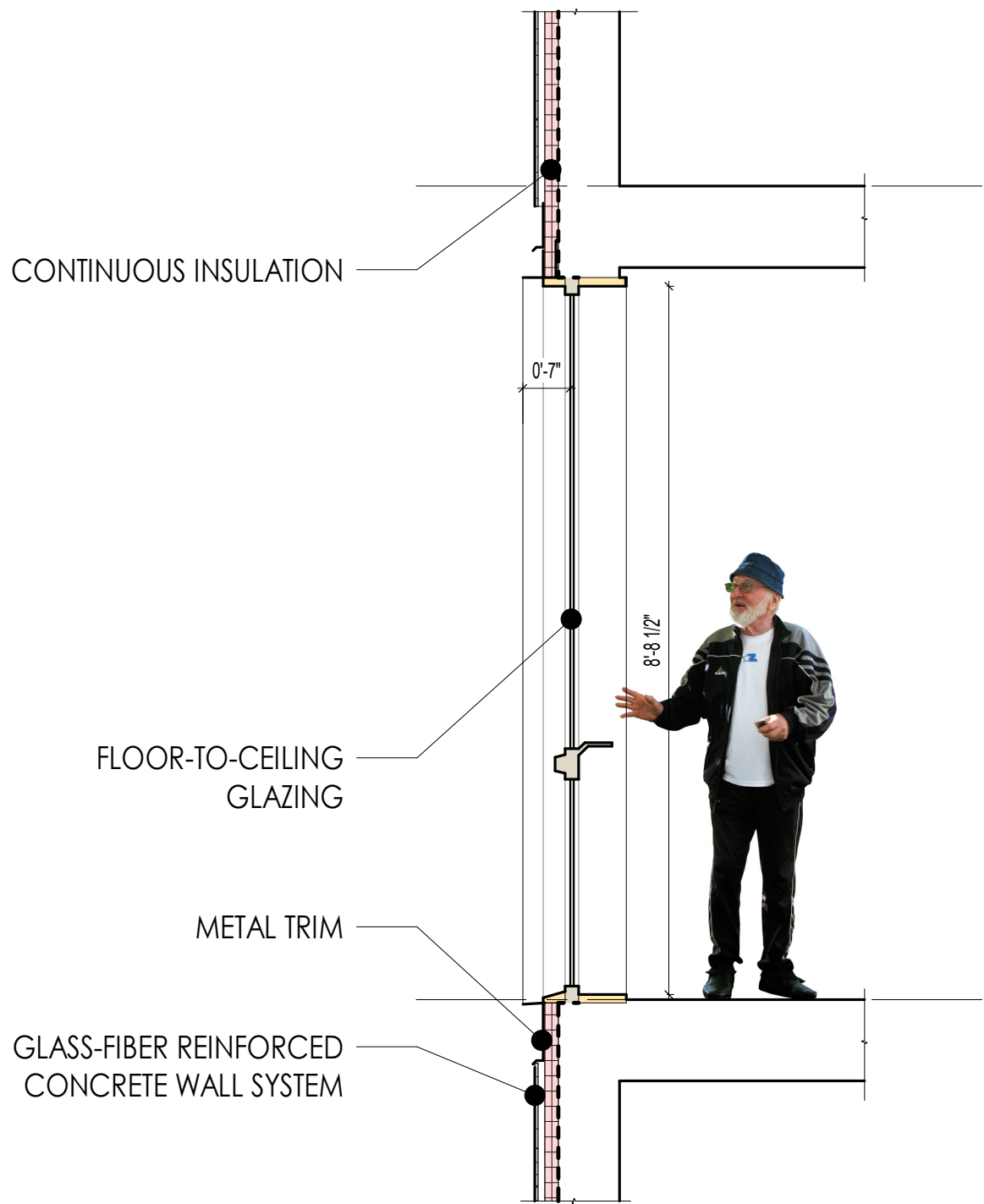


CHANNEL GLASS WALL SYSTEM



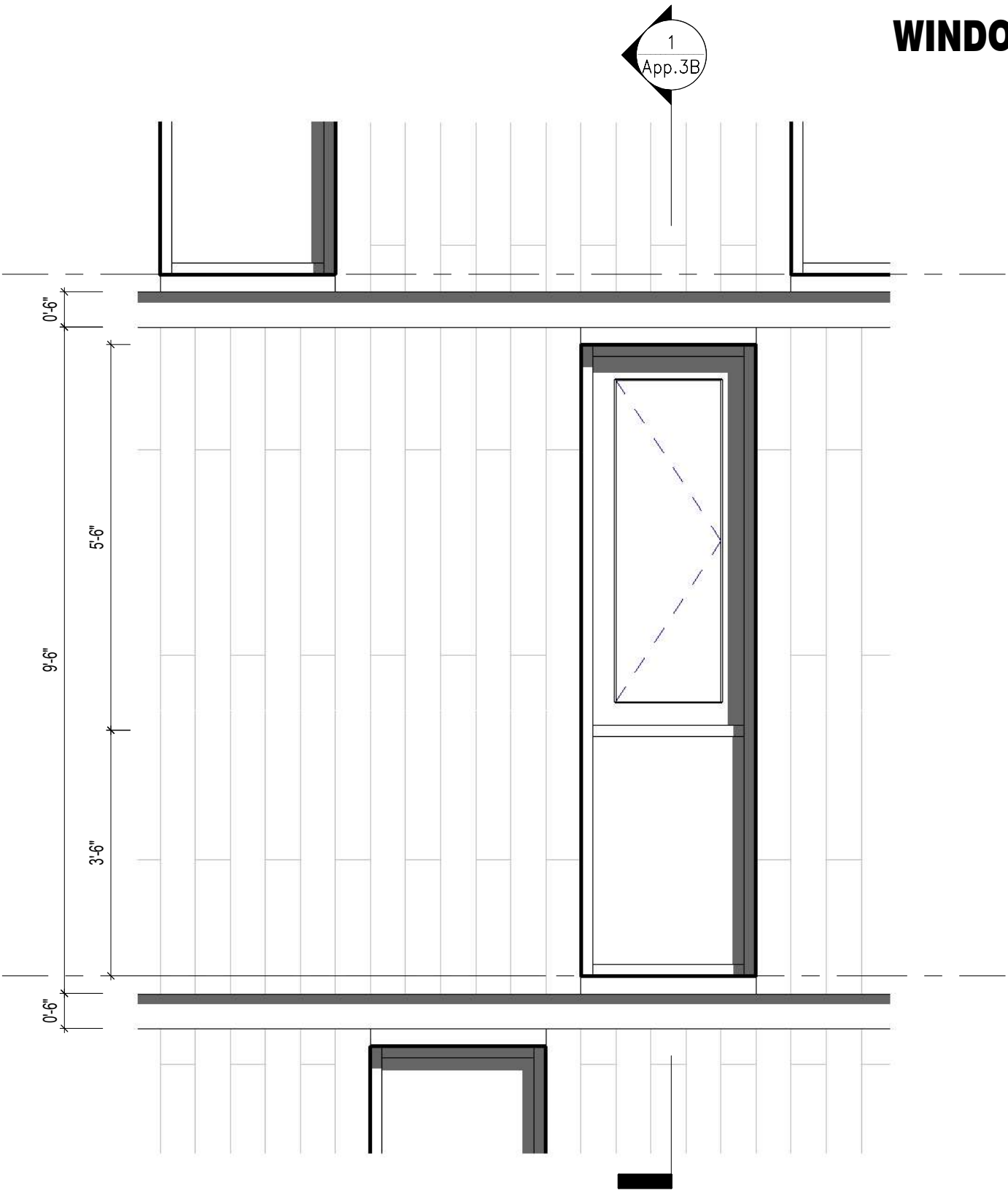
UNIT BALCONY WINDOW WALL





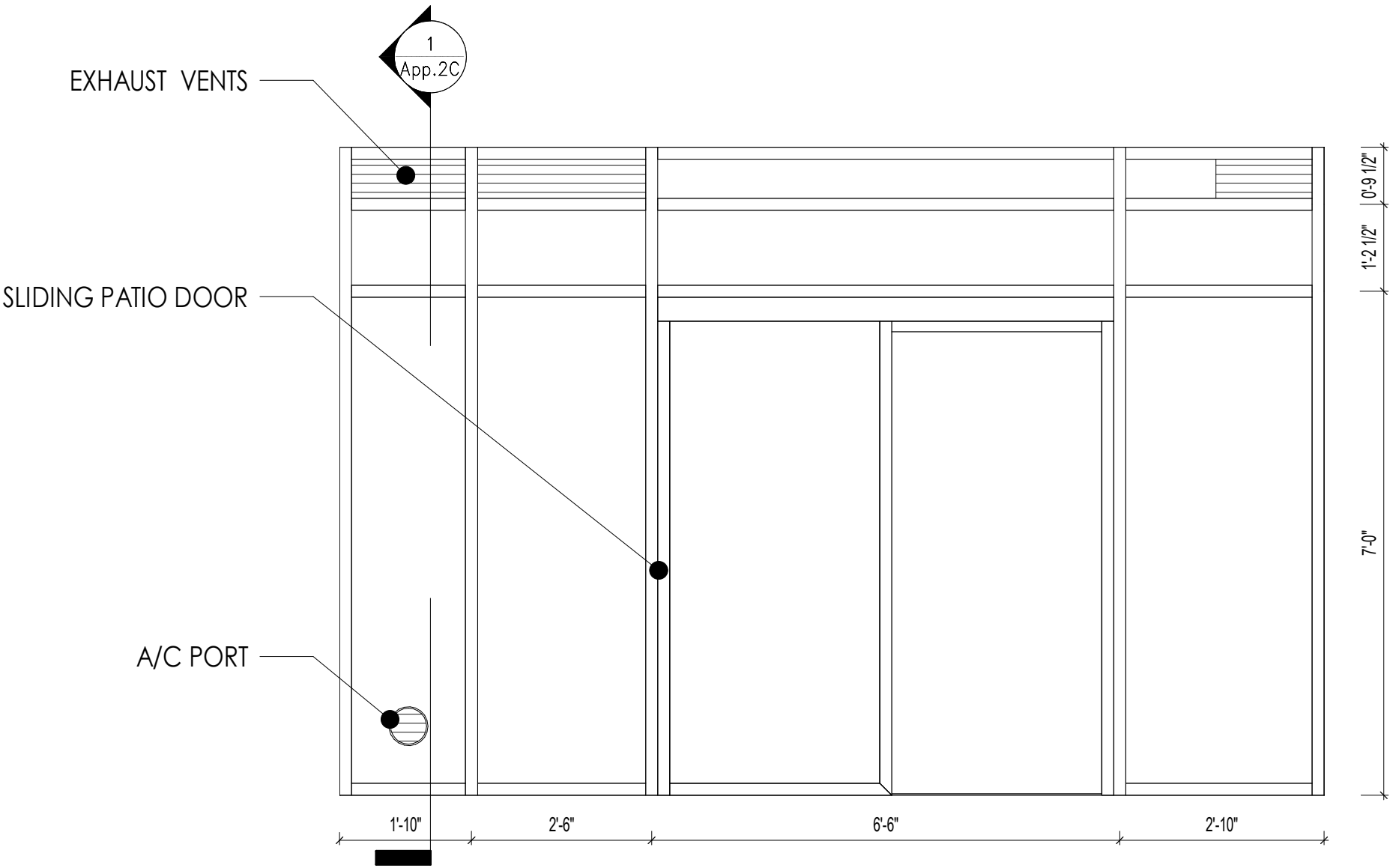
SECTION @ TYP. E-W WINDOW

1/2" = 1'-0"



ELEVATION @ TYP. E-W WINDOW

1/2" = 1'-0"



ELEVATION @ TYP. UNIT WINDOW-WALL

1/2" = 1'-0"



EA 21-040329 - JUNE 3, 2021

COMMISSIONERS PRESENT:

Julie Livingston, Brian McCarter, Chandra Robinson, Don Vallaster.

EXECUTIVE SUMMARY:

- Your stated goals of Permanence, Innovation, Quality of Life, and Placemaking align well with the Community Design Guidelines.
- While this building is much larger than the adjacent neighborhood, a building of this size in this location could act as a buffer for the residential areas from the industrial area to the north. However, further consideration of scale will be needed to reduce the monolithic nature of the massing and lessen the abrupt relationships to existing context, especially to the smaller scaled Kenton Conservation district to the south.
- The split bar massing helps modulate the scale of the building to the east and west; however, the street-facing Fenwick elevation needs further engagement with the street.
- The screen layer along with the generous window/ wall ratio behind has potential to provide a rich backdrop to the neighborhood. The challenge will be how to give texture to the screen layer without making the building appear solid when viewed obliquely, as slats tend to do.
- The Argyle frontage needs further activation, at grade, especially at the east and west corners.
- At the SE corner raised terrace, take another look at the stairs, ramps, and terraced landscaping, and study how to create places where groups of people can gather in addition to accommodating level changes.
- At the NW corner, better engage Argyle with active spaces at grade, perhaps even with public places to gather.
- At the NW sunken courtyard, consider cutting back the building at SW corner, and/or shifting this space towards the SW corner of the building to allow in more light and solar access.



KENTON NEIGHBORHOOD ASSOCIATION - GENERAL MEETING 7.14.21:

BOARD MEMBERS PRESENT:

Ryan Born, Ian Cawley, Angela Moos, Cassie Graves, Chris Guthrie, Lindsey Leason, Ryan McCluckie, T.J. McHugh, Aja Murray, Anthony Nickerson, Ryan Pittel, Tyler Roppe, Linda Wysong

WHAT WE HEARD - BOARD COMMENTS:

MIXED HOUSING:

Q. A BOARD MEMBER INQUIRED IF MIXED-INCOME UNITS HAD BEEN CONSIDERED.
R. ADDING MIXED-INCOME WOULD LIMIT FUNDING OPTIONS, AND REDUCE AFFORDABLE UNITS.

COMMERCIAL SPACE:

Q. WAS ANY COMMERCIAL SPACE INCLUDED AT THE GROUND FLOOR?
R. FUTURE COMMERCIAL PLANS COULD HAPPEN AT THE ADJACENT PROPERTIES, WHERE BUSINESSES OFFERING SUPPORTIVE SERVICES COULD BE LOCATED.

AESTHETICS:

Q. HOW DOES THE PROJECT FACADE REPRESENT THE KENTON NEIGHBORHOOD AESTHETICALLY?
R. THE LARGE WINDOWS AND 'FRONT PORCHES' MIMIC WORKER CRAFTSMAN HOUSING PROTOTYPES.

NATURAL LIGHT:

Q. IT WAS POINTED OUT THAT THE BEDROOMS LACKED DAYLIGHT OR AIR CONDITIONING.
R. HAVING THE BEDROOMS INTERNALLY ALLOWS FOR FLOOR-TO-CEILING WINDOW WALLS FOR FULL NATURAL LIGHT AND NATURAL VENTILATION, AND PORTS ARE ADDED FOR FUTURE A/C.

WHAT WE HEARD - NEIGHBORHOOD COMMENTS:

INCLUSIONARY HOUSING:

Q. THERE WERE SOME QUESTIONS ABOUT THE DEFINITION OF AFFORDABLE HOUSING.
R. THE PROPOSAL IS FOR 100% OF THE UNITS TO BE AT 60% AMI.

RELOCATION:

Q. THERE WERE CONCERNS ABOUT CURRENT RESIDENTS BEING DISPLACED WITHOUT ENOUGH COMPENSATION OR PROVIDED ALTERNATIVES.
R. THE OWNER OFFERED TO REHOUSE ANY CURRENT TENANTS, ONCE THE NEW BUILDING IS COMPLETE.

PARKING:

Q. AUTOMOBILE PARKING AND ACCESS WAS A CONCERN FOR SOME IMMEDIATE NEIGHBORS.
R. A TRANSPORTATION DEMAND MANAGEMENT PROGRAM WILL BE INCLUDED WITH FREE TRANSIT PASSES FOR THE FIRST YEAR, AND ABUNDANT BICYCLE PARKING TO ENCOURAGE ALTERNATIVE MODES.

TRAFFIC:

Q. SOME RESIDENTS WERE CONCERNED WITH EXISTING INDUSTRIAL TRAFFIC AT THE INTERSECTION OF N. ARGYLE AND INTERSTATE.
R. THE PROPOSAL PRIORITIZES PEDESTRIAN AND NON-AUTO MODES, AND WILL NOT AFFECT THE AMOUNT OF INDUSTRIAL TRAFFIC.