APPLICATION FOR TYPE III DESIGN REVIEW

11th and Jefferson Apartments

A Market Rate Apartment Tower in the Downtown District

The Molasky Group of Companies
100 N. City Pkwy #1700
Las Vegas, NV 89106

Ankrom Moisan Architects
6720 SW Macadam Avenue
Portland, Oregon 97219

JANUARY 09, 2014 Project No. 114751 Case Files EA 13-165538 DA

Index to Application Response

PROJECT OVERVIEW

APPLICABLE DEVELOPMENT STANDARDS

CENTRAL CITY PLAN FUNDAMENTAL DESIGN GUIDELINES and
DOWNTOWN DISTRICT DESIGN STANDARDS

APPENDIX

Index to Application Response - Continued

ARCHITECTURAL DRAWINGS

PROJECT DESCRIPTION

The Site

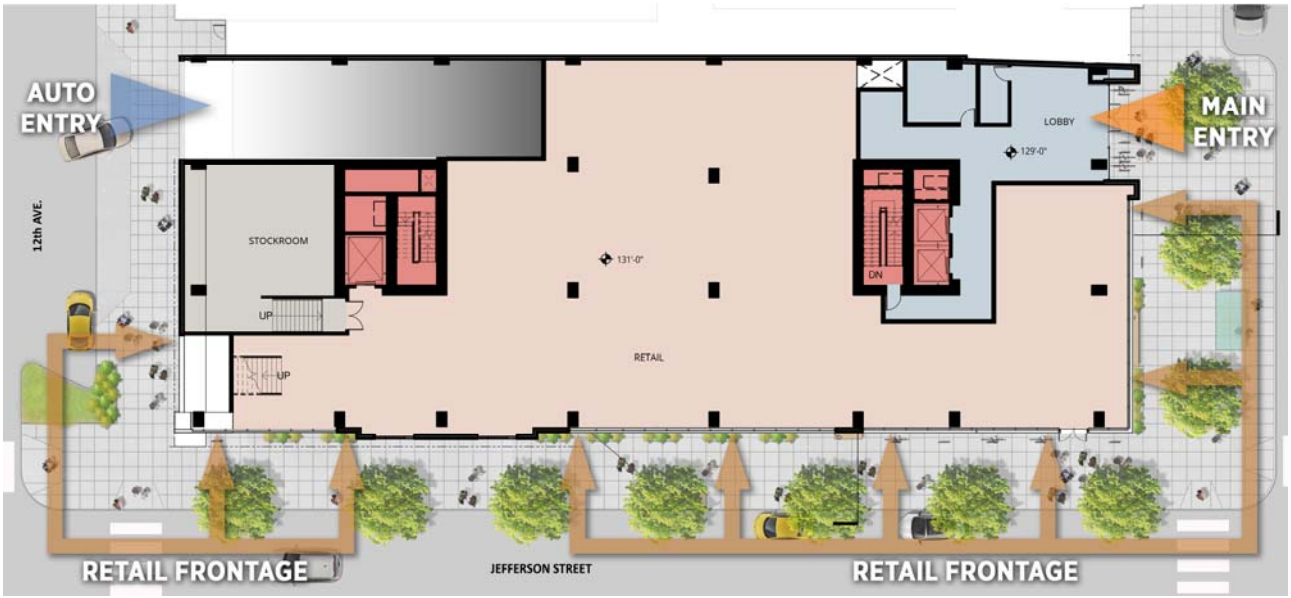
The 11th & Jefferson Apartments are to be located in the West End subarea of Downtown Portland. This is an area of diverse uses and equally diverse architectural vocabularies. These range from social service agencies and assisted housing to high end condominium residences, from repurposed Victorian houses, to large medical office buildings, interspersed with small retail, major grocery and mixed use buildings, a variety museum and performing arts resources. It is close to Downtown employment and shopping, many restaurants, Portland State University, parks, and public transportation.

The site is not quite rectangular, averaging 83ft. north of SW Jefferson Street, and the full 200ft. block from SW 11th to SW 12th Avenue; a relatively small 16,860 square feet.

The Program

The program provides 196 apartments, roughly 50% 1 bedroom, and 25% each of studio and 2 bedroom/2 bath units. The ground floor will host either a large full plate retail tenant, or up 5 or 6 smaller retail and food oriented tenants. The building will be provided with ample resident amenity space both on the 2nd floor, with large window connection to the streetscape, and penthouse level resident common activity space with indoor and outdoor terrace social venues. Internal structured parking for approximately 94 cars will be provided in 2 basement levels, and 296 long term bicycle parking capacity will be located in 2nd floor common space. A bike maintenance space will open to a roof terrace leading by ramp to grade at 12th Ave.

The 11th street frontage abuts a stop along the Portland Streetcar line (show in yellow) sheltered under mature street trees that will be preserved. The Residential entrance lobby will be on 11th at the northeast corner of the site, between the streetcar stop, and the adjacent 5 story Empire apartment building. The south face of the building on Jefferson Street is inset 3ft. at the ground and 2nd floor, with storefront window façade connecting the sidewalk and active interior environments. The Jefferson Street sidewalk will be improved to 12ft. width, and street trees will be provided following similar development on adjacent frontage to the east. SW 12th Avenue is a relatively lightly trafficked street, which will connect to both the parking garage entrance and the required loading space entrance. An existing 10 story assisted living residence abuts the site on 12th, however the tower is set back significantly from the street, on a 1.5 story podium.

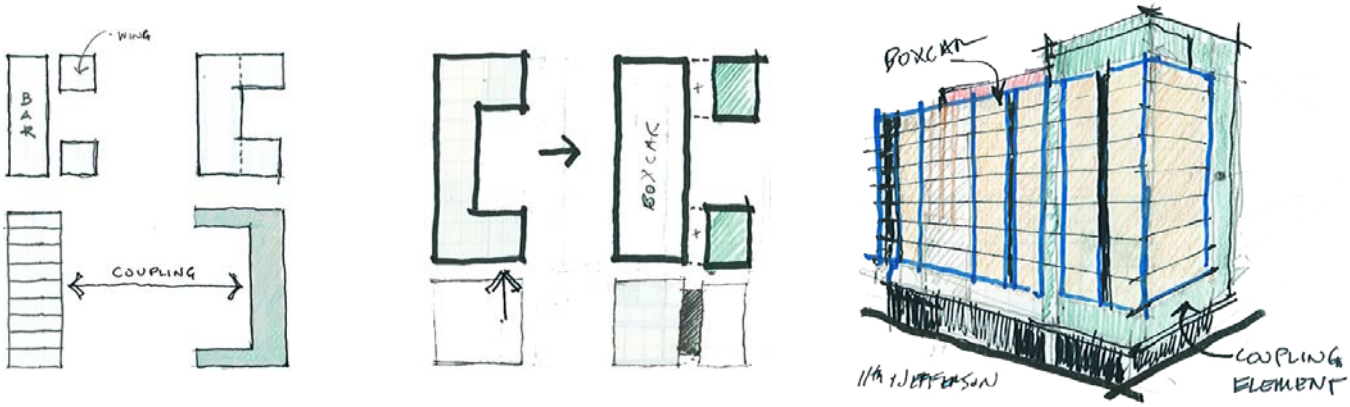


The Concept

Portland has a long history with the street car and currently is in a renaissance period of street car revitalization. It is vital to the transportation network established in the City over 100 years ago and is paramount to the success of the New Urbanization that is currently making Portland the darling of this movement. One of the unique features to this site is that there is a street car stop at the corner of 11th and Jefferson making it a perfect opportunity to be used as part of the concept for the building.

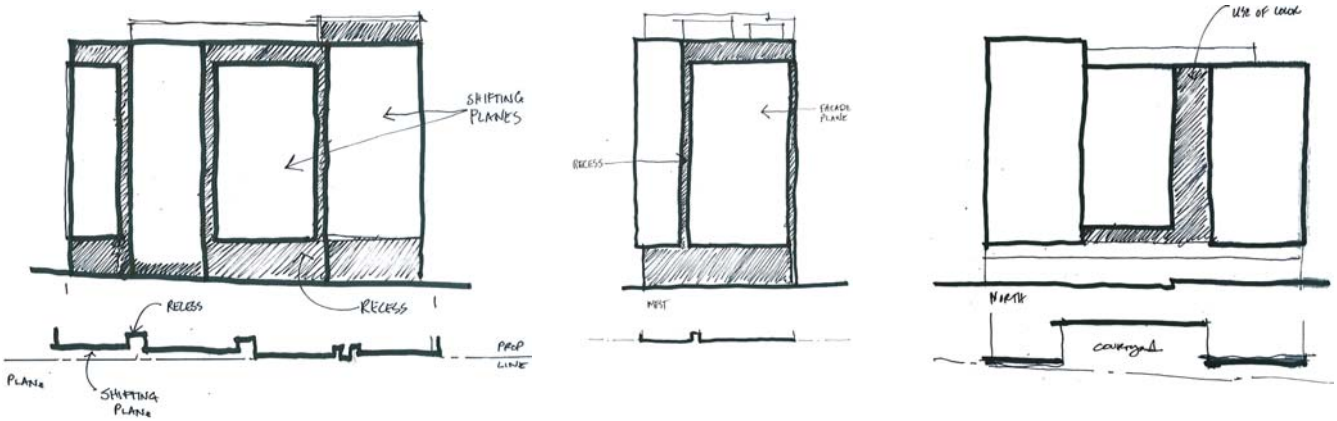
One key component to all street cars as well as other trains is the mechanical connection known as a coupling. This "C" shaped device connects two cars together to allow for multiple cars to be linked and detached. It is this idea of connection that has been transposed into the overall concept and parti. The idea is that the couplings connect the building to the site which is represented by the north wings. The boxcar of the train is represented by the bar shape that fronts Jefferson Street as shown in the concept diagrams.

Concept Diagrams



The Design

Architecturally one of the main concerns from the initial outset was how to break up the overall massing along Jefferson Street. The building is at 15 stories and goes the full length of the block raising some concerns that it would be too massive or that the façade would be too regular. One of the overlays on top of the concept was to break up this façade by creating a series of shifting planes where the recesses, using a contrasting color, would help emphasize these planes and create a sense of movement.



The neighborhood is also filled with multiple building types and styles that range from ultramodern to traditional masonry and wood. The design uses both masonry and metal panel to connect to the neighborhoods rich diversity of materials as well as giving it a sense of timelessness. The north side of the building uses white metal panel to allow for diffused and reflective light to provide as much light as possible to a courtyard that receives very little.

The boxcar element that fronts Jefferson uses a thin clad masonry product that draws from the traditional materials and colors from the neighborhood. The base uses traditional brick to connect to the other buildings in the neighborhoods at the pedestrian level as well as generous frontage of storefront to activate the street.

BASIC PROJECT DATA

Applicant: Peter Wenner
The Molasky Group of Companies
100 N. City Pkwy #1700
Las Vegas, NV 89106
1 (310) 709-8275
peterw@molaskyco.com

Contact: Steve Poland
Ankrom Moisan Associated Architects
6720 SW Macadam Avenue
Portland, OR 97219
503.977.5274
stevep@ankrommoisan.com

Request: Major Design Review with 1 modification, for a new 15 story building consisting of approximately 202,320 gross sq. ft. above basements, reaching the maximum allowed 12:1 FAR.

Residential Area & Units

A.	Total Area Residential & accessory	202,320 gross sq. ft.
B.	Residential Units	196 units

Retail Area

A.	Total Retail Area	12,043 sq. ft.

Parking (none required)

A.	Total Residential Parking	approximately 89 spaces
B.	(Option to assign up maximum allowed Growth Parking within above total)	

Bicycle Parking (see 33.266.200)

		Short Term		Long Term	
		Req.	Provided	Req.	Provided
A.	Residential Bicycle Parking	10	10	294	300
B.	Retail Bicycle Parking	3	3	2	2
C.	Total Bicycle Parking	13	13	296	302

Loading: 33.266.310 (<20,000 retail: 2.a>1.c: **2 standard B spaces** 18'Lx9'Wx10'H

Location: No address established – Residential address on SW 11th Ave.
Map: 3128
Zoning: Base – RX Central Residential, Overlay – d design,
Plan District: Central City, Sub district – West End
School District: Portland Public Schools
Neighborhood: Downtown Neighborhood Association.

Pre-application Conference No. (Case File – EA 13-154618)

Application Request Summary

- Approval through a Type III review of the building, site improvements and sidewalk R.O.W. improvements in abutting part of SW 11th Ave, SW 12th Ave, and SW Jefferson Street. as detailed in the architectural drawings.
- Approval of the following Modification:

Modification 1 – Reduced Ground Floor Window length & area at West Façade.

A modification is requested for these criteria, based on:

a. Conditions require both parking and loading access to be at west façade, Since west grade is significantly higher than east grade, the parking access ramp is forced tight to the west lot line, the ramp is too steep to allow shared access with loading. This reality of required components is what restricts ground floor window area.
b. Provision of substantially larger length and percentage at other ground floor facades.
c. Mitigating design element is provision of a Green Wall feature where possible around these service entrances.

LEED NARRATIVE

The 11th & Jefferson Apartments will be a healthy, energy-efficient building. The goal for the project is to obtain at least LEED Silver certification through the LEED for Homes, Midrise program. The sustainable design features include:

- Location - Redevelopment of a Brownfield site. Access to community resources and transit within walking distance.
- High Performance Building Envelope –The building envelope components, assemblies, and details are designed to produce an airtight and thermally resistant outer shell. This is the most effective way to both save to save energy and keep housing costs low for the tenants.
- Energy Efficiency - Reduced consumption with energy star appliances and light fixtures. The Project will also include high efficiency central hot water heaters
- Indoor Air-Quality – Each apartment will have make-up air conditioned by heat recovery from continuously exhausted air. This fresh outside air will be ducted into each residence to maintain good indoor air quality for the tenants.
- Water Conservation – High-quality low-flow plumbing fixtures to minimize domestic water use.
- Storm Water Management - Storm water will be filtered through on-site storm water planters.

CENTRAL CITY PLAN DISTRICT DEVELOPMENT STANDARDS: Chapter 33.510

The RX zone is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones.

The following development standards are applicable to the design and development of 11th and Jefferson Apartments. The uses described in this project are allowed outright. The accompanying standards are addressed beginning with the more specific Site Development Standards found in the Central City Plan District and culminating with the more general Site Development Standards of the Base Zone. Where a standard needs to meet both the Central City Plan District and the Base Zone requirement, the Central City Plan District standard is addressed first to avoid duplication with the base zone.

Table 120-1 Multi-Dwelling Zone Primary Uses

- Household Living is the project's primary use, and is an Allowed Use in RX zone.
- Retail Sales and Service is a Limited/Conditional Use [3] in RX zone.
- 33.120.100.B.[3]: Retail Sales and Service and Office uses in the RX zone within the Central City plan district… are exempt from regulations of this paragraph, and are instead subject to regulations in 33.510.
- 33.510.117 Retail Sales and Service and Office Uses in the RX Zone. Supersedes the above base zone standards.
- D.1 - All commercial uses must be conducted entirely within fully enclosed buildings. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food, or drink stands, are exempt from this standard.
- D.2 - Sites not on Park Block frontages.
- New multi-dwelling development.
    - Limited uses. If any portion of the Retail Sales and Service or Office uses is not on the ground floor, up to 20 percent of the net building area of a multi-dwelling development may be in Retail Salees and Service or Office uses.

Proposal:

Since accessory retail storage will be in basement area, and office components may be on 2nd floor, the 20% limit applies. Depending on acquisition of a single large retail tenant or multiple smaller retail tenants, the non-residential use will range between 10,000 sf or 4% of total floor area and 15,000 sf or 6.1% of total floor area. This is significantly below the maximum limits of either the RX base zone or Central City standards. Complies

33.120.220.E Garage entrance & Structured Parking setback.

In RX zone garage entrance must be either 5 feet or closer to the lot line or 18 ft or farther from the street lot line.

Proposal:

Locates the Garage and Loading entrance closures at 2 ft from the street lot line = compliant. Note that the proposed curb extension and diagonal parking in 12th Avenue ROW, will create a natural queuing space between the traffic lanes and the sidewalk pedestrian zone for drivers both waiting for garage entry, and leaving but waiting for clear space in traffic lane. There is no advantage to setting the vehicle door or gate 18ft back from lot line, and the proposed location avoids creation of unwanted loitering space.

CENTRAL CITY PLAN DISTRICT DEVELOPMENT STANDARDS: Chapter 33.510

33.510.200, Floor Area Ratio

- Table 120-3 RX zone maximum FAR of 4:1 is superseded by CCPD and section 33.510.200.
- Central City Map 510-2 indicates a Basic Maximum FAR of 8:1
- Site is in the West End Subarea, per Map 510-10, and is not in Map 510-14 Additional Uses area.
- 33.510.200.C.2 There is no maximum Bonus Floor Area that may be earned in West End not shown on 510-14. However the total floor area on a site including bonus floor area and transferred floor are may not be more than **12:1 FAR**
- 22.510.200.F Transfer of Residential Floor Area. Undeveloped earned FAR is available from the nearby Jeffrey apartment site, in excess of 3:1 if transferred to this project site. This project owner is acquiring the right to this excess allowed Residential Floor Area, however does not need to use it at this site.
- 33.510.210.C.11 Large Dwelling unit bonus option. In West End… each unit square foot over 750 sf earns a bonus of 1 sf.
- 33.510.210.C.16 Below-Grade parking bonus option. In the West End subarea, where parking on the site is located below gtrade, a bonus of 2 additional sf of floor area is earned for each sf of below grade parking.

Site area = 16,860 sf
Maximum base FAR of 8:1 = 134,880 sf

Maximum Bonus = FAR of 4:1 = 67,440 sf
Maximum Transfer = FAR of 3:1 =50,580 sf
Maximum Base + Bonus & Transfer = FAR 12:1 = 202,320 sf

Proposal:
The design earns the following bonuses:

Large Dwelling Unit Bonus earned =	14,907 sf
Below Grade Parking Bonus earned =	76,492 sf
Subtotal Bonus Earned =	91,399 sf
Maximum Bonus use 4:1 FAR is earned =	67,440 sf

The proposed building design will maximize building floor area above grade, so proposed building area above grade is 12:1 FAR = 202,320gross square feet and is compliant.

33.510.205, Height

Table 120-3 RX zone maximum height of 100 feet is superseded by CCPD and section 33.510.205
Map 510-3 (3 of 3) indicates the Maximum Building Height is 250 ft.

Proposal:
The Base Point 1 building height measurement point is located at the sidewalk level at SW corner of site, which is a datum of 136.5 feet.

The building height is measured from that Base Point 1 to top of parapet at perimeter of Roof above floor level 15. This parapet height is at datum 293.0 feet, which is **160 feet above Base Point 1**.

There will be mechanical space and screens above this parapet of up to 10 ft.
The Building Height is substantially less than the maximum allowed height, and is compliant.

33.510.210 F. Bonus Height for high ceilings in the West End.

Proposals where any Residential floor to ceiling heights exceed 8 feet, for over 75% of ceiling area, receive bonus height of 1ft per ceiling height over 8ft, up to 4ft bonus per floor.

Proposal:
The 10ft floor to floor height, less 6" slab and floor finish thickness will provide 9'6" clear ceiling height, except at bathroom, unit entry and corridor areas. In the 12 typical residential levels this would provide 1ft per floor of bonus height, raising the 250ft allowable building height to 262ft. Since the proposal does not exceed the basic allowed height, we are not documenting the percentage of ceiling area over 8ft.

33.510.215 Required Building Lines

Map 510-6 shows the Required Building Lines standard applies to the south frontage of the project, on Jefferson Street.

The standard requires that the Building must extend to within 12 feet of the street lot line for 75% of the lot line, and the space between the building and the street lot line must be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendor's stands, or developed as stopping spaces.

Proposal:
Locates 100% of the Jefferson Street ground floor building façade within 12 feet of the street lot line (maximum 3 ft setback). The intervening space is designed as an extension of the sidewalk, for access to retail entrances, potential café seating, intermittent bike parking and stopping space. Compliant

33.510.221 Required Windows Above the Ground Floor

Map 210-12 indicates the streetcar alignment on SW 11th Avenue makes this requirement applicable.
The regulation applies to the portion of a site within 200 feet of streetcar alignment.
Windows must cover at least 15% of the area of street facing facades above the ground level wall areas.

Proposal:
The matrix below illustrates that all street facing facades will have over 24% window area above the ground floor. Compliant.

33.510.224 Mechanical Equipment along the Portland Streetcar Alignment

Map 510-11 applies the mechanical screening requirement to the site.
Mechanical equipment must be screened against view from the sidewalk.

Proposal:
Is for all equipment to be either enclosed within the building, or located at roof level where parapet wall will screen view of equipment from sidewalk grade.

33.120.232 Street Facing Facades.

RX zone requires minimum 15% of street facing facades to be window.
RX zones that have commercial use also meet CX standards in 33.130.230.B.2
33.130.230.B.2 requires fulfillment of B.3: "The windows must be **at least 50% of the length** and **25% of the gound level wall area…up to 9 feet** above the finished grade. The requirement does not apply to …the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard."

Street Facing Facades:		East	South	West
	Façade Area:	13421 sf	31601 sf	12674 sf
	Façade Window Area:	3814 sf	8993 sf	3085 sf
	Window % of Façade (15%min.):	28.4%	28.5%	24.3%
	Façade Area above Ground Floor:	12268 sf	29494 sf	11133 sf
	Window Area above Ground Floor	3098 sf	7495 sf	2702 sf
	Window % of Area above Ground Floor (15% min.)	25.3%	25.4%	24.3%
	Ground floor façade Length:	78 lf	196 lf	78 lf
	Ground floor Window Length:	66 lf	155 lf	19 lf
	Ground floor window Length % (50%min):	84.6%	79.1%	**24.4%**
	Ground Floor façade area to 9ft. Ht.:	729 sf	1813 sf	729 sf
	Ground floor window area to 9ft. Ht.:	437 sf	1110 sf	157 sf
	Ground floor window % to 9ft. Ht. (25%min):	59.9%	61.2%	**21.5%**

Proposal:
The project is compliant will standards with exception of Ground Floor Window length & area at West Façade Ground Floor.

At the west façade ground floor façade, a modification is requested for these criteria, based on:

a. Conditions require both parking and loading access to be at west façade, Since west grade is significantly higher than east grade, the parking access ramp is forced tight to the west lot line, the ramp is too steep to allow shared access with loading. This reality of required components is what restricts ground floor window area.
b. Mitigating Factors are:
c. Provision of substantially larger length (150% of minimum) and area (114% of minimum) percentage than required at other ground floor facades.
d. Excluding the parking structure frontage from the calculation as indicated by 33.510.230.B.3 would make the west window area compliant at 29%, and improves the west window length to 34%.
e. Mitigating design element is provision of a Green Wall feature illustrated around these service entrances, in lieu of the L2 Landscape.

33.510.225 Ground Floor Active Uses

Map 510-7 indicates the site is inside the ground floor active uses area. 50% minimum street ground floor walls facing sidewalk, plaza, public open space shall be accessible active use.

Proposal:
Is compliant: 83% (294 lineal feet out of 352 lineal feet) of total ground floor frontage is dedicated to accessible active use, at least 25 feet deep from façade.

33.510.226 Minimum Active Floor Area

Map 510-7 indicates the site is inside of the minimum active floor area, requiring 50% of total floor area to be active use including retail sales and service and household living, but excluding parking.

Proposal:
Parking comprises approximately 40,000 sf of the project, Loading and Parking Access are another 2,520 sf. = 42,520 sf of non-active use. This leaves 82.6% of the total construction area associated with listed active use program. Compliant.

33.510.230 Required Residential Development Area

Map 510-5 indicates that indicates the site is outside of the Required Residential Development Area.

33.510.240 Drive Through Facilities

There are no drive through facilities proposed.

33.510.242 Demolitions

A. Landscaping. In R, C, and E zones, sites must be landscaped within 6 months of the demolition of buildings unless there is an approved development for the site.

Proposal:
The proposed demolition on the site will not commence until after Design Review and Foundation Permit approval.

B. Replacement of demolished ground floor area. In R, C, and E zones, if a building is demolished after September 1, 1994, the square footage of the ground floor of the demolished building must be replaced as follows: Inside the Core Area, as shown on Map 510-8, the square footage must be replaced on the same site as the demolished building.

Proposal:
The proposed new structure is significantly larger than the existing structure to be demolished. Compliant.

33.510.261 Parking

B. Description of types of parking.

1. Residential/ hotel parking is created in conjunction with dwelling units or hotel rooms.

Proposal:

The 11th & Jefferson Apartments project is located in the Downtown 1 (DT 1) parking sector. The development is to include residential units. It will be governed by Residential/ Hotel Parking requirements.

33.510.263 Parking in the Core Area

Map 510-8 shows the project and DT-1 to be inside the Core Area.
Table 510-9 indicates:
Residential use is allowed in the RX zone, so the Residential Parking is allowed.
Retail & Office use is allowed (within limitation it is not Conditional Use), so its Growth Parking is allowed.
Table 510-6: Maximum Retail and Office parking is 1 space per 1,000sf
(10 to 15 spaces for retail or office dependant on final leasing arrangement)
Table 510-10: Maximum Residential Parking ratio is 1.35 per unit. (196 x 1.35 = 264 maximum spaces)
Combined maximum allowed Growth + Residential parking is 274 to 279 spaces (dependant on final retail & office leasing).
There are no minimum parking requirements in the Core Area.

Proposal:

The project will provide 89 car parking spaces in two levels below grade. No more than 1/1,000 sf of retail or office net area will be assigned to those uses. Compliant.

F.8 Bicycle parking.
Chapter 33.266, Parking and Loading. For most types of development, bicycle parking requirements are based on the primary use, such as Office or Retail Sales and Service

Proposal:
See below for response to 33.266. There is no preservation parking on the site.

PARKING AND LOADING STANDARDS: Chapter 33.266

	Proposed Use-Quantity	Automobile Parking Spaces	Short Term Bike Required	Long Term Bike Required
Residential	196 units	No minimum 1.35/unit maximum 264 spaces allowed	(2) or 1 per 20 units 10 short term required	1.5 per unit 294 long term required
Retail Sales and Service	11,700s.f. (excludes basement stockroom)	No Minimum 1/1000 sf maximum 11 spaces allowed	(2) or 1 per 5,000 s.f. 3 short term required	(2) or 1 per 12,000 s.f. 2 long term required
Manager /Leasing Offices	710 s.f.	1/1000 sf maximum 1 space allowed		
TOTAL PROPOSED		94 parking stalls proposed	13 short term required 13 short term proposed	294 long term required 294 long term proposed *see 33.26.220

33.266.130 Development Standards for All Other Uses

Development standards largely relate above ground vehicle areas. Following is delineation of this standard as relates to basement parking.

A. Purpose
Bulleted standards here that apply to underground parking:
- provide a pedestrian access that is protected from auto traffic
- the parking area layout standards are intended to promote safe circulation within the parking area.
- Direct traffic in parking areas.

B. Where these standards apply. The standards of this section apply to all vehicle areas.

C. On-site location of vehicle areas. Relates to surface above ground: does not apply

D. Improvements. D.2 – All parking areas, except for stacked parking, must be striped in accordance with the parking dimension standards of Subsection F below.

E. Storm Water Management. Parking is underground within water-proofed envelope: does not apply.

F. Parking Area Layouts. Parking access, circulation, layout conform to the standards in this section

G. Parking Area Setbacks and Landscaping. Parking is underground: does not apply.

Proposal:
Parking access, layout, dimensioning and routing meet the standards listed in 33.266.130. F and in Table 266-4. With at least 8'-6" wide x 16' deep spaces and 20' wide aisles. Parking for disabled persons to meet standards of Oregon Structural Specialty Code is provided, 1 van accessible space and one standard accessible space.

33.266.140 Stacked Parking Areas

36 of the total spaces are tandem or stacked parking spaces and are striped to required standard for operation without attendant.

33.266.210 Required Bicycle Parking

The required minimum number of bicycle parking spaces for "Household Living" and "Retail Sales and service" and "office" categories are shown on table 266-6. See above table for specific quantity required.

Proposal:
Bicycle parking spaces proposed is shown in above table.

33.266.220 Bicycle Parking Standards

Proposal:
Short Term: The proposed design for The 11th & Jefferson Apartments has multiple main entrances. The Main Residential entrance located at the NE corner of the project facing SW 11th Avenue. Main Retial entrances will be at the SE corner facing Jefferson and SW corner facing 12th Avenue. If multiple retail tenants are engaged, there will be up to 3 additional retail entrances along Jefferson Street.
Proposed short term bicycle spaces are provided at multiple locations (See Level 1 plan - exhibit C.26).

Long Term: Proposed long-term bike spaces are provided in a secure bike storage room located on the second floor. Two level racking will be provided, with required access aisles, and an amenity bike maintenance station. Long Term Bike Storage space will be accessible by elevator, but primarily by ramp from 12th Avenue. This long term parking complies with 33.266.220.B and 33.266.220.C. (See floor plans, bike parking details.)

33.266.310 Loading Standards

C.2.a. Buildings with any amount of floor area in Household Living, and with less than 20,000 sf of floor area in uses other than household living are subject the t standards in C.1.
C.1.c. One loading space meeting Standard A or two loading spaces meeting Standard B are required when there are more than 100 dwelling units in the building.

Proposal:

Two Standard B loading spaces are provided in the design, accessed from SW 12th Avenue.

CENTRAL CITY FUNDAMENTAL DESIGN GUIDELINES

The 11th and Jefferson Apartments site resides in the 'Downtown' Sub-district of the Central City Plan District. In the Downtown Sub-district, The Central City Fundamental Guidelines apply. No other Sub-district design guideline overlays are present.

A: PORTLAND PERSONALITY

A 1 INTEGRATE THE RIVER

GUIDELINE
Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

The project is 2/3 mile west of the Willamette River and the park space at Riverplace, so has no direct ability to relate to, or enhance accessways to the river. It is possible that upper story units and the proposed rooftop common social space could have cropped or distant views to the river.

A 2 EMPHASIZE PORTLAND THEMES

GUIDELINE
When provided, integrate Portland-related themes with the development's overall design concept.

The overall design concept uses a coupling from a street car as the basis for the parti. The coupling is a clamping latch that hooks two cars together. The abstract of this: A "c" shape is carried through the into the parti and represents the idea of a large bar(a boxcar) clamped to the site through the two north wings of the building and is expressed using white metal panel.

A 3 RESPECT THE PORTLAND BLOCK STRUCTURES

GUIDELINE
Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

The property is a narrow site fronting on SW Jefferson St. at the south end of a double block (Jefferson to Main, encompassing vacated Madison St.). The site is at least 147 ft. away from the center of the superblock. The small site area and distance from the vacated Madison alignment make it impractical and of little benefit to create a wide pedestrian penetration. This project proposes to focus on enhancement of the pedestrian environment by setting the ground level façade back from the property line and providing canopy shelter in order to expand the "building zone" sidewalk space outside the corner retail entries and residential lobby. This will be especially beneficial in relation to the streetcar stop.

A 4 USE UNIFYING ELEMENTS

GUIDELINE

Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

The architectural vocabulary of the west end neighborhood has become highly eclectic, with a great variety of materials and styles. The proposed envelope materials include painted metal panels, masonry veneer units, storefront, and punched windows, all of which fall within the range of materials present within a block of the project. The contemporary style of the design will be in keeping with several other nearby buildings, while the punched windows and masonry veneer will relate constructively with older residential buildings.

A 5 ENHANCE, EMBELLISH, AND IDENTIFY AREAS

GUIDELINE

Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

The project will continue the sidewalk width enhancement, street tree and street lighting standards established with recent developments to the east. The unusually mature street trees on the 11th street frontage of this project are a strong character element, and can be retained with judicious pruning under direction of an arborist. Provision of below grade parking, so important to both building and neighborhood residents, will require replacement of the larger trees on the 12th avenue frontage.

A 6 REUSE / REHABILITATE / RESTORE BUILDINGS

GUIDELINE

Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

The existing building is derelict and has been vacated. The Housing Bureau is selling the property to encourage conversion of the property to highest and best use, ie high density housing, for which the existing structure does not provide a practical base. The existing building is not a listed historic landmark.
The project is targeting a LEED Silver certification, and will incorporate material and waste management sustainability measures accordingly.

A 7 ESTABLISH & MAINTAIN A SENSE OF URBAN ENCLOSURE

GUIDELINE

Define public rights-of-way by creating and maintaining a sense of urban enclosure

The guideline will be well met by the primarily zero setback project. The storefront retail entrances will be intermittently recessed approximately 3 feet, as needed to accommodate the entrance door swings, and to provide the potential for seating along the storefront within the "building zone".
The design commission should be aware that PBOT originally requested dedication of additional 4ft along Jefferson Street property line in order to preserve curb parking and still expand the existing 8ft sidewalk to 12ft. We appealed this request for several reasons:

a. It would create a uniform, full height 4ft setback from the plane of urban enclosure defined by the Eliot tower on the East, and by the existing retail block to the west of this site.

b. It would significantly reduce the ability to efficiently develop the housing program on the site due to reduced site depth impinging on developable floor plate dimension, and allowable Floor Area Ratio would then also further restrict the overall developable area.

c. Retail entrances must recess 3ft to allow door swings to remain outside right of way. Pushing them

back an additional 4ft. would mean the retail entrances would be at least 7ft north of the existing Jefferson Street building plane on adjacent block faces. The additional dedicated area is in conflict with this Goal A7.

d. The elimination of Jefferson north curb parking in favor of wider bike lane and sidewalk on the two blocks to the east creates a somewhat hazardous lane offset for both cars and bikes where it transitions to the narrower bike lane and curb parking west of 11th. By duplicating the right of way section from the Eliot block between 11th & 12th, there would only be one remaining block with the lane offset hazard left by north curb parking. (Net street parking quantity can be increased by use of diagonal parking on the 12th street frontage.)

A 8 CONTRIBUTE TO A VIBRANT STREETSCAPE

GUIDELINE

Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

As discussed under A7, the improvement from 8ft sidewalk to 12ft sidewalk can be accomplished through elimination of north curb parking on Jefferson Street. Intermittent additional setbacks at retail entrances will provide additional space and shelter for public activity such as use of benches or café seating to activate the public space. The Apartment Lobby space is a two story volume with storefront windows full height. Similarly the Retail entrance areas at each SE and SW corner are two story volumes with full height storefront windows. The Jefferson street retail frontage will more than meet the active use window requirement, providing views into the retail floor as the sidewalk gradually rises above the ground floor level from east to west.

A 9 STRENGTHEN GATEWAYS

GUIDELINE

Develop and/or strengthen gateway locations.

The site does not reside in a gateway location.

B: PEDESTRIAN EMPHASIS

B 1 REINFORCE AND ENHANCE THE PEDESTRIAN SYSTEM

GUIDELINE
Maintain a convenient access route for pedestrian travel where a public right–of–way exists or has existed.
Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right–of–way system through superblocks or other large

The project will improve the Jefferson Street sidewalk to 12foot width and define the zones per district standards, including street trees and places for pedestrians to sit. As described under the A8 response, active uses will be located along the pedestrian routes and visible. The site is not near the mid zone of the superblock.

B 2 PROTECT THE PEDESTRIAN

GUIDELINE
Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

The required loading/trash/recycling functions will be carried out inside the building on the west side, so that there is very limited exposure of pedestrians to these activities. The highest level of pedestrian activity will be on 11th Avenue, associated with the Streetcar stop plus residential entrance. The loading bay and garage entrance will be located on 12th Avenue which has the least vehicular and pedestrian load. Active uses and transparency will enhance safety, interest, and diversity for pedestrians.

B 3 BRIDGE PEDESTRIAN OBSTACLES

GUIDELINE
Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

There are no significant pedestrian movement barriers or obstacles. Crossings and sidewalk designs will follow required PBOT and district design standards. The implementation of diagonal parking on 12th Avenue will allow for a deep curb extension at the SW corner of the block which will significantly reduce the length of current crossing of 12th Avenue.

B 4 PROVIDE STOPPING AND VIEWING PLACES

GUIDELINE
Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.

The wider sidewalk, plus intermittent setbacks adjacent retail and residential entrances will provide eddies for comfortable rest and social activity. We are considering installation of exterior "building zone" seating near the Apartment entrance and retail entrances where the density of pedestrian traffic can influence against unwanted activity.

B 5 MAKE PLAZAS, PARKS AND OPEN SPACE SUCCESSFUL

GUIDELINE
Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally-oriented pocket parks that incorporate amenities for nearby patrons.

Entries, lobbies, windows will face public right of ways. The central courtyard space will provide an active use amenity for residents, as well as visual amenity for neighboring residents, who can look down on this feature in the core of the block.

B 6 DEVELOP WEATHER PROTECTION

GUIDELINE
Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Weather protection overhangs and canopies will be integrated into facades at retail frontage and main apartment entrance.

B 7 INTEGRATE BARRIER-FREE DESIGN

GUIDELINE
Integrate access systems for all people with the building's overall design concept.

The ground floor plan is adapted to the sloping site by integration of stepped floor levels, mezzanine and open interior balcony elements, and with accessible ramp to the internal long term residential bike parking facility. Elevator service is provided to all levels.

C. PROJECT DESIGN

C 1 ENHANCE VIEW OPPORTUNITIES

GUIDELINE
Orient windows, entrances, balconies, and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building facades that create visual connections to adjacent public spaces.

The proposed project will take advantage of views out to the south and west hills as currently available, as well as views along the public rights of way. Some views to the South Park Blocks tree canopy will be available from the higher level units and the common roof terrace activity spaces will have panoramic views around most of the horizon except where interrupted by the downtown core high rise buildings.

The Scenic Resources Map 6 shows Height Restricted View Corridor VP23-18 from the Vista Bridge eastward. This view corridor passes over the central part of the double block, centered over the FAR transfer sending site and with a 185ft height limit. The receiving site is not within this restricted view corridor. The proposed 160ft building height is significantly lower than both the nearby view corridor limitation the Map 510-3 allowed 250 ft height.

C 2 PROMOTE QUALITY AND PERMANENCE IN DEVELOPMENT

GUIDELINE
Use design principles and building materials that promote quality and permanence.

The structure of this high rise building will be concrete and galvanized steel. Heavily galvanized steel rain screen anchorage system will tie a combination of color coated metal panels and masonry or calcium silicate masonry finish panels to the structure over a carefully detailed air/moisture barrier system. Window system installation will be detailed to insure weather barrier continuity and reinforce longevity of the building shell. Permanent maintainable finish materials with carefully crafted form and detail will create quality and permanence.

C 3 RESPECT ARCHITECTURAL INTEGRITY

GUIDELINE
Respect the original character of an existing building when modifying its exterior.

Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity. The project will replace rather than modify the existing building.

C 4 COMPLEMENT THE CONTEXT OF EXISTING BUILDINGS

GUIDELINE
Complement the context of existing buildings by using and adding to the local design vocabulary.

The west end neighborhood is developing as one of the more eclectic areas of the city, with a range from historic Victorian homes, through a variety of masonry clad mid-rise residential and institutional buildings, mid century to modern commercial structures, and sleek glass towers. Detailing of entrances in the neighborhood exhibits exuberant focus using color, shelter and detail in a variety of ways. While the façade detailing has not yet been fully developed, we anticipate carefully drawing on a similar palette of materials to create a fresh design character for this project.

C 5 DESIGN FOR COHERENCY

GUIDELINE

Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

The limited material vocabulary of exterior materials is arranged to create a modulation of the façade that visually reduces the 200ft long extent on SW Jefferson Street. This modulation creates a more vertical perception by establishing two major vertically oriented planes on East and West face, and four major planes on the long South face of the building. The north elevation has two end sections that are close to the mid-block property line and have limited openings for fire separation. The more open central section is treated similarly to the street facades, with the primary face clad with masonry panels, and this major plane is defined by recessed periphery clad with darker metal panels as they are on the other sides of the building.

C 6 DEVELOP TRANSITIONS BETWEEN BUILDINGS AND PUBLIC SPACES

GUIDELINE

Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

The corner of 11th and Jefferson with its prime exposure to street traffic and the pedestrian focus at the streetcar stop will be further activated by the transparent corner retail space and outdoor seating setback. On the 11th Avenue frontage, a gradation of privacy from elevated central courtyard through 2 story residential lobby/gathering space and through entrance to the sidewalk zone will be kept transparent for beneficial relief to both the public and private zones. Careful landscape treatment of the adjacent apartment building's egress alley will be integrated with the courtyard and entry design. The Jefferson Street frontage will engage pedestrians with window views into the interior retail spaces.

C 7 DESIGN CORNERS THAT BUILD ACTIVE INTERSECTIONS

GUIDELINE

Use design elements including, but not limited to, varying building heights, changes in facade plane, large windows, awnings, canopies, marquees, signs, and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

Location of retail spaces with large windows and sheltering canopies over entries and seating at the two intersection corners, will fulfill this guideline. The C5 response describes the façade design strategies that support this guideline.

C 8 DIFFERENTIATE THE SIDEWALK-LEVEL OF BUILDINGS

GUIDELINE

Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

See drawings and previous responses describing sidewalk level design and functional elements that will be differentiated from the typical level residential façade design. The ground floor and second floor "podium" façade is clearly differentiated from the tower above, with a majority of glazed area.

C 9 DEVELOP FLEXIBLE SIDEWALK-LEVEL SPACES

GUIDELINE

Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

The ground floor retail space is planned so that a single use can occupy the majority of the available ground floor. The developer is seeking such a tenant. If a full floor tenant is not secured, the sloping frontage will require some adaptation of the floor plane, which can either be accomplished with modular raised floor system, or permanently stepped structural floor slab.

C 10 INTEGRATE ENCROACHMENTS

GUIDELINE

Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

The primary right of way encroachment elements will be canopies at retail and entrances. No other encroachments are planned or needed.

C 11 INTEGRATE ROOFS AND USE ROOFTOPS

GUIDELINE

Integrate roof function, shape, surface materials, and colors with the building's overall design concept.

Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Rooftop common social space is planned, including both interior, and exterior terrace areas. Roof garden landscape treatment will provide visual and functional enhancement. Mechanical equipment will be enclosed in penthouse or screen fence elements, that help define and shelter the active use spaces. The building elevations illustrate integration of roof top elements with the overall building vocabulary.

C 12 INTEGRATE EXTERIOR LIGHTING

GUIDELINE

Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

LEED Silver target will focus lighting design on functionality. Exterior lighting will emphasize retail and building entrance area illumination, using a combination of wall and down light augmenting light spilling through large windows from interior. Intent will be to provide light adequate for orientation and security, without glare, inappropriate spill or conflicts with surrounding residential uses and light pollution concerns. The common use areas at the roof/penthouse level will be provided with subtle evening light levels as required for egress, that will also signal the active use to others off site.

C 13 INTEGRATE SIGNS

GUIDELINE

Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

Signage will be located at ground level, to identify the residential use, and the retail functions. Subsequent design submittals will illustrate signage integration.

APPENDIX A

City of Portland, Oregon
Bureau of Development Services
Land Use Services

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7300
Fax 503-823-5630
TTY 503-823-6868
www.portlandonline.com/bds

MEMORANDUM

Date: **August 8, 2013**

To: **Dawn Woods, Ankrom Moisan Architects (via email)**

From: **Chris Caruso, Development Review, 503-823-5747**

Re: **EA 13-165539 DA – SW 11th & Jefferson Apartments**
Design Advice Request Summary Memo

Thank you for taking advantage of the opportunity to hold a Design Advice Request regarding your project. I hope you find it informative and valuable as you continue with your project development. Attached is a summary of the comments provided by the Design Commission at the August 1, 2013 Design Advice Request. This summary was generated from notes taken at the public meeting and a subsequent review of the public meeting recordings.

These **Design Commission** comments are intended to guide you in further design exploration of your project. These comments may also inform City staff when giving guidance over the course of future related land use reviews. It should be understood that these comments address the project as presented on August 1, 2013. As the project design evolves, the comments, too, may evolve or may no longer be pertinent.

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

Please continue to coordinate with me as you prepare your formal Type III Design Review application.

Overall Building Massing

- The ground floor is successful as its own mass and the lifted boxes that wrap around the corner and up and over the boxes work in the concept models as they are shown with horizontal emphasis at each floor level. The more vertical rendered elevations loose this simplicity and emphasize the building elements in a way that is not as successful as if it remained more horizontal within the couplet bands.
- This is a small footprint and an unusually shaped site for a downtown project. The building could so one less thing, one less move and it would be clearer in its concept.
- How can you demonstrate the site's unusual dimensions in the building massing?
- Generally the overall massing works. Program elements seem to be in the correct locations.
- The fin looks a bit beefy at the ground floor. It needs to be thinner. It also diminishes the beauty of the penthouse lid when it comes all the way up the building and engages the roof.

Materials & Colors

- The color and material palette needs to be refined so that the concept described in the 3-d massing models becomes clearer. There are a number of overlying matrices and patterns as the materials are applied to the facades which make the building concept less understandable.
- The elevation colorations are confusing and hard to understand.

- The metal panels must be either thick enough or backed with rigid insulation so that they will not dimple or oil can. This is an ongoing problem with recent metal buildings that needs to be addressed in this building if metal panels are proposed.

Pedestrian Realm
- Look at ways to articulate, highlight, or otherwise enliven the runs of blank brick wall around the building base, particularly on Jefferson and 12th. Art, tile, historic plaques are all options.
- Providing some places for people to find rest/respite along SW Jefferson is important. This street is a high traffic corridor to the freeway which may feel challenging to pedestrians. Recessing or canting portions of the storefront could be one way to make pedestrians feel less impacted by the traffic.

SW 12th Avenue Facade
- This appears to be the façade that has received the least attention right now. You should challenge yourselves to find a way to not continue the "back-of-house" feel of SW 12th Avenue in your project. Try to bring more activity to the ground level and activate the streetscape. Again, look at ways to highlight the blank brick walls.
- Take a look at the Janey I project across from the Casey in the Pearl District for an example of wall enhancement.
- The Commission wants to see how the two overhead doors are experienced by pedestrians during the day and at night – are the doors transparent, translucent, how are they lighted? What will the throat of the loading and garage areas look like when the doors are open? Think about where the security lighting and other required features will be placed on the walls.
- The gate to the bicycle ramp should be a nice, rich gesture.

Empire Apartments Court
- The sliver between the buildings needs to just have nice paving, a panic bar, and a nice gate. The space is not large enough to feel welcoming and could be a really scary place if left open.

Streetcar Stop
- Think about how the streetcar stop will be integrated into the ground floor along SW 11th. The stops do not hold all the people who wait for the streetcar so passengers will lean up against the building wall. Providing places for passengers to wait or lean against the wall should be provided, such as a bench or leaning rails.

Neighborhood Context
- Will really need convincing about how this building fits into the existing context. Provide an image tour of the 3 surrounding blocks, highlighting buildings that you are using for reference.
- This building needs to successfully bridge the different styles in the immediate area which is a combination of new all-glass towers, new brick buildings, and older concrete, brick and wood buildings.
- Also tie the building into the context with your written narrative.

Street Trees
- The neighborhood's suggestion of continuing the street tree and tree well landscaping that is present along SW Jefferson in front of the Eliot Tower is a good idea which the Commission supports. An effort should be made to match the tree and tree well planting species on this project.

Additional Drawings
- The Commission would like to see a shadow study at the next hearing.
- Insert the rendered building into the context massing elevations along with images of the actual other buildings. This will help illustrate the types of materials/colors/experiences of the surrounding area.
- Provide additional studies of the ground floor experience from the pedestrian's point of view along all 3 streets.

- The muddy quality of the reprints and facades illustrated as blank grey are not doing the project any favors in its representation. Drawings should accurately portray the project as conceived.

Encl: Summary Memo

Cc: *Design Commission (via email)*
Respondents

Exhibit List

A. Applicant Information
   1. Narrative (4 pages)
B. Zoning Map
C. 1. Site Plan
   2. 11" x 17" Drawings (36 pages)
D. 1. Posting mailer
   2. Notice to be Posted
   2. Certification of Posting
E. 1. Application form
   2. Staff memo
   3. Staff PowerPoint presentation
   4. PBOT Response
   5. Pre-Application Conference information
F. Written Responses
   1. Richard Rahm, July 30, 2013
   2. Kevin Keithley, August 1, 2013
   3. Wendy Rahm, August 1, 2013
   4. John Calvin, August 1, 2013
   5. Gunnar Sacher, August 1, 2013

APPENDIX B

Storm Water Management Report

Job No.: ANK 126

Date: October 1, 2013

To: Ankrom Moisan Architects, Inc

From: Kim Shera, P.E.
Ron Peterson, P.E.

Harper Houf Peterson Righellis Inc.
ENGINEERS ◆ PLANNERS
LANDSCAPE ARCHITECTS ◆ SURVEYORS

Project/Subject: **11th and Jefferson Apartments**
Stormwater Management Summary

☐ Fax - Number: _____; Number of pages _____
(If you did not receive the correct number of pages, please call 503-221-1131)
☒ E-mail ☐ Mail ☐ Hand Deliver ☐ Interoffice

The City of Portland requires Stormwater Management for all new and redeveloped projects within the City. The Bureau of Environmental Services has implemented the Stormwater Management Manual, dated 2008.

Under the Stormwater Management Manual, the method of stormwater disposal must be looked at through a "disposal hierarchy". The disposal hierarchy describes 4 categories of disposal, the first being the most preferred. Category 1 is on-site infiltration with a surface infiltration facility, Category 2 is on site infiltration with a sump, drywell, or infiltration trench, Category 3 is off-site flow to a drainage way, river, or storm only pipe system, and Category 4 is disposal into a combined sewer.

The storm connection point for the proposed development to the public system is in SW Jefferson Street to the 12" storm only pipe system. Based on past project experience in the general vicinity of the development and general knowledge of existing soils in the area, the development site soils are not conducive to on-site infiltration that would meet Category 1 or 2 for stormwater disposal. Therefore stormwater management will fall under Category 3 off-site flow to a storm only pipe system.

Category 3 projects are required to provide a surface stormwater treatment facility to meet pollution reduction to the maximum extent practicable. Water Quality facilities for new or redeveloped impervious areas must be designed to remove 70% of the total suspended solids (TSS) for 90% of the average annual runoff.

The development is proposing flow through planters in order to meet the pollution reduction requirement. Roof drains for the new building will discharge to the flow through planters. The surface area requirement for the stormwater planters providing pollution reduction only is approximately 3% of the impervious area. The project impervious area is approximately 16,800 SF which would require a planter area of 504 SF. The flow through planters will have an overflow system that connects to the public storm sewer in SW Jefferson Street.

Water Quantity (flow control) is normally required to limit developed peak runoff rates to the undeveloped (forested) condition for the storm events equal to ½ of the 2 year, 5-year, 10-year and 25 year events. However, flow control will not be required for this project due to the proximity of the development site to the Willamette River and the available capacity of the storm only line in SW Jefferson Street.

205 SE Spokane Street
Suite 200
Portland, OR 97202
PHONE 503.221.1131
FAX 503.221.1171
www.hhpr.com

APPENDIX C