



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

FROM CONCEPT TO CONSTRUCTION

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## **REVISED STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 14-176475 DZM  
PC # 14-117192  
***Miracles Central***  
REVIEW BY: Design Commission  
WHEN: October 16, 2014 at 1:30 PM  
WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:** Staci Monroe 503-823-0624 /  
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### **GENERAL INFORMATION**

**Applicant:** Ben White | Carleton Hart Architecture | 322 NW 8th Ave |  
Portland, OR 97209

**Owners:** Dan Steffey | Miracles Central Apartments Limited Partnership |  
710 NW 14th Ave 2nd Floor | Portland, OR 97209  
  
City of Portland Housing Bureau | 421 SW 6th Ave #500 |  
Portland, OR 97204-1620

**Site Address:** 1306 NE 2ND AVENUE

**Legal Description:** BLOCK 62 LOT 3, HOLLADAYS ADD; BLOCK 62 LOT 4,  
HOLLADAYS ADD

**Tax Account No.:** R396202000, R396202010  
**State ID No.:** 1N1E34AA 01500, 1N1E34AA 01400  
**Quarter Section:** 2930  
**Neighborhood:** Lloyd District Community, contact Michael Jones at 503-265-  
1568.  
**Business District:** Lloyd District Community Association, contact Gary Warren at  
503-234-8271.

**District Coalition:** None  
**Plan District:** Central City - Lloyd District  
**Zoning:** RXd - Central Residential zone with a Design overlay  
**Case Type:** DZM - Design Review  
**Procedure:** Type III, with a public hearing before the Design Commission.  
The decision of the Design Commission can be appealed to City  
Council.

**Proposal:**

The applicant seeks Design Review approval for a 6-story, mixed-use building in the Lloyd Sub District of the Central City Plan District. The building will include 47 residential units on the upper floors along with community and peer mentoring services occupying the majority of the ground floor. The L-shaped building will align with the street edges along NE 2<sup>nd</sup> and NE Wasco with a varying setback ranging from 3'-6" to 6'-0" for the recessed entries and covered areas. A service area for combined loading and trash/recycling is proposed at the northwest corner of the building and accessed off NE 2<sup>nd</sup>. Outdoor and amenity spaces will be provided in individual balconies on street- and courtyard-facing facades and in an at-grade courtyard at the northeast corner of the site. Long-term bike parking for 75 bikes will be located in common rooms throughout the building on all floors with short-term spaces for 6 bikes within the recess of the ground floor along NE 2<sup>nd</sup>. The rooftop will consist of several mechanical units and an elevator overrun and stair enclosure. The exterior finishes consist of norman brick veneer in two colors (dark brown on the ground and cream on the upper levels); fiber cement panels on the end walls, upper floor and balcony recesses; aluminum storefronts at the ground level; and vinyl windows on the upper floors.

The following Modification is also requested:

1. To reduce the required 2' width for long-term bike spaces to 1'-6" for all 75 of the spaces and to not locate short-term bike parking along both frontages within 50' of the entrances. (PZC Section 33.266.220)

A Type III Design Review is required because the proposed new development is in the Lloyd Sub District of the Central City Plan District and exceeds the value of \$2,038,500.

**Relevant Approval Criteria:**

In order to be approved, this proposal must comply with the criteria of Title 33, Portland Zoning Code. The relevant criteria are:

- Central City Fundamental Design Guidelines
- Lloyd District Design Guidelines

**ANALYSIS**

**Site and Vicinity:** The 10,000 SF vacant site is located in the NE quadrant of the City and bounded by NE 2<sup>nd</sup> to the west and NE Wasco to the south. The Holladay Park Hospital and future Legacy Lab is immediately west and south of the site. The property lies within the Lloyd sub district of the Central City Plan District, as well as, the Lloyd Pedestrian District. Both street frontages (NE 2<sup>nd</sup> and NE Wasco) are local service streets. This area is well served by public transportation with frequent bus service on most of the major streets in the near vicinity (Multnomah, Weidler, Grand and MLK Jr.) Streetcar on Grand (2 blocks east), and light rail on Holladay (2 blocks south).

**Zoning:** The Central Residential (RX) zone is a high-density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

The “d” overlay promotes the conservation and enhancement of areas of the City with special historic, architectural or cultural value. New development and exterior modifications to existing development are subject to design review. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City Plan District implements the Central City Plan and other plans applicable to the Central City area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation management Plan. The Central City plan district implements portions of these plans by adding code provisions which address special circumstances existing in the Central City area. The site is within the Lloyd Subdistrict of this plan district.

The Design Overlay Zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

**Land Use History:** City records indicate that prior land use reviews include:

- CU 077-66: A 1966 Conditional Use approval for a convalescent hospital.

**Agency Review:** A “Notice of proposal in Your Neighborhood” was mailed **September 26, 2014**. The following Bureaus have responded with no issue or concerns:

- Bureau of Environmental Services (Exhibit E-1)
- Water Bureau (Exhibit E-2)
- Fire Bureau (Exhibit E-3)
- Bureau of Transportation Engineering (Exhibit E-4)
- Plan Review Section of BDS (Exhibit E-5)
- Site Development Section of BDS (Exhibit E-6)

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **September 26, 2014**. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

**Project History:**

On May 1, 2014, the project was presented to the Design Commission for a Design Advice Request. The feedback provided by the Commission has been summarized in Exhibit G.3, which briefly includes the following comments:

Materials Quality/Masonry

- Lap siding on top floor does not integrate cohesively with the remainder of the building design and materials (panelized material or brick suggested).
- Too many materials transitions at corners and end walls, over-emphasizing what should be a background feature in the design.

Ground Floor

- Re-evaluate the ground floor placement and building setbacks to create an active streetscape and eyes on the street to avoid inactive dead zones and hiding places.

- Varying heights of ground floor windows feels unresolved (floor-to-ceiling suggested)
- Scale of residential lobby entrance feels a little tight and uncomfortable.

Massing/Coherency

- Better architectural relationship between the top and middle of the building, especially when viewed from the outside street corners.
- Top floor feels disconnected and unresolved.
- Window fenestration at the exterior corners feel like too small of an aperture on too large a form (regularized patterns, enlarged suggested).
- Stair towers are being over-emphasized and should be played down a bit.

Pedestrian Rain Protection

- More weather protection at the ground floor could help (wrapping corner canopy or recessed ground floor suggested).

General

- Electrical vaults should go in the right-of-way.
- Loading by should be enclosed within the building or eliminated altogether.
- Expose stormwater functions
- Pay careful attention to rooftop mechanical and screening.

**ZONING CODE APPROVAL CRITERIA**

**(1) DESIGN REVIEW – CHAPTER 33.825**

**Section 33.825.010 Purpose**

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

**Section 33.825.055, Design Review Approval Criteria**

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design district guidelines.

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site’s location, the applicable design guidelines are the Central City Fundamental and Lloyd District Special Design Guidelines.

**Special Design Guidelines for the Design Zone of the Lloyd District of the Central City Plan and Central City Fundamental Design Guidelines**

The Lloyd District is a unique, multi-dimensional neighborhood in the Central City, with special features and assets found nowhere else in Oregon.

With the recent completion of the Oregon Convention Center, the District now serves as the “front door for Oregon and our city.” The District as a whole is emerging as a special area in the state and the region, and the way it is developed will determine its comfort and continued use.

The purpose of design review is to carry out the urban design vision for the District by emphasizing unique district assets in a manner that is respectful, creative, supportive, and compatible with all its areas. Although the District is a complex urban environment, it can become a cohesive whole with the use of these design principles.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality**, addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

#### **Lloyd District Design Goals**

The following goals and objectives define the urban design vision for new development and other improvements in the Lloyd District

- Encourage the special distinction and identity of the Lloyd District;
- Integrate the sub-areas of the District for a visual and functional coherence of the whole; and
- Improve the safety, convenience, pleasure, and comfort of pedestrians.

#### **Central City Plan Design Goals**

This set of goals are those developed to guide development throughout the Central City. They apply within all of the Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project. Central City and Lloyd District Guidelines are addressed concurrently.*

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**A5. Enhance, Embellish, and Identify Areas.** 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.

**A5-1. Develop Identifying Features.** Encourage the inclusion of features in the design of projects that give projects identity and a sense of place or significance within the District.

**A5-2. Accommodate or Incorporate Underground Utility Service.** Accommodate or incorporate underground utility service to development projects.

**A5-5. Use Public Right-of-Way Design Criteria Established for the Lloyd District.**

Use the public right-of-way design criteria as established and administered by the City Engineer especially for the Lloyd District from the adopted Lloyd District Transportation Capital Improvements – District-Wide Design Criteria.

**A5-6. Incorporate Landscaping as an Integral Element of Design.** Incorporate landscaping as an integral element of design which is supportive of both the built and natural environment.

**Findings for A4, A5 & A5-1, A5-2, A5-5 and A5-6:** The character of the Lloyd District is enhanced by the integration of the right-of way with the development. Promotion of a vibrant pedestrian environment is achieved through the use of large windows on the street level with views into active community spaces. Setbacks along the first floor integrate the pedestrian zone of the right-of-way with the building, providing interaction opportunities, planters and seating near the lobby as well as weather protection. The district is further enlivened by the design features of the building which give it a unique building identity: the simplicity of the massing which reflects the uses, and the notable application of accent color. The orange highlighted carve-outs of the unit balconies above is picked up in the coloring of the building entrance storefronts and canopies below, providing a unique identity for the project.

With this proposal a new, wider sidewalk and new curb will be provided along both 2nd Avenue and Wasco Street. A transformer for electricity services will be located within an underground vault in the sidewalk on NE Wasco. New street trees will be provided along both frontages to promote the physical buffer between cars and pedestrians. All improvements proposed for the public right-of-way are consistent with the design criteria established for the Lloyd District. Concrete scoring will replicate the pattern used elsewhere in the district, strengthening the unity among these blocks and identifying the pedestrian zone, furnishing zone, and building frontage zone through typical differentiation of patterning.

The development will include 5 new street trees on a block which currently only contains 2 on the entire perimeter, supporting better integration of landscaping in future developments. Although the majority of the building is held close to the street, the first floor setbacks also provide landscaping in raised planters which include bench seating to enhance the building entrances and the pedestrian environment. The pattern of the raised planters correspond to the sloped site which providing interest along both facades and integrating them with the building. *These guidelines have been met.*

**A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings:** The street-facing facades help articulate the urban edge through the massing and design. The upper floors are held close to the property line along the majority of each facade. The setback at the ground floor corresponds to the massing concept by matching the setback of the top floor, and it contributes to the pedestrian experience while still helping to define the block. The recessed balcony elements, articulated roof line, and entry canopies provide variation in the facade and help reinforce the urban character of the neighborhood. *This guideline has been met.*

**A8. Contribute to a Vibrant Streetscape.** 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.

**Findings:** Areas of sidewalk are extended to encourage interactions at entrances along both the NE 2nd and Wasco facades. The main resident entry lobby and adjacent managers offices contains large amounts of glazing to identify the primary entry and provide views through to the lobby and interior courtyard from the right-of-way. The most active space in the building, the community meeting room, is oriented towards the intersection and set back along both frontages, increasing the width and definition of the pedestrian zone. The area adjacent to the lobby on NE 2<sup>nd</sup> includes a raised landscape planter with integrated bench seating, contributing to a lively pedestrian environment. Both facades contain large areas of glass providing views into the active community spaces, offices, and conference rooms. The recessed balconies on both street elevations also provide opportunities for the building occupants to engage with the sidewalk below.

At the hearing on October 16<sup>th</sup>, the Commission stated concerns with the viability of plants in the 1' wide planter along Wasco and the appropriateness of the raised planter at the building corner. It was felt the corner would be better served with an extension of the sidewalk to the building, providing some area for weather protection along the sidewalk and better defining the urban edge. Alternate plant and bench materials for the planter to remain were also suggested. In response, the applicant has made the following revisions:

- Removed 1' wide planter along Wasco frontage.
- Removed planter and benches at building corner and extended the sidewalk to the building edge.
- Kept planter at residential entry and added mix of grasses to landscape.
- Revised bench material to IPE, which is also matched at the interior courtyard.

Staff concludes these revisions address the Commission's concerns. *As revised, this guideline has been met.*

**B1. Reinforce and Enhance the Pedestrian System.** 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 blocks.

**B1-1. Protect Pedestrian Areas from Mechanical Exhaust.** Incorporate mechanical exhausting systems in a manner that does not detract from the quality of the pedestrian environment.

**B1-2. Incorporate Additional Lighting.** Incorporate project lighting in a manner that reinforces the pedestrian environment and which provides design continuity

**B2. Protect the Pedestrian.** 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.

**C12. Integrate Exterior Lighting.** 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.

**Findings for B1, B1-1, B1-2, B2 and C12:** Sidewalks currently exist on both the 2nd Ave. and Wasco St. frontages, but will be replaced with new, wider sidewalks and new curbs which meet the design requirements of the district. The concrete scoring pattern will emphasize the pedestrian traffic zone, building edge, and furnishing zone. New street trees will be provided along both frontages in the furnishing zone to help define the area, provide landscaping to heighten the urban experience, and provide some buffer between pedestrians and the street.

Utility rooms located on the ground floor are pushed to the east side of the first floor enclosed space buffering them from interaction with the pedestrian realm. Mechanical equipment for the residential units on the floors above are provided with architectural grilles to match the adjacent windows and integrated with the façade composition. The unit range and bathroom exhaust is vented to small sidewall louvers and a few vents in the brick system. The remaining majority of the building systems exhaust for common rooms, central systems, and corridors is directed to the roof and rear of the building. Two exhaust fans on the ground level are grouped into a single louver and integrated with the storefront design. Rooftop mechanical units are relatively small and set back away from the roof edge, located away from the street so they are not visible from the ground level.

Lighting is incorporated in the proposal to highlight the recessed first floor, enhancing the pedestrian circulation areas and identifying entrances. Downlights are provided beneath the overhang of the building above, and low profile linear LED fixtures are installed on the underside of the entry canopies. The recessed unit balconies above will also have wall sconces, lighting the space for use by residents in the evening, as well as highlighting the carved out balcony features on the upper floors.

At the hearing on October 16<sup>th</sup>, the Commission stated concerns with the gas meter exposed to view from the sidewalk at the southeast corner recess. In response, and as suggested by the Commission, an alcove has been created within the building mass to locate the meters, with a metal mesh door screening the meter from view but allowing necessary access. The alcove and screen reflects the proportion of the adjacent two doors.

Staff concludes these revisions address the Commission's concerns. *As revised, this guideline has been met.*

**B4. Provide Stopping and Viewing Places.** Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

**B6. Develop Weather Protection.** 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.

**B6-1. Provide Pedestrian Rain Protection.** Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

**C10. Integrate Encroachments.** 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.

**Findings for B4, B6, B6-1 and C10:** Along the majority of each street facade, the first floor of the building is recessed, providing pedestrian, as well as seating

areas, protection from the weather. Additional protection is provided for the circulation area at both entries by entry canopies (4' in depth) extending further beyond the upper building face, as well as to the side of the main entry door. These sheltered areas may be used by the building occupants or by the public as opportunities for rest and to socialize in a manner that does not conflict the sidewalk activity. The first floor recess also helps to provide shade on the first floor windows, reducing reflection and glare for pedestrians. *These guidelines have been met.*

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building's overall design concept.

**Findings:** The building is designed to meet the Uniform Federal Accessibility standards throughout, as well as the applicable provisions of the ADA and Fair Housing Act. All units are either fully accessible or easily adaptable to meet needs of users with limited mobility. The building design includes an accessible route to all accessible public areas and units. This path includes the building entries and an elevator to access to all levels. All units have accessible doors, clearances & backing for future grab bars in bathrooms. Two accessible unit features include kitchens and bathrooms which are fully accessible with all required clearances, handrails, installed grab bars, roll in showers, and counter heights. Switches and outlets are within required reach heights in all units and common areas. *This guideline has been met.*

**C1-1. Integrate Parking.** Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment

**Findings:** No parking is provided for the project, however, a loading space is proposed at the north end of 2<sup>nd</sup>. The loading area has been enclosed, as suggested at the Design Advice hearing, and along with the other service areas, has been simplified and de-emphasized by a slight setback distinguishing them from the podium base. A window is provided in the stairwell door for safety as suggested, which relates to the composition of stair windows on the floors above. The dark brick has also been extended along the loading and service areas better integrating them into the base of the building. *This guideline has been met.*

**C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

**C10-1. Use Masonry Materials.** Except for window glazing, use masonry types of materials as the predominant exterior material for building walls. Use modular stone or masonry materials on the building base or first floor of buildings whenever possible.

**C10-2. Design Exterior Building Walls that are Transparent in Glazed areas and Sculptural in Surface.** Design exterior building walls that are transparent or translucent in the glazed areas and which are textural, sculptural and articulated in surface character.

**C10-3. Use Light Colors.** The use of light color values is preferred for the predominant exterior building materials. Darker value materials should be used to accent or articulate the design.

**Findings for C2 & C10-1, C10-2 and C10-3:** The primary exterior material is brick which provides durability and longevity, and promotes a level of quality and permanence similar to other buildings in the district. The first floor materials of brick and concrete convey a strong base for the building, and all first floor windows are aluminum storefront. In addition to the predominant brick, the

upper floors utilize a secondary palette of materials including: cement panel siding, commercial grade vinyl windows, and tube steel railings. Panel siding is limited to the secondary mass expressed on the top floor and stair towers along property lines, as well as the recessed, more protected areas of unit balconies.

The glazed areas of the building walls will be transparent, allowing view lines into and through the building active spaces. The massing is articulated with recessed areas to provide variety and interest along the facade, and the textural qualities of the predominant brick relate the finish surfaces to the human scale.

The colors are correlated to the massing concept and are predominately expressed in light tones, integrating with other buildings of the district. The primary mass is cream colored brick, with windows articulated in a contrasting dark bronze. Carved out areas of unit balconies are highlighted with a distinctive deep orange accent color. The secondary building mass is an off white, providing a backdrop to the predominant brick and a lightness expressing the unique top floor program. The recessed first floor is articulated in dark brown brick to emphasize the solid base for the lighter predominant mass above, and coordinating with the window color.

At the hearing on October 16<sup>th</sup>, the Commission stated concerns with the amount and location of fiber cement board, and the detailing of the 5<sup>th</sup> floor roof and balcony attachments. The specifics of each issue and the applicant's response are detailed below.

The Commission was concerned about the amount of fiber cement panel used on the building and particularly on the street-facing facades. There was considerable discussion about the hierarchy of the building facades in terms of where the higher quality (i.e. brick) should occur. The street-façade was noted as having the highest priority with the courtyard facades second and the end walls last. It was recognized that it would be difficult to maintain the 'materials-to-massing' design simultaneously with this approach to material redeployment.

- Various material options were studied, and the design has been revised with a redistribution of materials to address the concerns of the amount of fiber cement panel on the more publicly visible facades. Along both street facing elevations, the brick mass of the 2nd-5th floor has been extended to the property line. The brick has been shifted to wrap the corner from these faces along each property line face back to the corridor recess. The team studied options for maintaining brick on the courtyard elevation upper floors instead to address the suggested hierarchy, but ultimately felt the revised massing of the street facade was more clearly defined by maintaining the brick material on the sides of the mass as well as the face. Two additional considerations reinforced this decision: the possibility it will be a long time before a building is built adjacent, and the possibility that it is not immediately adjacent to the property line at one or both of these locations when it is built. In either case, the design is expressed more clearly and massing is more resolved at these corners with this approach. The courtyard maintains brick at the ground floor for durability where people will interact with it most, and fiber cement panel above.

It was suggested to investigate options at the roof edge for the brick mass which is proud of the building wall above, due to concern for staining of the brick by water drainage.

- 5th floor roof edge detail options were reviewed, and the flashing profile has been revised with a reveal in the vertical face and drip edge extended farther out to provide a greater offset from the face of brick.

It was suggested to review the guardrail attachment detail as the face-mount of the vertical support adjacent to the fascia panel may not allow adequate drainage, and the bottom of the fascia wrapped in fiber cement board may not provide a clean, level edge.

- The detail has been revised to provide a spacer between the vertical support post and the fascia, allowing for the top edge flashing to run behind and maintain a good drip edge profile. Metal flashing has also been added at the bottom of the fascia to ensure a clean edge along the bottom of the panel.

*As revised, these guidelines have been met.*

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using and adding to the local design vocabulary.

**Findings for C4:** The proposed development responds to the established commercial and mixed use developments in the district which also employ a combination of brick cladding, storefront, and panel siding. The massing of the building is carefully articulated to provide interest as well as a balance in scale for the small site and the nearby variety of both small and large scale buildings. *This guideline has been met.*

**C5. Design for Coherency.** 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.

**Findings for C5:** Changes have occurred since the Design Advice Request that are very responsive to the feedback provided by the Commission and result in a stronger building composition. The primary mass of brick (floors 2-5) remains largely the same, as it was the most successful portion of the building composition. However, the smaller staggered apertures at the southwest corner have been enlarged and aligned, relating more strongly to the other stacked window arrangements of the primary mass. These openings now match sizes used elsewhere and strengthen the relationship between the residential floors of the primary and secondary masses.

A strong simplification of the top floor massing has been made by eliminating the recessed balconies. The new wall location splits the distance between the previous building face and the recessed balcony wall, aligning the top floor setback depth with the first floor podium setback. This relationship visually ties these two elements together, and the simplification of the top floor walls allows the secondary mass to be read more comprehensively.

The top floor now integrates into the north and east ends of the building where the stairs are located (previously separate masses), framing the primary mass and more directly mimicking the simple forms of the massing diagram. This brings the wall at the northwest and southeast corners out closer to the street, addressing the concern for the recesses in the previous design. This move (combined with relocating the transformer to the right-of-way as suggested) also allowed the loading space at the northwest to be enclosed, integrating this element within the building massing.

Windows along the ground floor have been unified with a common head height, mullion height, and repeated width proportion along both elevations, improving the transparency of the facade and continuity of the base. Storefront frames and canopies at the entrances are expressed in the orange accent color making them easily identifiable, and creating a relationship between the base and the accent used on the floors above. The resident entrance now appears larger as it is closer to the street and incorporated in a composition of storefront windows with the adjacent offices. The area of storefront is emphasized by a new linear planter and a canopy extension. The added windows at the entrance also strengthen view through to the interior courtyard as you are entering the building.

As suggested at the Design Advice hearing, the incongruous lap siding has been eliminated from the design, and the top floor material is now the same fiber cement panel as the ends of the building. These are all integrated in the same white color, removing the orange previously used at the stair towers. This simplifies the material palette, and allows the orange accent color to be used in a more restrained manner at recessed balconies and building entrances.

At the hearing on October 16<sup>th</sup>, the Commission stated the smaller stair tower windows were small and out of place, particularly where used at the northwest corner at a studio unit. In response, the windows at northwest and southeast corners have been revised to match the large 6th floor windows, simplifying the number of window types and better coordinating with the overall facade. Also, the redeployment of the brick (discussed in detail in the above finding) results in a more clearly expressed massing that is more resolved at the building corners.

Staff concludes these revisions address the Commission's concerns. *As revised, this guideline has been met.*

**C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade 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.

**Findings:** The building massing is arranged towards the node of NE 2nd and Wasco, emphasizing activity at the intersection. The corner is strengthened through the recessed first floor, landscape and seating, and large expanses of glass at the corner community room. The primary mass of the upper floors is also oriented toward the corner, with fewer carved out balcony areas allowing more expression of mass towards the intersection. The secondary mass further emphasizes the orientation by flanking the brick with a lighter background wall, locating the stair masses away from the corner and towards the middle of the block on each frontage. *This guideline has been met.*

**C8. Differentiate the Sidewalk-Level of Buildings.** 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.

**Findings:** The sidewalk level is clearly distinguished on the building building as one of three primary massing components. The first floor is set back from the floors above, and expressed in a dark brick contrasting with the light colored brick above. Awnings extend over primary entrances, and large expanses of glass

adjacent to offices, lobbies and meeting spaces further differentiate this level from the upper floors. *This guideline has been met.*

**C9. Develop Flexible Sidewalk-Level Spaces.** Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

**Findings:** The development is intended for a long-term occupancy, and there is no retail space included in the program. However, large meeting rooms and flexible office space are located on the ground floor designed to accommodate changing needs in use. The large meeting room is set up to allow division into smaller meeting rooms, and area of open floor plan allows for reconfiguring to meet program needs over time. *This guideline has been met.*

**C11. Integrate Roofs and Use Rooftops.** 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 storm water management tools.

**Findings:** The roofline is distinctly expressed with a projecting cornice. The integration of this element resolves the top of the building in a simple yet firm termination while providing shading for the top floor unit windows. It also emphasizes the massing concept, expressing the distinction in the facade planes by projecting beyond the top floor walls to align with the face of the primary building mass. The setback from the street facades and low height of the mechanical units (1'-5" to 3'-6") on the rooftop serve to limit the visibility of these necessary elements. The stair enclosure and elevator overrun at the north end align with the end walls extending the material up to for an integrated solution for these utilitarian features. *This guideline has been met.*

## (2) MODIFICATION REQUESTS (33.825)

### 33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

- A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and
- B. Purpose of the standard.** On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modification is requested:

**Modification #1** - To reduce the required 2' width for long-term bike spaces to 1'-6" for all 75 of the spaces and to not locate short-term bike parking along both frontages within 50' of the entrances. (PZC Section 33.266.220)

**Findings:** Long-term Bike Space Width. The project includes 75 total long-term bicycle parking spaces, which is based on number of residential units. Accommodating 75 bicycle parking spaces horizontally-mounted would consume considerable floor area. Relying upon a vertical/wall hanging bike rack is a more efficient use of space, and is similar to the parking system recently approved in the numerous throughout Central City. The proposed functional and space efficient system better meets the design guidelines because it eases floor plan demands and results in additional opportunities for active uses at the street, such as office lobby space and retail tenant spaces.

The proposed wall mounts would be staggered and attach bikes vertically to allow the handle bars to overlap. This allows the proposed racks, within an 18” space, to provide the same level of service that would be provided by a standard 24” on center spacing. The staggered clearance between adjacent bikes ease the hanging and locking of a bike. A 5’ minimum aisle is still provided behind each bicycle rack. The rack system will be located within a secure bike storage rooms on the main and upper floors. For these reasons, the bicycle parking system is safe and secure, located in a convenient area, and designed to avoid any intentional or accidental damage to bicycles; as such, the proposal is consistent with the purpose statement of the bicycle parking standards.

Short-Term Bike Space Location. The building’s primary entrance for residents and visitors is on 2nd Ave. A secondary entrance faces Wasco, which will be used by both residents and staff, but due to electronic security it will not serve visitors. Nonetheless, both are building entrances on different street facades and as such require the short-term bike parking to be dispersed, located within 50’ of and be on the same street façade. Six short-term bike parking spaces are required, and six are provided, which are grouped in an alcove where a portion of the first floor is recessed deep enough to accommodate them. The location is adjacent to the primary building entrance on 2nd, approximately 25’ from the door. The alcove is approximately 68’ from the secondary entrance on Wasco.

The purpose of the standard is to provide convenient and accessible bike parking to accommodate visitors and short-term users. The proposed location on 2<sup>nd</sup> and within the generous alcove will be highly visible to pedestrians and cyclists. Visitors would become familiar with the location of the bike parking since the only entrance for visitors, messengers, etc., is the one on NE 2<sup>nd</sup>, closest to the bike racks.

The Design Guidelines encourage the creation of a vibrant streetscape and the integration of landscaping elements into the design. By not breaking up the facades with short term bicycle racks in multiple locations, these guidelines are better met. The design can take advantage of other ground floor recessed areas to provide multiple raised concrete planters which energize the streetscape with landscape plantings and integrated bench seating. These set up a pattern of plant materials which help to soften both facades at the pedestrian level and identify entrances. The guidelines also promote coherency, and grouping the bicycle racks in a single recess allows for a simplicity of forms and landscape elements for a more consistent composition.

*This criteria has been met.*

**DEVELOPMENT STANDARDS**

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

**CONCLUSIONS**

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposal is responsive to the major items identified by the Design Commission in the prior Design Advice. As revised, the current proposal will be a great addition to the Lloyd District by adding activity and pedestrian scale to the abutting streets. Significant revisions have been made since the last hearing on October that improve

**TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff recommends approval of a 6-story, mixed-use building with 47 residential units and community and peer mentoring services in the Lloyd Sub District of the Central City Plan District.

Staff recommends approval of the following Modifications:

- 1. To reduce the required 2’ width for long-term bike spaces to 1’-6” for all 75 of the spaces and to not locate short-term bike parking along both frontages within 50’ of the entrances. (PZC Section 33.266.220)

If approved, staff recommends the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.67. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 14-176475 DZM. No field changes allowed."

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**Procedural Information.** The application for this land use review was submitted on June 27, 2014, and was determined to be complete on August 19, 2014.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on June 27, 2014.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit G-4.

**Some of the information contained in this report was provided by the applicant.**

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged (one-half of the application fee for this case).**

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034  
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Staci Monroe  
November 10, 2014

**EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statement
  - 1. Project Narrative & Responses to Approval Criteria
  - 2. Response to Incomplete Letter
- B. Zoning Map (attached)
- C. Plan & Drawings
  - 1. Through 67 (C.18, C.24, C.26- C.28 and C.30 attached)
- D. Notification information:
  - 1. Request for response
  - 2. Posting letter sent to applicant
  - 3. Notice to be posted
  - 4. Applicant's statement certifying posting
  - 5. Mailed notice
  - 6. Mailing list
- E. Agency Responses:
  - 1. Bureau of Environmental Services
  - 2. Water Bureau
  - 3. Fire Bureau
  - 4. Bureau of Transportation Engineering and Development Review
  - 5. Plan Review Section of BDS
  - 6. Site Development Section of BDS
- F. Letters - none
- G. Other
  - 1. Original LUR Application
  - 2. Incomplete Letter dated 7/18/14
  - 3. DAR Summary dated 5/28/14
  - 4. 120-Day Waiver
  - 5. Staff Memo to Commission dated 10/8/14
  - 6. Copy of Staff Presentation
- H.