

CITY OF PORTLAND, OREGON



**Bureau of
Development
Services** FROM CONCEPT
TO CONSTRUCTION

Staff Presentation to the
Portland Design Commission

Design Review Hearing
LU 15-116838 DZM

818 SE 6th Avenue

May 7, 2015



The SITE

Site Location

SE 6th Ave – W
 SE Morrison St – N
 SE 7th Ave – E
 SE Belmont - S

Site Area

37,600 square feet

Site Disposition

Approx. 5' drop NE

Existing Condition

14,146 SF building
 Surface parking
 Drive-thru ATM

Street Designations

SE Morrison - *Major Transit Priority Street, Local Service Bikeway*
 SE Belmont - *Major Transit Priority Street, Local Service Bikeway*
 SE 7th Ave - *Transit Access Street, City Bikeway*
 SE 6th Ave - *Local Service Street, Local Service Bikeway*

Transit

Street Car - 1 block west along SE Grand Ave
 Bus - along Morrison & Belmont, 5 blocks east & south along





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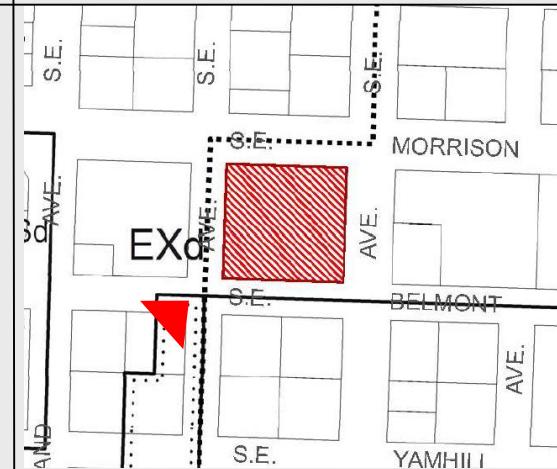
CONTEXT

View: **Site from SW**

View: **Context along southern end of block**

View: **Site from NW**

View: **Context along northern end of block**





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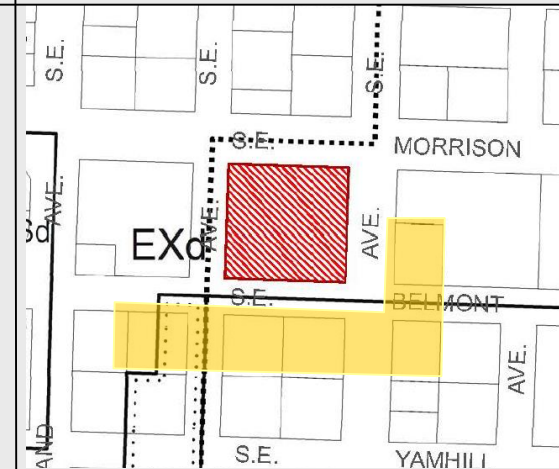
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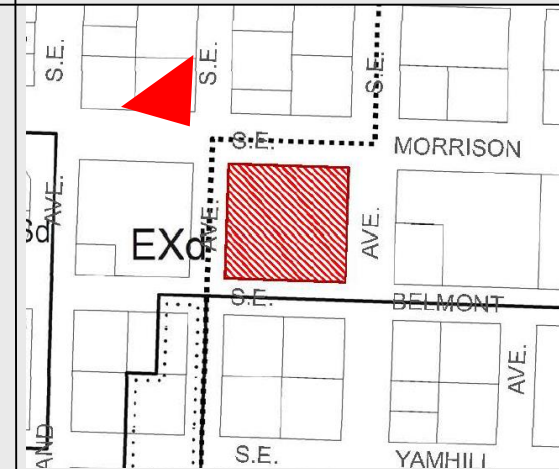
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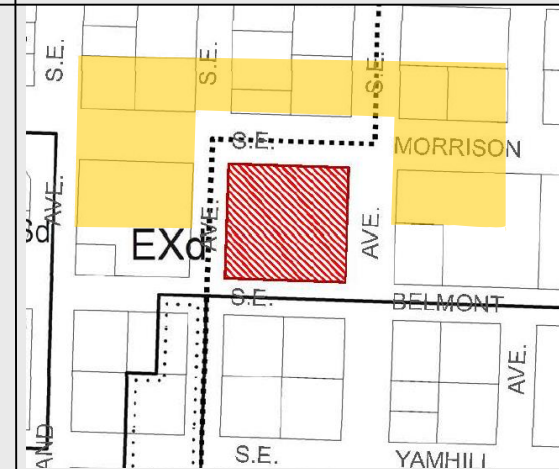
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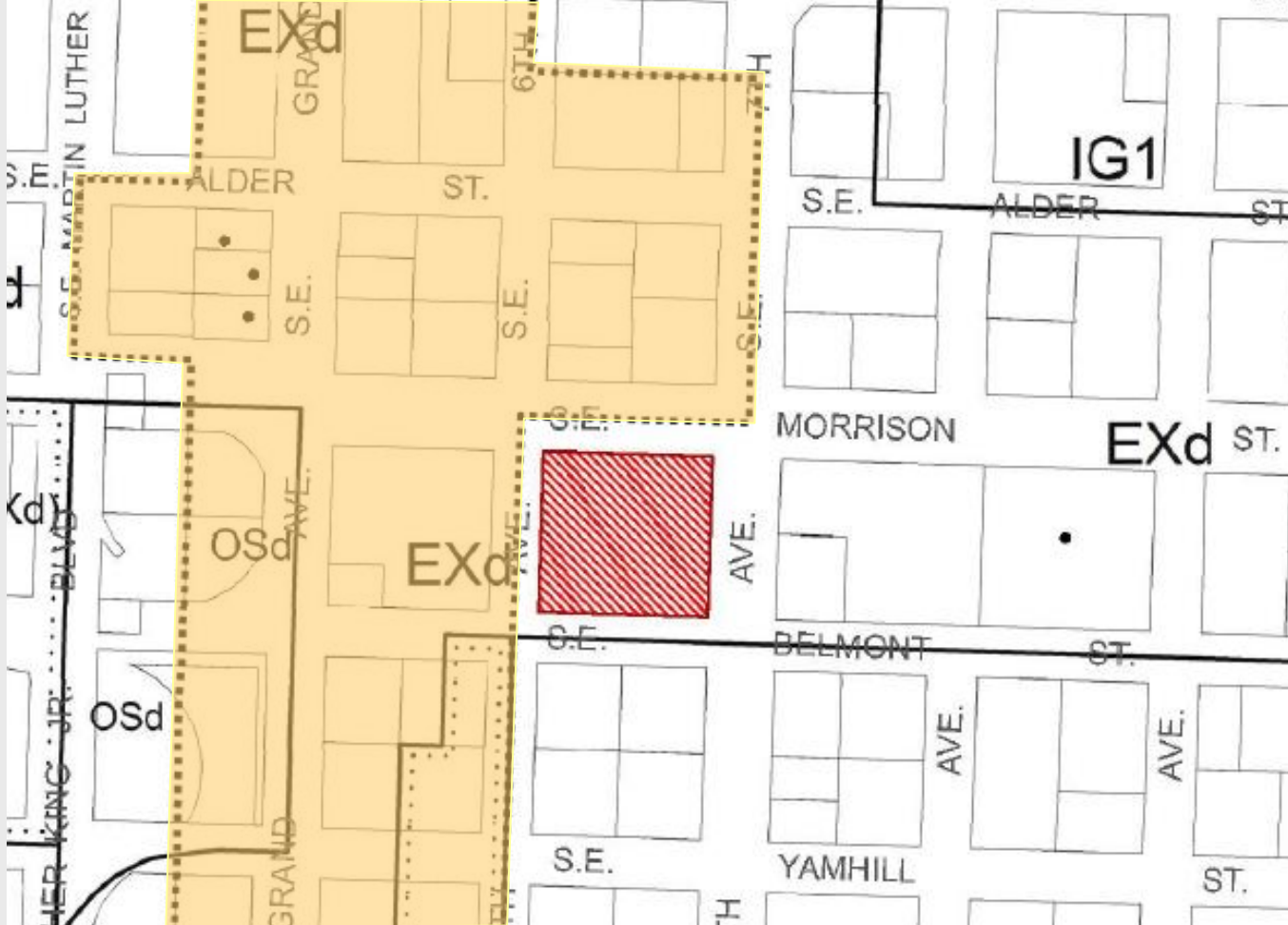
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The **CONTEXT** – Policy

ZONING

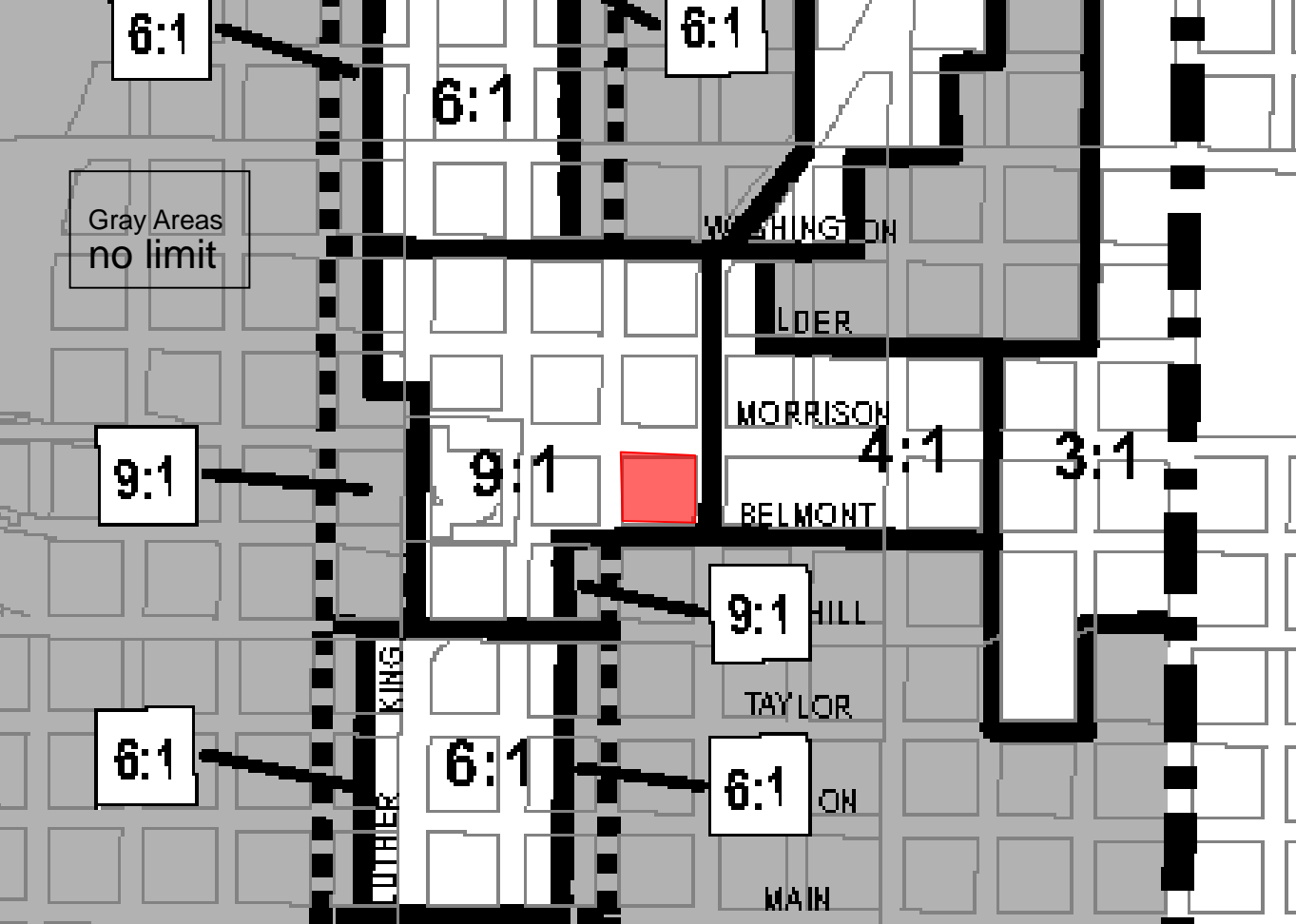
FLOOR AREA RATIO

HEIGHT

MODIFICATIONS

- EXd - Central Employment w/ Design Overlay
- Central City Plan District / Central Eastside Sub-district
 - Central City Fundamental & Central Eastside Design Guidelines
- Adjacency - East Portland/Grand Ave. Historic District





The CONTEXT – Policy

ZONING

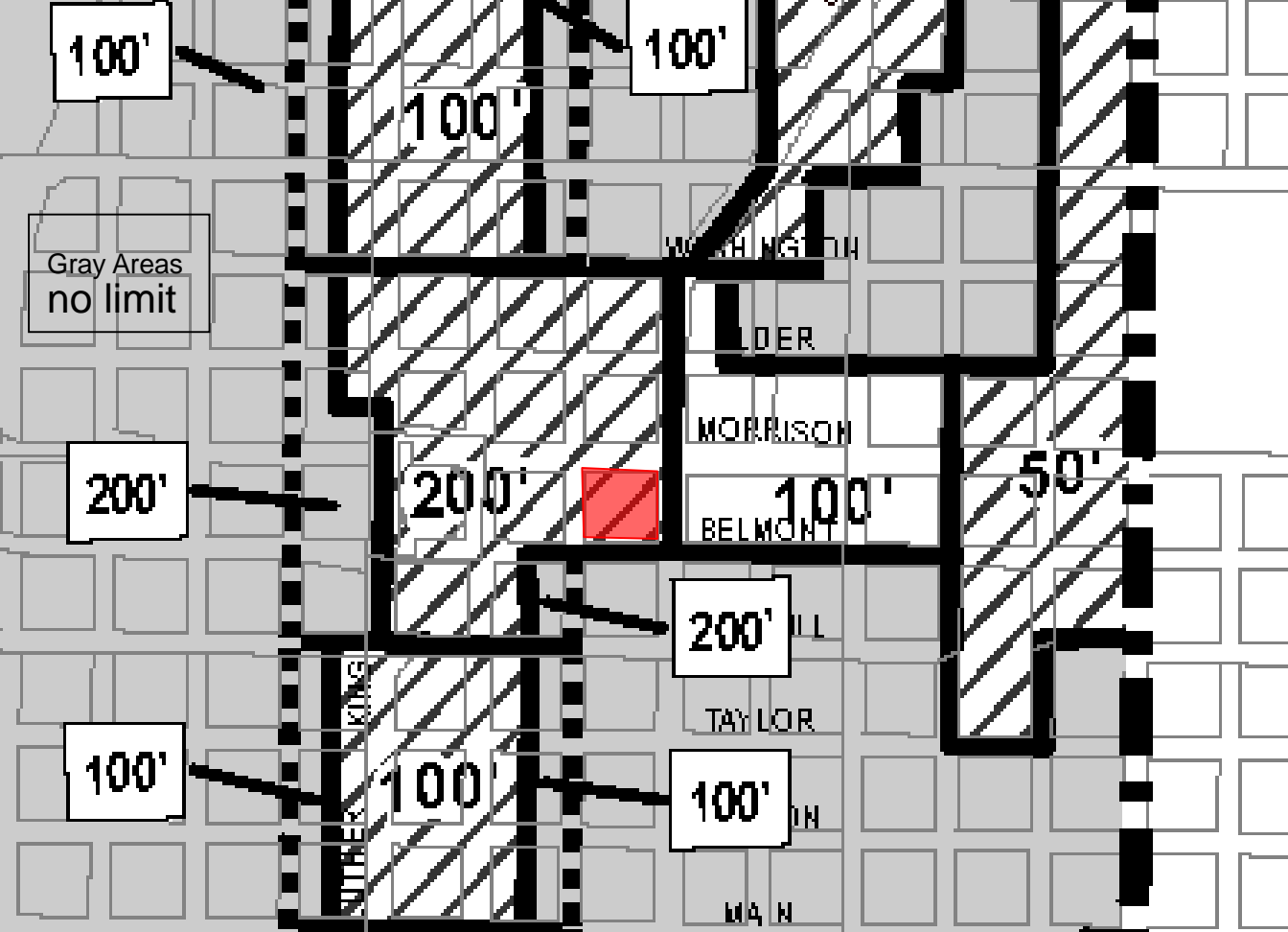
FLOOR AREA RATIO

HEIGHT

MODIFICATIONS

Base FAR –	9:1
Max Bonus –	3:1 +
<hr/>	
Max FAR –	12:1





The CONTEXT – Policy

- ZONING
- FLOOR AREA RATIO
- HEIGHT
- MODIFICATIONS

Base –	200'
Gen. / Hsg. Bonus –	75' (max)
<hr/>	
Max Height –	275'



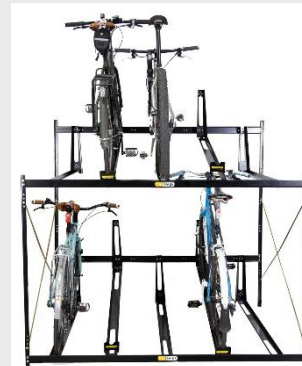
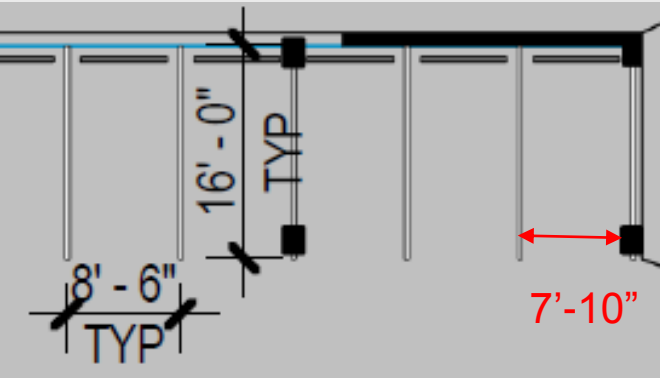
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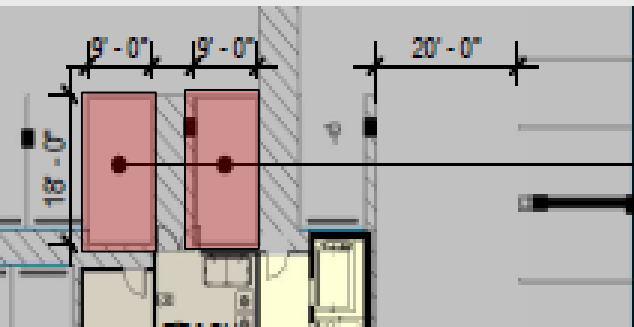
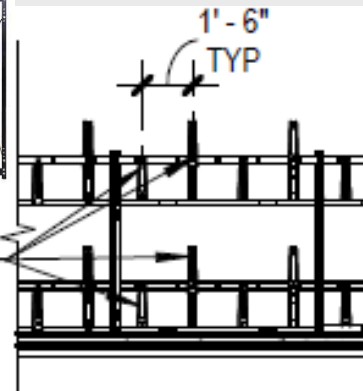
FLOOR AREA RATIO

HEIGHT

MODIFICATIONS



ALTERNATING
HEIGHTS >6"



(2) LOADING SPACES

Reductions to:

- Vehicle parking space width from 8'-6" to 7'-10" – *Staff supportive*
- Bike parking space width from 2' to 18" – *Staff supportive*
- Height of loading space from 10' to 9' – *Staff supportive*



DESIGN ADVICE REQUEST

February 5, 2015

- Skewer concept
- 4 types of metal panel and colors



Feedback from Commission:

- Need for one clear, unified and organized concept (unanimous)
- Support for an entirely brick building
- Concerns with quality of courtyard space (mostly stormwater facility)
- Need for active ground level uses





The **PROJECT OVERVIEW**

5 over 1 w/basement garage
mixed use

Height

70 feet to Top-of-Parapet

FAR

4.8:1

Materials

Dark Red Brick

White Metal Panel

Aluminum Storefront

White Vinyl Windows

Residential units 201

Live-work units 5

Retail 7,300 SF

Auto Parking 105 spaces

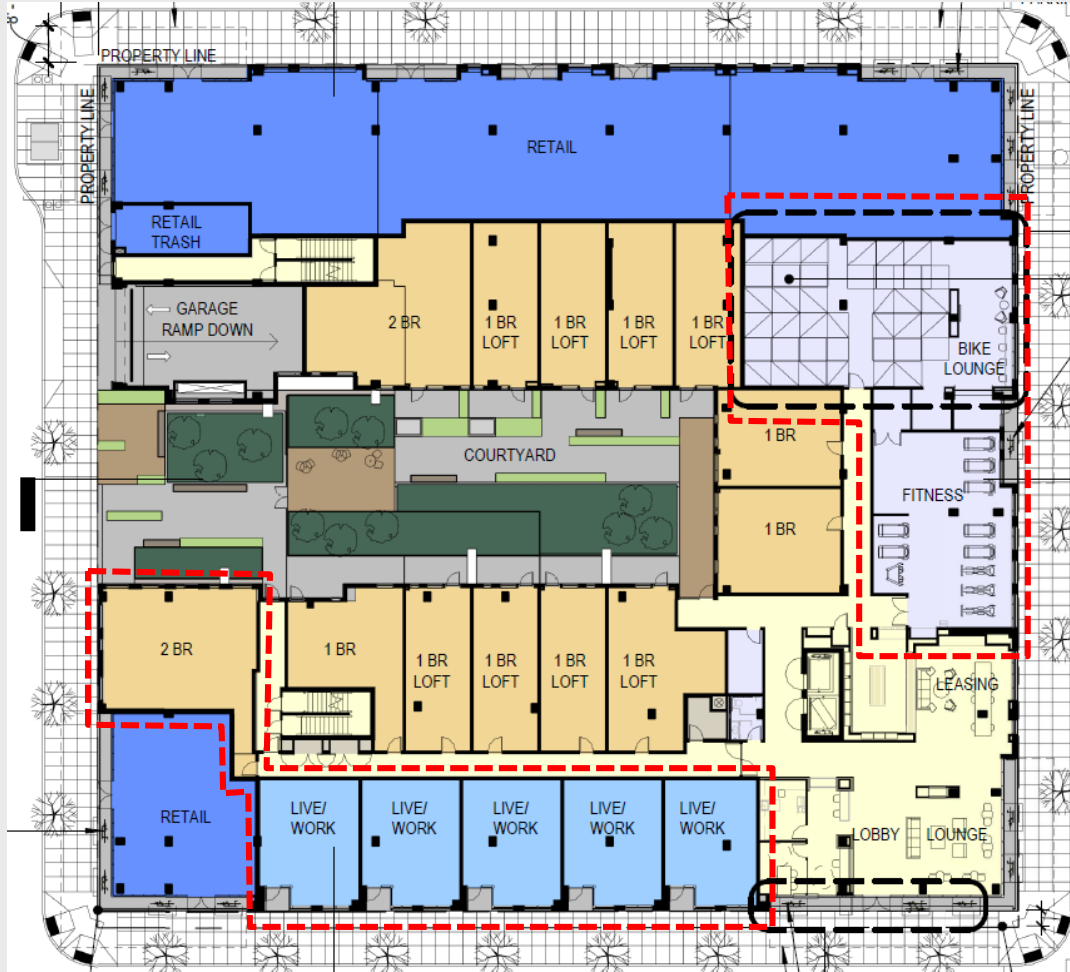
Bike Parking 312 LT / 13+ ST

Courtyard 5,662 SF

- **Storm H2O** 2,048 sf

Rooftop Deck – 1,000 SF





The ISSUES

ISSUE #1: GROUND FLOOR ACTIVITY

ISSUE #2: COMPOSITION, COMPATIBILITY & MATERIALS

ISSUE #3: COURTYARD QUALITY

ISSUE #4: TRANSPORTATION ITEMS

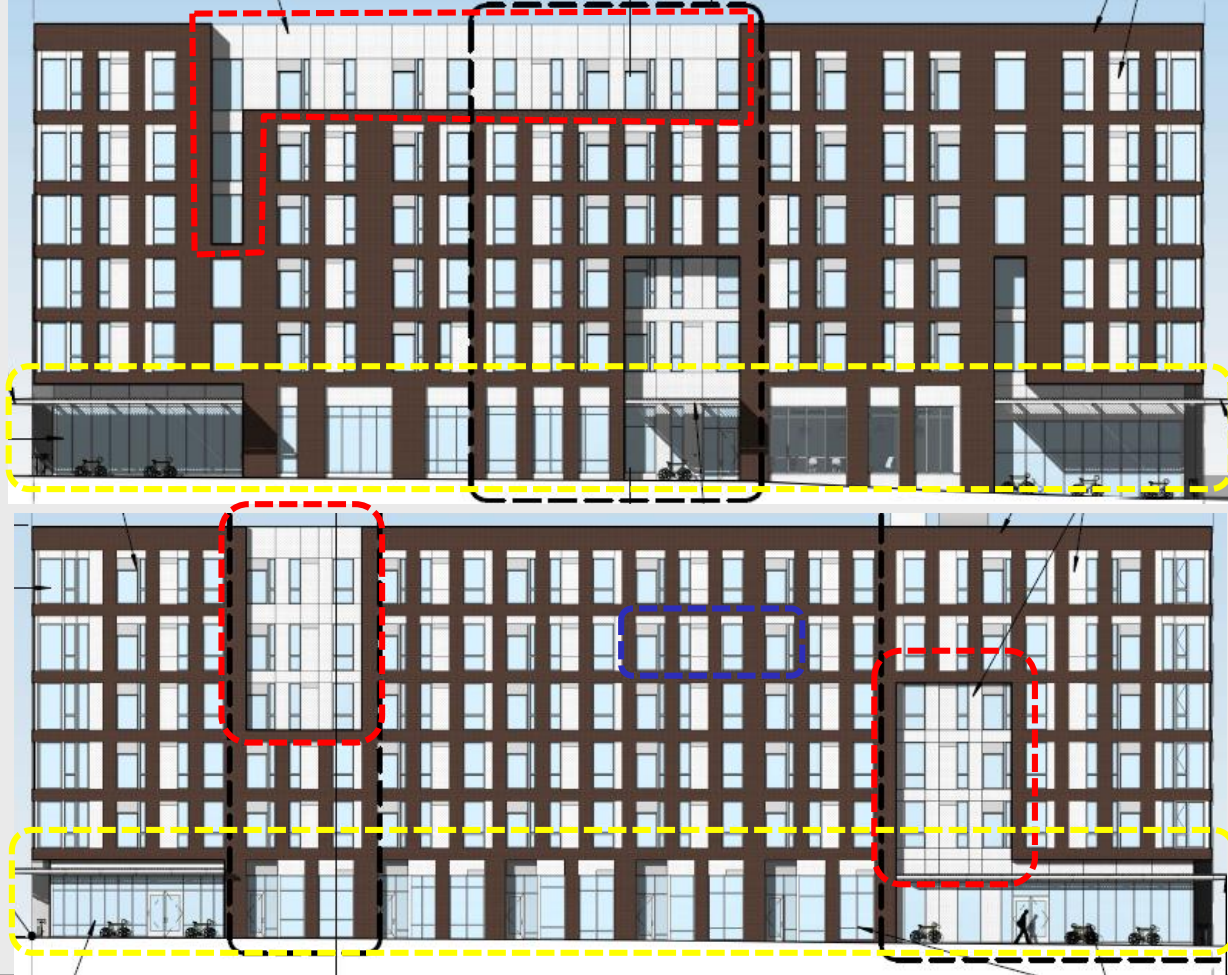
Active Ground Floor – DAR concern

- Retail & office need, focus along Morrison, Belmont & 7th
- Residential amenities shift to quieter 6th
- “Drawn blinds” when residential units occur at ground floor.

Replace ground floor residential unit with active use

Replace live-work with retail/office or design to accommodate residential component at rear (loft) for active/retail at street-edge.





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ACTIVITY

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ISSUE #3: COURTYARD QUALITY

ISSUE #4: TRANSPORTATION
ITEMS

Composition

- Varied building's *base* – *unify, larger storefront patterning*
- Carved out masses – *more logical*
- Scale & monotony of courtyard elevations – *extend more brick into courtyard, group windows*
- Louvers – *more integrated & details needed*
- Canopies – *lighter design/material given 8' depth, add to courtyard residential entries*
- Balconies & façade treatments respond to the different frontages





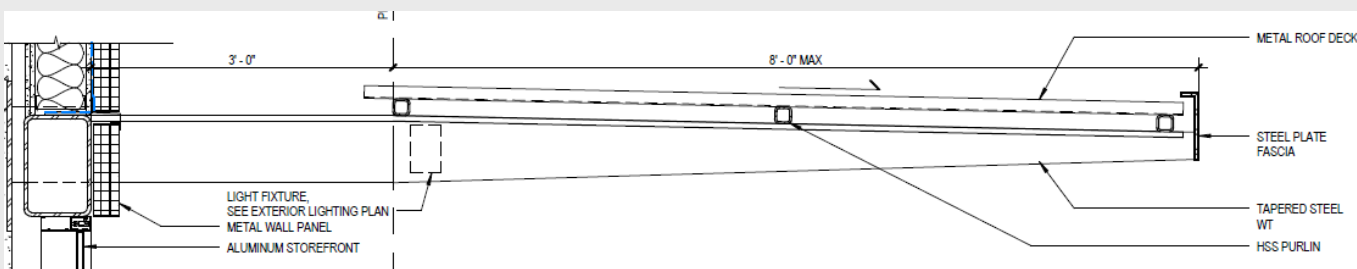
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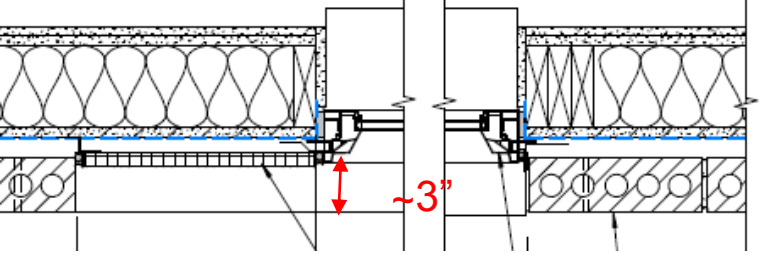
ISSUE #4: TRANSPORTATION ITEMS



Composition

- Varied building's base – unify, larger storefront patterning at live-work
- Carved out masses – more logical
- Scale & monotony of courtyard elevations – extend more brick into courtyard, group windows
- Louvers – more integrated & details needed
- Canopies – lighter design/material given 8' depth, add to courtyard residential entries
- Balconies & façade treatments respond to the different frontages





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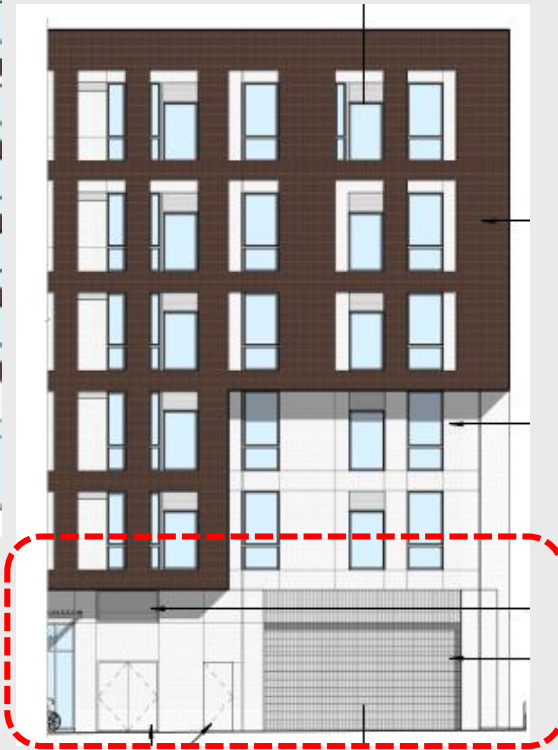
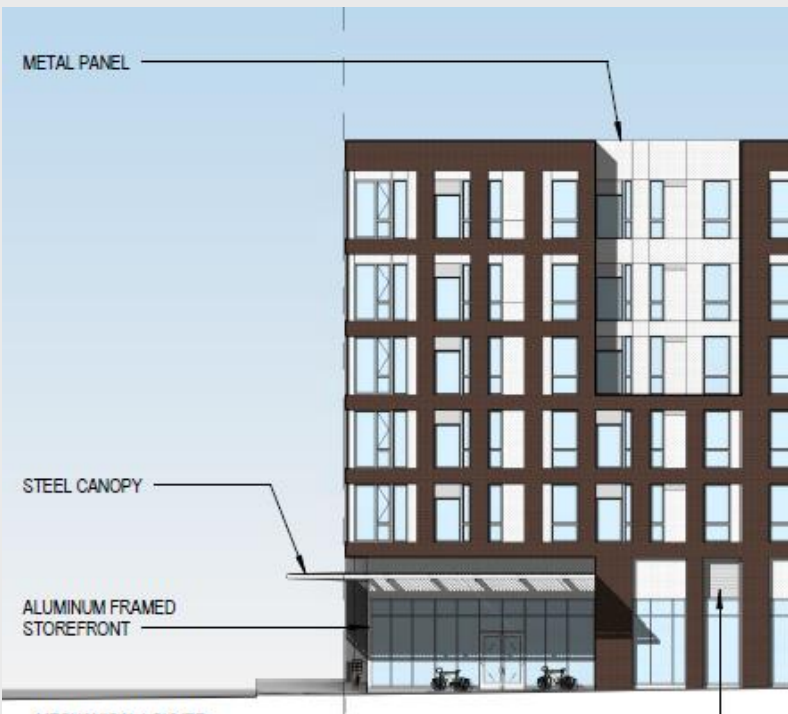
ISSUE #4: TRANSPORTATION ITEMS



Compatibility – early 20th century buildings in area:

- Carved out masses – more logical, express 1/4 or 1/8 block development patterns, brick wrap returns (less applied)
- Use of white, flat metal panel – other profile or color?
- Shallow window depths (3'') – 7'' more typical





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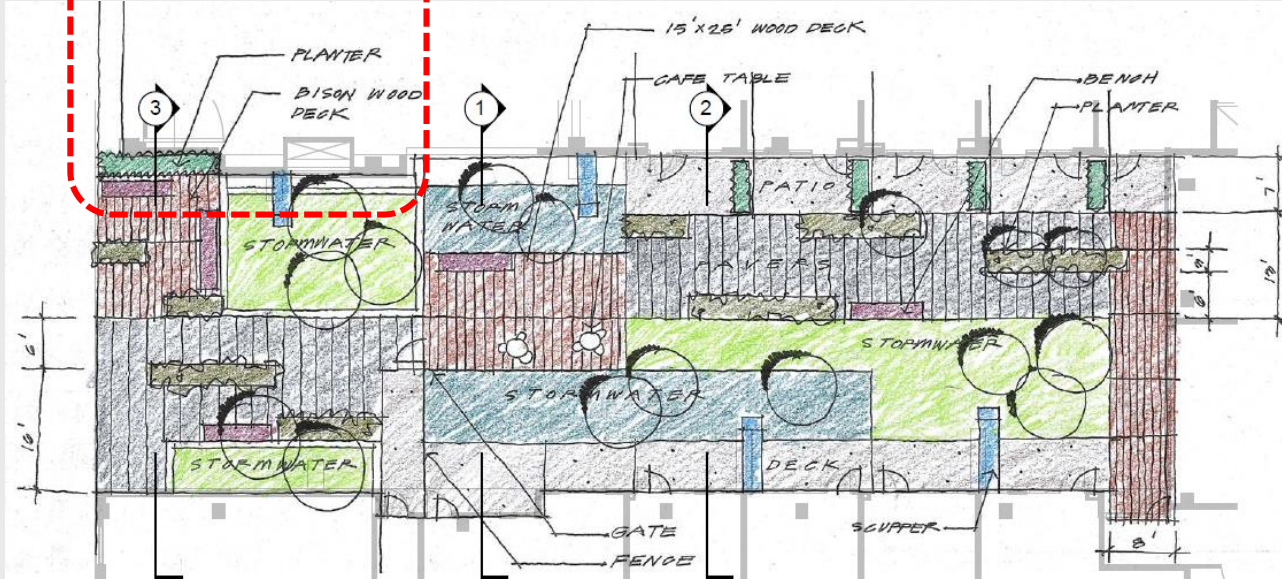
ISSUE #3: COURTYARD QUALITY

ISSUE #4: TRANSPORTATION ITEMS

Materials:

- White color & flat profile of metal panel
- Durability of metal panel at garage entry ground level
- Weathering steel planters in courtyard – in touch zone





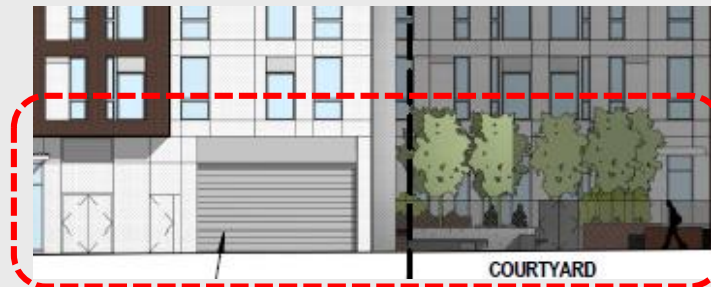
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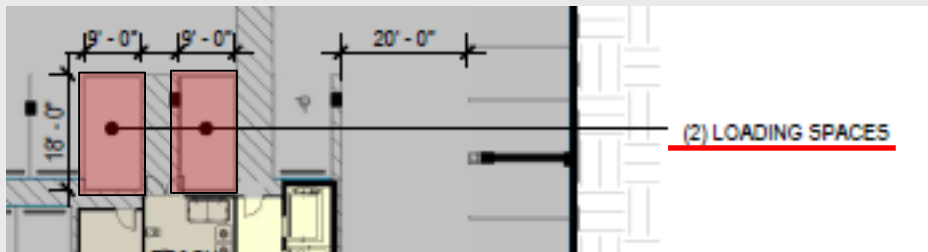
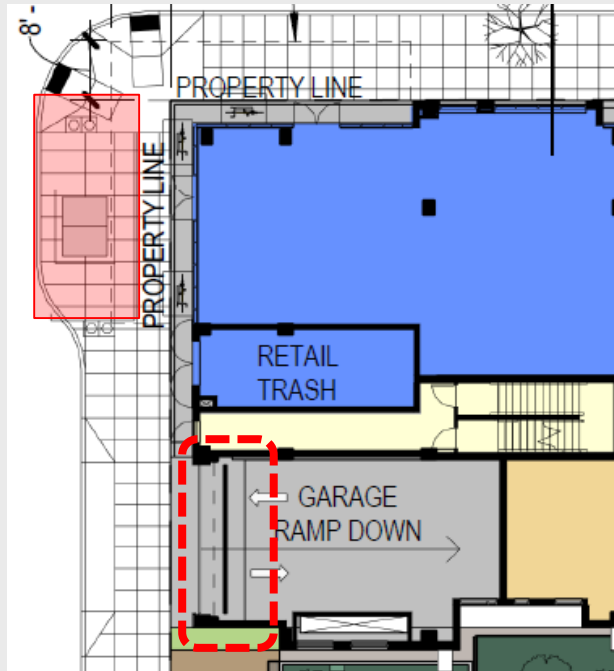
Amount of usable space – DAR concern

- 42' width is tight w/amt of stormwater planters
- Widen, reduce/remove non-stormwater planters, etc

Garage Entry Adjacency

- Improve design of west and south wall of garage
- Bigger move – re-orient courtyard away from garage entry





The ISSUES (per Memo)

ISSUE #1: GROUND FLOOR ACTIVITY

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ISSUE #3: COURTYARD QUALITY

ISSUE #4: **TRANSPORTATION ITEMS**

Garage door Location – 3’ setback from bldg face acceptable to PBOT

- *Driveway Exception approved May 1st*

Loading Modification – PBOT supports vertical clearance reduction from 10’ to 9’ for 2 small basement level loading spaces.

Transformer Location – underground in curb extension at NE or SW corner acceptable to PBOT

- *Applicant needs to initiate Driveway Exception to ensure location will work for utility provider & curb extension design*





Staff Recommendation

Denial

As outlined in the Staff Report, outstanding issues:

1. Active Ground Floor
2. Composition, Compatibility and Materials
3. Quality of Courtyard
4. Unresolved Transportation Items





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