



OWNER

ALLIANCE REALTY PARTNERS, LLC

1325 4TH AVENUE, SUITE 1005
 SEATTLE, WA 98101
 PHONE: 206-567-7230
 EMAIL: elawler@allresco.com
 CONTACT: **EVAN LAWLER**

ARCHITECT

ENCORE ARCHITECTS

1402 3RD AVE. STE 1000
 SEATTLE WA 98104
 PHONE: 206-817-9053
 EMAIL: chrisn@encorearchitects.com
 CONTACT: **CHRIS NAGAMINE**

LANDSCAPE

COMMUNITA ATELIER

1402 3RD AVENUE, SUITE 1000
 SEATTLE, WA 98101
 PHONE: 206-327-9056
 EMAIL: lara@communita.net
 CONTACT: **LARA NORMAND**

CIVIL

HUMBER DESIGN GROUP, INC

117 SE TAYLOR ST, SUITE 202
 PORTLAND, OR 97214
 PHONE: 503-946-5370
 EMAIL: martha.williams@hdgpdx.com
 CONTACT: **MARTHA WILLIAMS**

TABLE OF CONTENTS

PART 1: DESIGN

PROJECT INFORMATION <i>Cover Sheet, Project Team, Table of Contents, Vicinity Map</i>	1.1 - 1.3
SURVEY & SITE INFORMATION <i>Survey, Architectural Site Plan, Utility Plan</i>	1.4 - 1.6
ARCHITECTURAL FLOOR PLANS <i>Level P1, Level 1, Level 2, Levels 3 (4-6), Roof Level</i>	1.7 - 1.11
LANDSCAPE <i>Landscape Materials Plan Level 1, Level 2</i>	1.12 - 1.13
BUILDING ELEVATIONS	1.14 - 1.17
BUILDING SECTIONS	1.18 - 1.19
PROCESS - NE CORNER DEVELOPMENT	1.20
NORTHEAST RESIDENTIAL	1.21
GROUND LEVEL FEATURE SPACE <i>Retail, Live Work, Lounge</i>	1.22 - 1.24
ELEVATION STUDIES	1.25
BUILDING MATERIALS - STUCCO	1.26 - 1.27
MODIFICATIONS <i>Parking Stall Width, Building Height, Stair Setback</i>	1.28 - 1.32

PART 2: SUPPLEMENTAL INFORMATION

PROJECT INFORMATION <i>Cover Sheet, Project Team, Table of Contents, Project Summary, Vicinity Map</i>	2.1 - 2.3
ZONING CODE COMPLIANCE <i>Zoning Summary, Site Information, Vicinity Map</i>	2.4 - 2.5
RESPONSE TO DESIGN GUIDELINES	2.6 - 2.8
CONTEXT <i>Site Images, Existing Context Images</i>	2.9 - 2.12
HISTORY AND PARTI DEVELOPMENT <i>Sandy Boulevard Evolution, Parti Development</i>	2.13 - 2.14
RENDERED VIEWS	2.15
BUILDING MATERIALS <i>Brick Veneer, Metal Siding, Material Palette, Vinyl Windows, Aluminum Storefront, Garage Door</i>	2.16 - 2.19
CONCEPTUAL LIGHTING PLAN	2.20

SITE INFORMATION

PROJECT NUMBER

PRE-PERMIT ZONING CHECK # 16-213432-000-00-EA
BLDG PERMIT #: NOT YET ASSIGNED

PROJECT ADDRESS

1337 E BURNSIDE STREET, PORTLAND, OR

PROPERTY ID

R201844

LEGAL DESCRIPTION

DESCRIPTION PER FILE NO. NCS-817552-PHX1

REAL PROPERTY IN THE COUNTY OF MULTNOMAH, STATE OF OREGON, DESCRIBED AS FOLLOWS:

LOTS 2, 3, 4, 7 AND 8, LYING SOUTH OF THE SOUTHERLY LINE OF N.E. SANDY BLVD. AND ALL OF LOTS 5 AND 6, BLOCK 276, LANE'S ADDITION TO EAST PORTLAND, IN THE CITY OF PORTLAND, MULTNOMAH COUNTY, AND STATE OF OREGON.

EXCEPT THOSE PORTIONS OF LOTS 4 AND 5 TAKEN FOR THE WIDENING OF E. BURNSIDE STREET.

TOGETHER WITH THAT PORTION OF NE SANDY BOULEVARD WHICH INURED THERETO BY VACATION ORDINANCE NO 187568, A COPY OF WHICH WAS RECORDED JUNE 3, 2016 AS RECORDING NO 2016-068009.

DESCRIPTION PER FILE NO. NCS-817611-PHX1

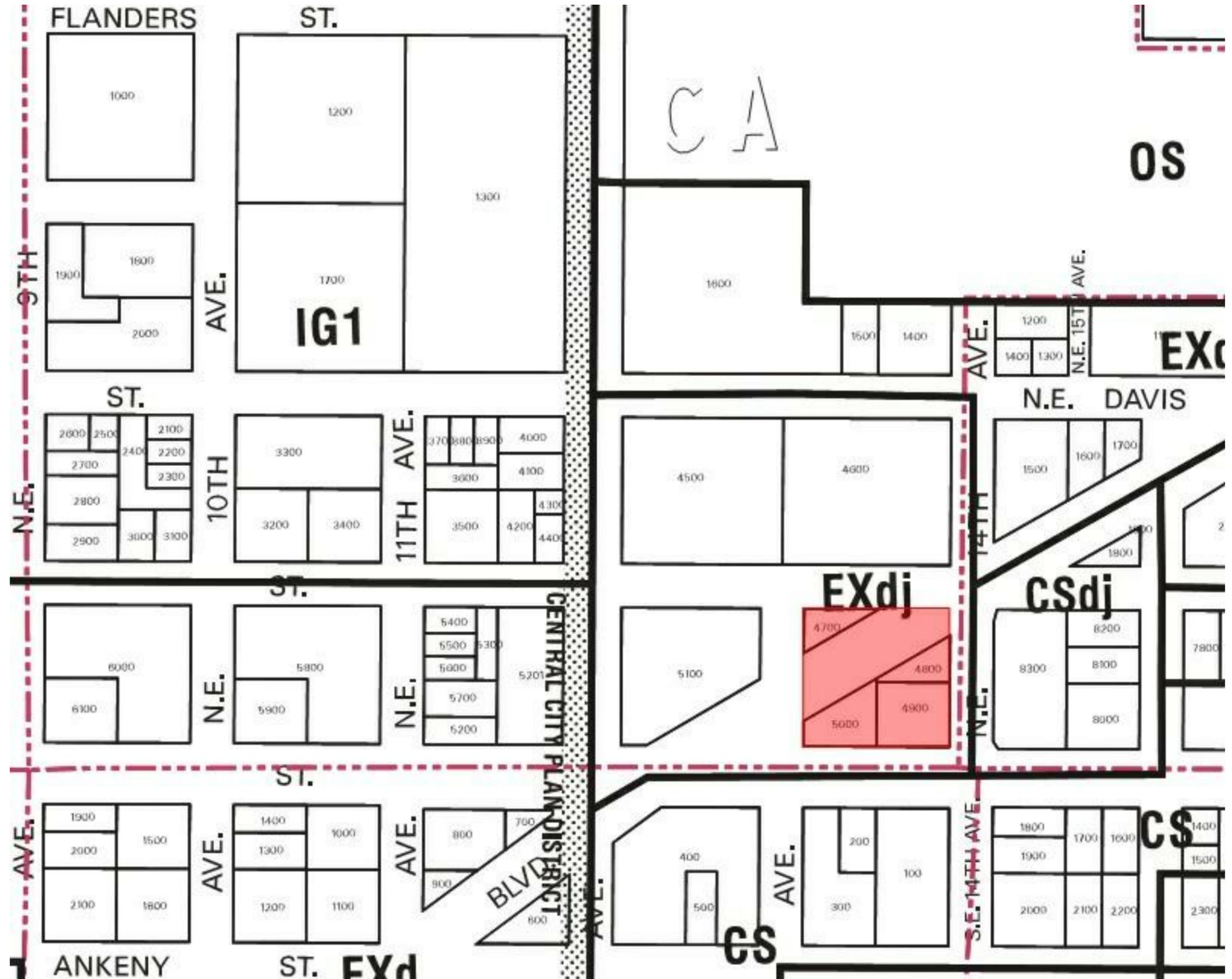
REAL PROPERTY IN THE COUNTY OF MULTNOMAH, STATE OF OREGON, DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 1, 2 AND 8 WHICH LIE NORTHERLY OF THE NORTHERLY LINE OF NE SANDY BOULEVARD, ALL IN BLOCK 276, LANES ADDITION TO EAST PORTLAND, IN THE CITY OF PORTLAND, COUNTY OF MULTNOMAH AND STATE OF OREGON.

TOGETHER WITH THAT PORTION OF NE SANDY BOULEVARD WHICH INURED THERETO BY VACATION ORDINANCE NO 1887568, A COPY OF WHICH WAS RECORDED JUNE 3, 2016 AS RECORDING NO. 2016-068009.

PROJECT SUMMARY

THE PROJECT CONSIST OF A SIX-STORY PLUS BASEMENT, APPROXIMATELY 208 UNIT APARTMENT BUILDING WITH PARKING ABOVE AND BELOW GRADE FOR APPROXIMATELY 126 VEHICLES. THE PROPOSED STORM-WATER DISPOSAL METHOD IS DRYWELLS UNDER THE BUILDING.



ZONING MAP, CITY OF PORTLAND

ZONING SUMMARY			
ZONING CODE	PORTLAND ZONING CODE		
ZONE	EXdj		
OVERLAY	DESIGN ZONE 'd'; MAIN STREET NODE 'j'		
COMPREHENSIVE PLAN	MIXED USE - URBAN CENTER		
APPROVAL CRITERIA	DESIGN GUIDELINES		
LOT AREA	APPROXIMATELY 37,657 SF		
LAND USE CODE SECTION	DESCRIPTION	REQUIRED	PROVIDED
TABLE 140-1 33.140.100	USES HOUSEHOLD LIVING ALLOWED RETAIL SALES AND SERVICES ALLOWED		
33.140.205 TABLE 140-3 33.455.200 33.455.210	FLOOR AREA RATIO: ALLOWED IN 'j' OVERLAY: MAXIMUM F.A.R. = 4:1 BUILDING HEIGHT: ALLOWED IN 'j' OVERLAY BUILDING COVERAGE: TRANSIT OR PEDESTRIAN DISTRICT BUILDING SETBACK: TRANSIT OR PEDESTRIAN DISTRICT BUILDING LOT COVERAGE MINIMUM LANDSCAPE AREA GROUND FLOOR WINDOW STANDARDS APPLY PEDESTRIAN STANDARDS APPLY	MAXIMUM F.A.R. = 4:1 AND UP TO 7 WITH TRANSFER OF FAR FROM LANDMARKS IN THE EX ZONE MAXIMUM 65 FT 100% OF SITE AREA MAXIMUM 10 FT NONE YES YES	5.09 64' - 4" 10" TO 5' - 0"
33.140.210	STRUCTURE HEIGHT ROOFTOP ACCESS + MECHANICAL EQUIPMENT: ALL MECH AND ENCLOSURES OF STAIRWELLS THAT PROVIDE ACCESS... MUST BE SET BACK AT LEAST 15' FROM ALL ROOF EDGES... ROOFTOP ELEVATOR MECHANICAL EQUIP MAY EXTEND UP TO 16' ABOVE THE HEIGHT LIMIT. STAIRWELL ENCLOSURES + OTHER ROOFTOP EQP WHICH CUMULATIVELY COVERS NO MORE THAN 10% OF ROOF AREA MAY EXTEND 10' ABOVE THE HEIGHT LIMIT.		MODIFICATION REQUESTED
33.140.215	SETBACKS MINIMUM BUILDING SETBACK MAXIMUM BUILDING SETBACK PER TABLE 140-3	NONE E. BURNSIDE & 14TH ARE TRANSIT STREETS	10" TO 5' - 0"
33.140.230	GROUND FLOOR WINDOWS IN THE EX ZONE REQUIRED AMOUNT OF WINDOW AREA FOR WALL THAT ARE CLOSER THAN 20' AT LEAST 50% OF WALL LENGTH AT LEAST 25% OF GROUND LEVEL WALL AREA (UPTO 9' ABOVE FINISHED GRADE) DOES NOT APPLY TO WALLS OF RESIDENTIAL UNITS, AND DOES NOT APPLY TO WALLS OF PARKING STRUCTURES WHEN SETBACK AT LEAST 5' AND LANDSCAPED.		
33.140.230	QUALIFYING WINDOW FEATURES: MUST ALLOW VIEWS INTO WORKING AREAS...BOTTOM OF WINDOWS MUST BE NO MORE THAN 4' ABOVE THE ADJACENT EXTERIOR GRADE.		

ZONING CODE COMPLIANCE | ZONING SUMMARY

33.140.315	<p>RECYCLING AREAS REGULATED BY BUREAU OF PLANNING + SUSTAINABILITY. SEE 17.102.270 BUSINESS + MULTI-FAMILY COMPLEXES REQUIRED TO RECYCLE.</p>		
17.102.270	<p>BUSINESS AND MF COMPLEXES COMMERCIAL CUSTOMERS THAT PROVIDE GARBAGE COLLECTION SERVICE TO TENANTS SHALL PROVIDE RECYCLING AND WHERE APPROPRIATE, COMPOSTABLE COLLECTING SYSTEMS. ALL MULTIFAMILY COMPLEXES SHALL ESTABLISH RECYCLING SYSTEMS FOR THEIR TENANTS' USE.</p>		
33.266.110	<p>PARKING AND LOADING REGULATIONS APPLY TO ALL PARKING, WHETHER REQUIRED BY CODE OR FOR CONVENIENCE OF USERS. MINIMUM FOR HOUSEHOLD LIVING - 0 FOR 1 TO 3 UNITS, 1 PER 2 UNITS FOR 4 + UNITS NO MIN FOR RETAIL SALE - MAX 1 PER 200 SQ.FT. NET BUILDING AREA</p>		<p>.61 RESIDENTIAL ONLY NO RETAIL PARKING</p>
33.266.130	<p>DEVELOPMENT STANDARDS 90 DEGREE PARKING: WIDTH = 8'-6" 2-WAY AISLE = 20 FEET STALL DEPTH = 16 FEET DISABLED PARKING: SEE OREGON STRUCTURAL SPECIALTY CODE</p>		<p>MODIFICATION REQUESTED</p>
33.266.20 TABLE 266-6	<p>BICYCLE PARKING RESIDENTIAL HOUSEHOLD LIVING: LONG TERM: 1.1 PER UNIT SHORT TERM: 2 OR 1 PER 20 UNITS RETAIL SALES AND SERVICES LONG TERM: 2 OR 1 PER 12,000 SF NET BUILDING SHORT TERM: 2 OR 1 PER 5,000 SF</p>		<p>229 0 2 0</p>
33.266.220	<p>BICYCLE PARKING STANDARDS SHORT TERM: OUTSIDE BUILDING, WITHIN 50' OF MAIN ENTRANCE LONG TERM: RACKS OR LOCKERS THAT MEETING THE FOLLOWING: SPACE: 2'X6' AISLE: 5' WIDE BEHIND ALL PARKING SIGN MUST BE POSTED AT MAIN BUILDING ENTRY INDICATING LOCATION OF PARKING FROM THE STREET OR MAIN ENTRY.</p>		
33.266.310	<p>LOADING STANDARDS BLDGS WITH ANY AMOUNT OF HOUSEHOLD LIVING FLOOR AREA + LESS THAN 20,000 SF IN OTHER USES, SUBJECT TO: ONE LOADING SPACE MEETING STANDARD 'A' OR TWO LOADING SPACES MEETING STANDARD 'B' ARE REQUIRED WHERE MORE THAN 100 DWELLING UNITS IN THE BUILDING.</p>	<p>STANDARD 'A': 35' LONG x 10' WIDE W/ 13' CLEARANCE STANDARD 'B': 18' LONG x 9' WIDE W/ 10' CLEARANCE</p>	<p>STANDARD 'B'</p>

COMMUNITY DESIGN GUIDELINES – RESPONSE

P - PORTLAND PERSONALITY

P1 COMMUNITY PLAN AREA CHARACTER

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

PROJECT RESPONSE

N/A – the site is not within a Community Plan Area.

P2 HISTORIC AND CONSERVATION DISTRICTS

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

PROJECT RESPONSE

N/A – the site is not in a historic or conservation district.

P3 GATEWAYS

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

PROJECT RESPONSE

This is a special ‘gateway’ site in the City, the approach of both NE Sandy Blvd and SE Sandy Blvd makes the site a strong locational identifier that we are celebrating and strengthening through the architectural response.

E – PEDESTRIAN EMPHASIS

E1 PEDESTRIAN NETWORKS

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

PROJECT RESPONSE (see also E2 response)

All street faces of the building are designed with active uses that enhance the pedestrian experience and encourage pedestrians to walk in the neighborhood and help make a pleasant connection between residential areas and destination points. The retail spaces, work-live, amenity lounge, amenity spaces, and the lobby uses activate the streets that surround the property.

At the street level, our project sets back from the plane of the building above, generously providing additional space for the pedestrian. Setting back on the ground level also allows the development of pedestrian-friendly spaces which are buffered by landscaping, protecting the pedestrian from the vehicle zone. The building provides interesting pedestrian features and amenities at the corners while strengthening continuity with desired streetscape conditions which all help promote linkages within and beyond the neighborhood.

E2 STOPPING PLACES

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

PROJECT RESPONSE

- The expanded building frontage zones near the lobby entry, retail, and amenity lounge provide space for impromptu stopping and viewing places that take advantage of the relationship with the NE 13th Ave. pedestrian amenities which will minimize conflicts with other sidewalk uses along the pedestrian zone. The corner of NE 13th Ave. and NE Couch St. features an enlarged planter at the base of the existing Birch tree at

the sidewalk edge, and space for cafe seating with built-in bench at the west facade of the Lounge. Additionally, the streetscape incorporates seat block features that are appropriately buffered by plantings between street and primary sidewalk. These features enhance the scale and rhythm of the pedestrian experience.

E3 THE SIDEWALK LEVEL OF BUILDINGS

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

PROJECT RESPONSE

The building creates a sense of enclosure by holding to the property lines at levels 2-6. At the ground floor level, each side of the building is developed with a programmatic element that provides active uses and transparency into the building. The walls of the ground floor spaces are set back from the property line, increasing the space for public use. The northwest corner has a ‘Lounge’ which includes a cyclist lounge/meeting space with opportunities to spill activity out to the adjacent sidewalk on NE 13th Ave. The northeast and southeast corners are developed to be retail space with large windows on the façade, and wrapping the prominent corner on NE 14th Ave. and NE Couch St. The southwest corner will be the residential entrance and will include a lounge, mailroom, coffee bar and adjacent Amenity space. The lobby is seen as, and designed as, another amenity space within the building, and is expected to get use at all hours of the day and night (unlike retail spaces which often open late in the morning and/or close after 5:00 or 6:00 o’clock). This activity will benefit the small pedestrian amenity/park at the corner of E Burnside St. and NE 13th Ave. by placing 24/7 eyes and ears on the space.

The sidewalk level is differentiated from the rest of the building by significant amounts of glazing, and a dark brick veneer finish. It is further distinguished by being set back from the plane of building above. The residential units on NE 13th Ave are set back significantly, with private patios separated from the pedestrian zone by a raised planter. Programmatically, the lobby, fitness, amenity lounge, and retail all distinguish this level of the building as unique.

Live-Work on NE Couch is at grade to encourage the connection to the public realm, but is setback to provide an appropriate amount of privacy for the unit.

At the mid-block of NE 14th Ave, we have alum/glass overhead sectional doors which can open the space to the sidewalk. This space can be shared by the retail space on either side, used by one of the tenants, or become an intermediate zone which is bridges the notion of separate pedestrian/private space.

E4 CORNERS THAT BUILD ACTIVE INTERSECTIONS

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

PROJECT RESPONSE

Each of the corners of the building have a programmatic element which creates active intersections. All corner spaces are also designed with a high degree of transparency, with tall windows allowing views into and from the building.

The southwest and southeast corners of the block are anchored by a large residential lobby and retail space respectively. A large south facing resident amenity space provides active use mid-block along E Burnside St. The location of the lobby is intentionally on the prominent southwest corner of the site, looking back towards the city to allow for a natural flow of pedestrian traffic coming to and from the residences. Additionally, the lobby will help activate the small pedestrian amenity/park at the corner of E Burnside St. and NE 13th Ave. creating a safer and more vibrant space.

The northeast corner of the block is also highly visible to the westbound NE Sandy Blvd / NE Couch St. transit corridors and are therefore strengthened by architectural massing / material and street-level retail. We have appropriately emphasized this corner with a dramatic radius, designed to emphasize the 'gateway' condition that this unique site presents.

The northwest corner is made active by a resident amenity lounge that will cater to a variety of users – including cyclists, 'makers', brewers, outdoor enthusiasts, etc. By facilitating a social environment, this space will encourage community culture as a place where residents will organize events and provide a retreat in a comfortable space to work / socialize. The lounge also has access to a portion of the project's bicycle parking, creating a logical cyclist ingress and egress with easy access to E Burnside St. via the NE 13th Ave. pedestrian path.

E5 LIGHT, WIND AND RAIN

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

PROJECT RESPONSE

The ground floor is set back creating a generous amount of weather protection for pedestrians. There are canopies at each of the building entries, which provide significant overhangs for the ground floor spaces. Lowered canopies at residential entries on NE 13th Ave. also provide protection from sun, wind, and rain. Additionally, extensive streetscape improvements that includes providing and protecting new and existing deciduous trees along building frontages will create more beneficial year round solar protection (summer) and access (winter).

D - PROJECT DESIGN

D1 OUTDOOR AREAS

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

PROJECT RESPONSE

While the site is almost fully built out, all the ground floor uses are set back from the property lines, allowing development of these transition areas between the public and private realms for use as gathering places, planting zones, outdoor seating areas, ramps, circulation, etc.

The ground level NE 13th Ave. residential set back, allows a gracious, private 'stoop', buffered by landscaping, providing a connection to the pedestrian environment while still providing privacy for these units. This is a significant setback allowing more space for the transition between interior and pedestrian zones. We propose raised concrete planters with pairs of small flowering accent trees at the unit entry stairs.

Live-Work units are set back to provide an appropriate separation between pedestrians and Live-Work units.

The southwest Lobby/Lounge, and northwest Lounge entrances are also set back and provide ample space for outdoor gathering, connecting directly to the pedestrian circulation system. The brick veneer columns also help define an appropriate transition zone from public to private.

The Retail space at the NE corner of the site provides a significant outdoor area, buffered from traffic that allow café seating to occur in a weather-protected zone.

D2 MAIN ENTRANCES

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

PROJECT RESPONSE

The main residential Lobby/Leasing area is located on the southwest corner of the site, adjacent to the pedestrian through-block connector (NE 13th Ave). This location is intentionally on the prominent corner of the site, looking back towards the city to allow for a natural flow of pedestrian traffic coming to and from the residences. At the Lobby entrance, there may be a special specimen tree to enhance the entry, with some larger scale plinth seat blocks (similar in scale to those in the adjacent park) forming the edge of the planter.

Canopies are provided over all entrance areas, and the street level brick façade, glazing, and landscaping all provide rich, human-scaled elements to enhance the pedestrian experience. All the building entries, ground floor spaces, and housing are well served with barrier free design.

The residential units on NE 13th Ave are set back significantly, with private elevated patios separated from the pedestrian zone by a raised planter, while the Live-Work units on Couch are set at street level grade.

D3 LANDSCAPE FEATURES

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

PROJECT RESPONSE

LEVEL 1 STREETSCAPE

The landscape design incorporates a number of elements to distinguish the perimeter edges and unify the building with the ground plane. A special Crepe Myrtle specimen tree and planter with large scale plinth seat blocks (similar in scale to those in the adjacent park) forming the edge of the planter will enhance the southwest corner lobby entrance at E Burnside St. The residential entrances along NE 13th Ave. include planters with small, flowering accent trees to help buffer residential units and distinguish the private from the public zones. New street trees at the outer edge of the 13th Ave pedestrian and bicycle route will match Birch tree species within the adjacent park's rain garden feature. The corner of NE 13th Ave. and NE Couch St. features an enlarged planter at the base of the existing Birch tree at the sidewalk edge. This buffers the adjacent cafe seating space at the west facade of the Bike Lounge from the NE 13th Ave drive. Additional planting areas along NE Couch St. and at the corner of NE 14th Ave. will help transition between the building and the ground plane.

We are showing standard 3x3 scoring around the perimeter, tying into the existing curb and adjacent sidewalk. Most of the existing trees and planters within the right-of-way are to be retained with new groundcover plantings added. Three new curbside planters with street trees will replace the driveway on E Burnside. As an overall design strategy, we are preserving the existing trees on site and utilizing a combination of drought tolerant natives and adaptive plants to distinguish each block face. Plantings have been carefully selected based on their light exposure needs and cold hardiness.

D4 PARKING AREAS AND GARAGES

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

PROJECT RESPONSE

Vehicles access NE 13th Ave from the north off NE Couch St. via an approximately 40' curb cut that allows vehicles to enter to and from the property. NE Couch St. provides the only existing vehicular access to the subject property via curb cut. Thru traffic on NE 13th Ave is blocked to E Burnside St. on the southern half of the block by a pocket sculpture park. Given the high volume of traffic on the transit streets surrounding all other façades of the site, access to the building is located off of this northern portion of NE 13th Ave. This approach serves to limit impacts to adjacent street traffic (queuing) and protects vehicular and pedestrian safety.

The project provides an acceptable parking ratio to both attract tenants and protect the neighborhood on-street parking resource – while also minimizing the impact on the pedestrians. There is no visible parking on the exterior; the garage door will be on NE 13th Ave. Efforts will be made to minimize the width of the driveway entry

and impact on pedestrians. Garage doors include vision panels for connection and safety and are very fast-acting (by Rytec) to avoid cars queuing over the sidewalks to enter the garage. We note here that the project will enhance the pedestrian experience adjacent to the garage entry by integrating quality visual cues to vehicles and pedestrians that will create ‘heads up moments’ to minimize danger to pedestrians.

D5 CRIME PREVENTION

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

PROJECT RESPONSE

Activation of each of the corners is important to improve safety and crime prevention. All building entrances face the right-of-way, creating safe, ‘open’ spaces into the building. Placement of the lobby at the corner of NE 13th Ave. and E Burnside St. particularly benefits this goal by activating the small sculpture park and placing 24/7 eyes and ears on the space.

The front ‘stoops’ along the pedestrian connection of NE 13th Ave. are raised a modest amount from the sidewalk will be designed to allow visual connection but also create a separation from the public sidewalk. The ground floor occupied spaces are all designed with extensive glass to allow connection to the public realm, providing views both into and out of.

Exterior building lighting will include lighting in the zone below soffits at the building entrances and pedestrian scaled wall-mounted lights at each residential entry. Glazing will also provide some ambient light onto the public right of way.

D6 ARCHITECTURAL INTEGRITY

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

PROJECT RESPONSE

N/A – existing building to be demolished.

D7 BLENDING INTO THE NEIGHBORHOOD

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

PROJECT RESPONSE:

The buildings surrounding the site within a few blocks have a *very* broad variety of scale, use, detailing, massing and materials. A few of the newest buildings use metal siding, stucco, or fiber cement as the main material, while others buildings nearby incorporate concrete, concrete block, brick, and wood as their materials. The neighborhood is in transition – nearby buildings are of varying scales – some are single story, others are 6 stories. One of the most important characteristics to emulate to reduce the impact of new development on existing neighborhoods is to provide active ground level uses that enhance the public realm for pedestrians.

The building design uses the following as our unifying elements that relate the building to its surroundings:

- Building composition with a distinct base, seen on many neighboring buildings.
- Combination of brick veneer and stucco that reflects the materials used in neighboring buildings.
- Holding the urban edges at the street and upper levels, similar to newer buildings in the area.
- Details like recessed ground floor plane, differing wall depths will add shadows to the facades which will complement the local design vocabulary.

D8 INTEREST, QUALITY AND COMPOSITION

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

PROJECT RESPONSE

As architects, we always strive to accomplish interest, quality, and composition in our designs. In this case, we have simplified the parti and the materials into a strong and elegant expression. This is in keeping with the recently developed neighborhood buildings that, while having a wide diversity of material palette and expression, tend to develop the entire project with a consistent theme.

Our design parti stems from the special ‘gateway’ condition emphasized by the alignment of the Sandy Boulevard right-of-way. Sandy Blvd used to divide what is now a single rectangular block into two separate irregular shaped blocks, but is now on axis with the curved NE corner of the site, providing the site with a prominent ‘face’ towards travelers moving west towards the City. This corner is prominent, strong, and emphasizes the gateway condition with a tall framing element designed to accentuate the corner. Dark stucco highlights this corner facing Sandy Blvd, lighter panels between windows help emphasize the importance of the gateway condition.

The other corners of the building are also treated with setbacks and dark stucco, due to the heightened visibility of the site’s corners once the East Burnside – Couch couplet project realigned traffic in the surrounding blocks. Between the dark stucco setback corners, the design is simplified and ‘quiet’, using light stucco, a simple rhythm of windows and framing elements picking up the use of ‘frame’ from the NE corner logic.

The proposed construction materials of brick veneer at the street level facades and stucco above are all high quality, enduring materials. The ground level storefront has dark frames that ensure a more timeless quality. The vinyl windows are light in color, and typically have a vertical expression with a horizontal lower mullion. Guards at the Level 2 terrace will be glass and metal. No balconies are proposed. Canopies at the building’s entries are proposed to be steel with a protected soffit material.

We fully expect to integrate the signage and lighting elements to compliment and further strengthen the design.



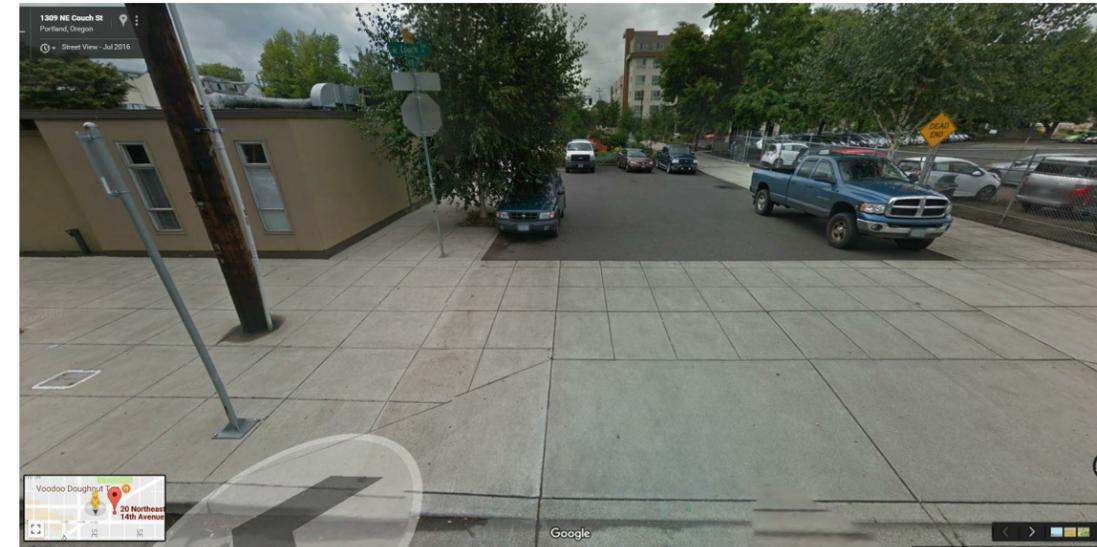
1 NE 14th AVENUE - VIEW NORTH



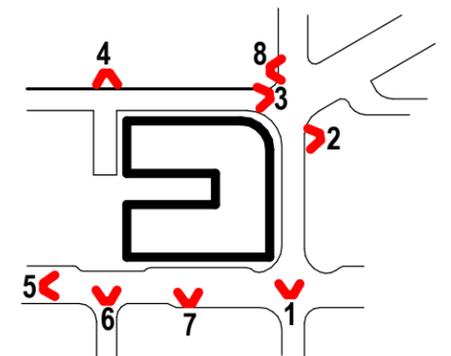
2 INTERSECTION NE 14th AVENUE AND NE COUCH STREET - VIEW WEST



3 NE COUCH STREET - VIEW WEST



4 NE 13TH AVENUE - VIEW SOUTH





5 E BURNSIDE STREET - VIEW EAST



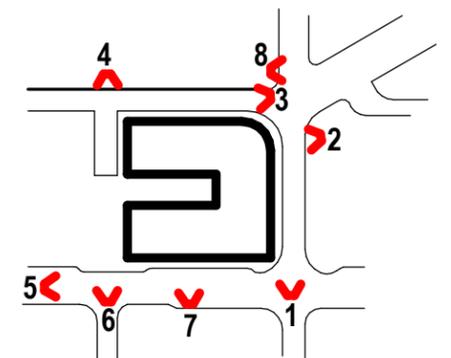
6 NE 13TH AVENUE - VIEW NORTH



7 MIDBLOCK E BURNSIDE STREET - VIEW NORTH



8 INTERSECTION NE COUCH SREET & NE SANDY BLVD - VIEW EAST



CONTEXT | EXISTING CONTEXT IMAGES



1



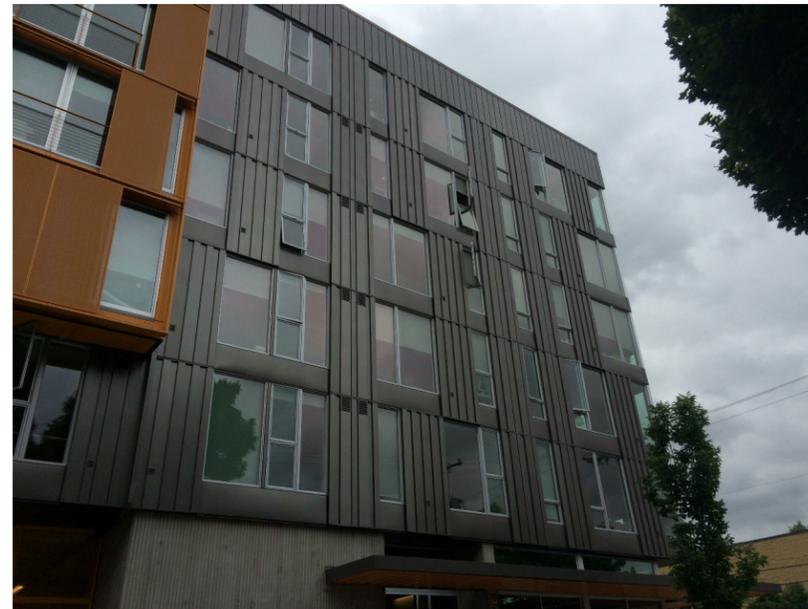
2



3



4



5



6

SEE EXISTING CONTEXT MAP
(NEXT PAGE) FOR LOCATIONS



7

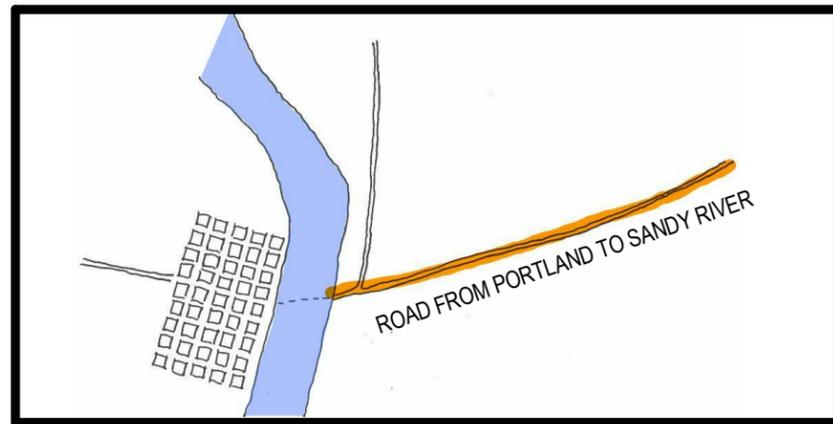


8



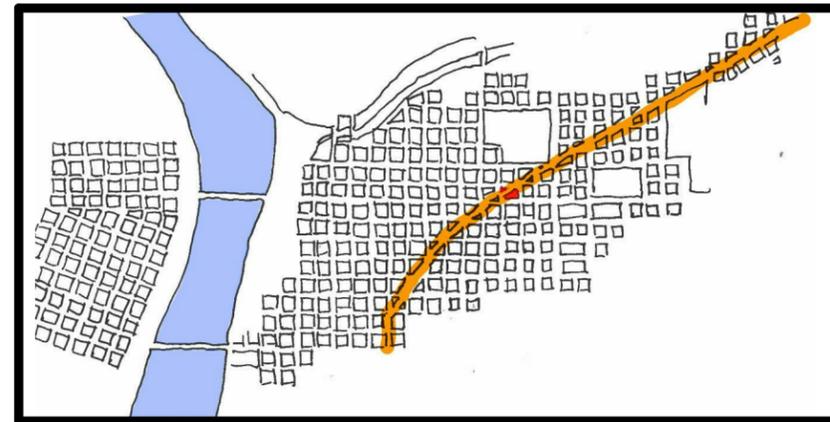
EXISTING CONTEXT

- PROJECT SITE
- EXISTING DEVELOPMENT
- PROPOSED DEVELOPMENT



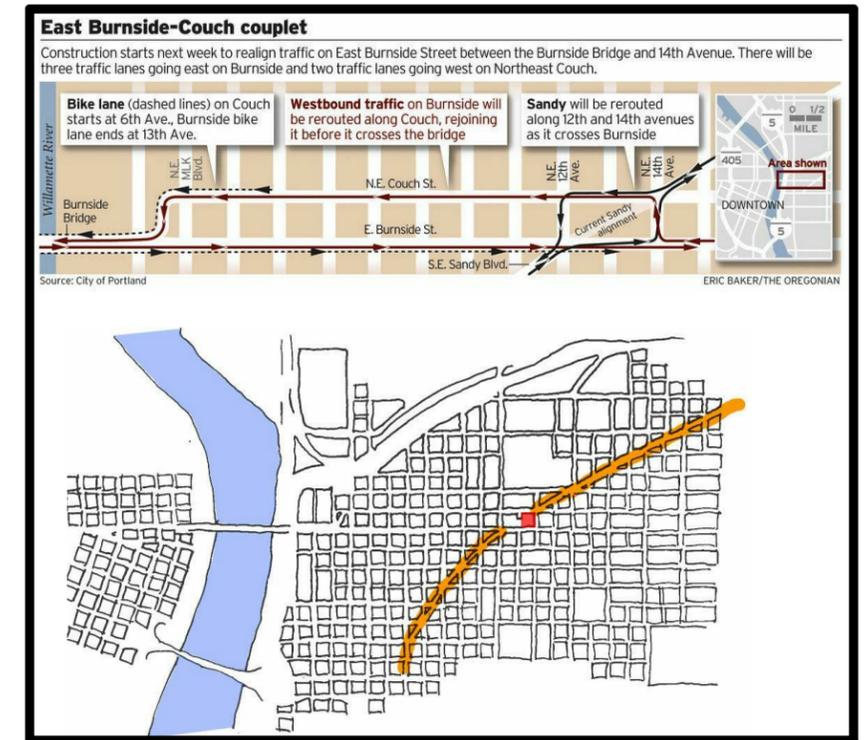
SANDY ROAD, 1852

SANDY ROAD DEVELOPED AS A DIAGONAL LINK FROM TROUTDATE TO DOWNTOWN PORTLAND



SANDY BLVD, 1955

SANDY BLVD BIFURCATES SITE AND EXTENDS TO SE 7TH AVE.



SANDY BLVD, BURNSIDE/COUCH COUPLET, 2016

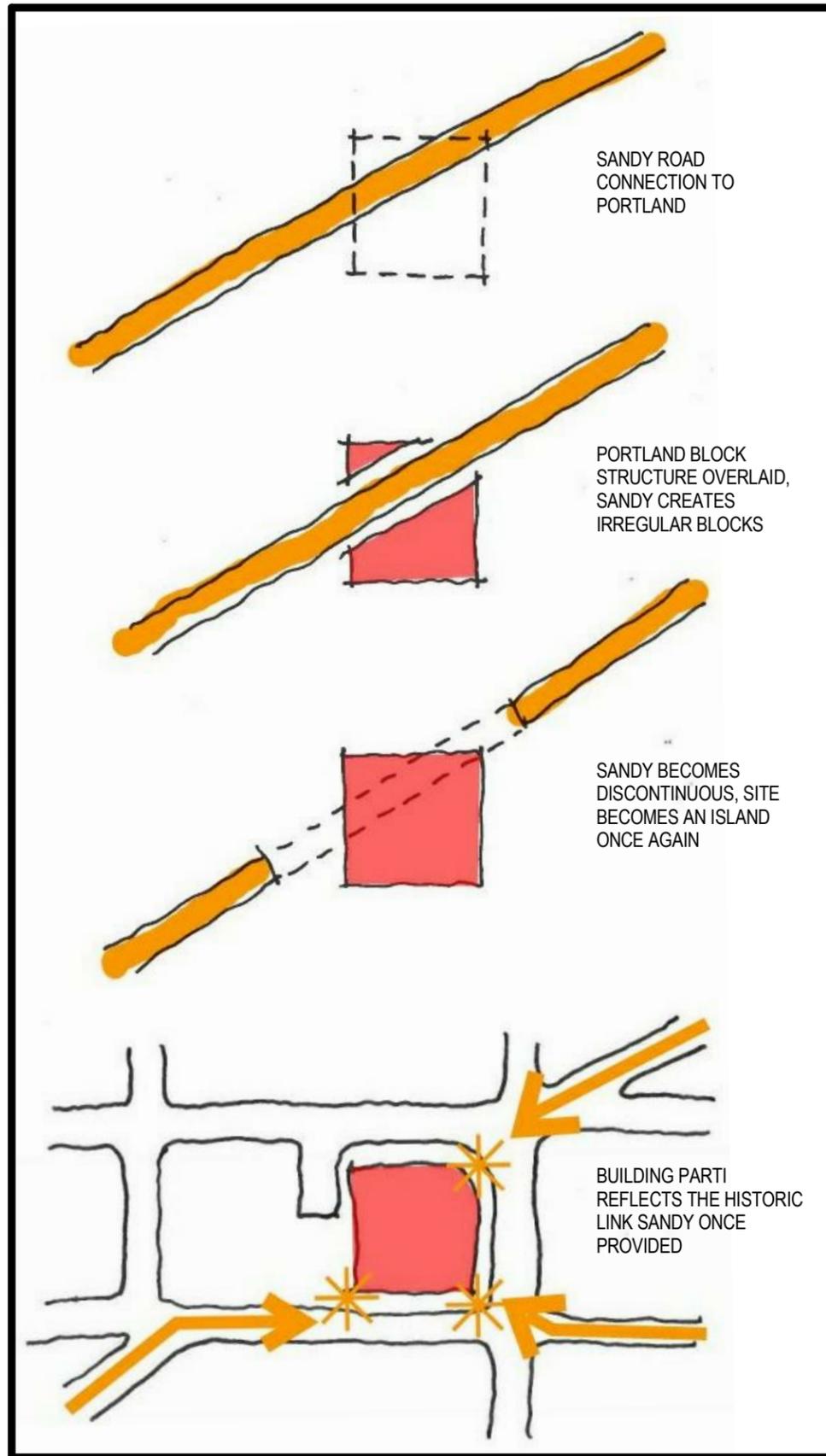
BURNSIDE-COUCH COUPLET, DIAGONAL SANDY ELIMINATED BETWEEN 12TH TO 14TH AVENUES



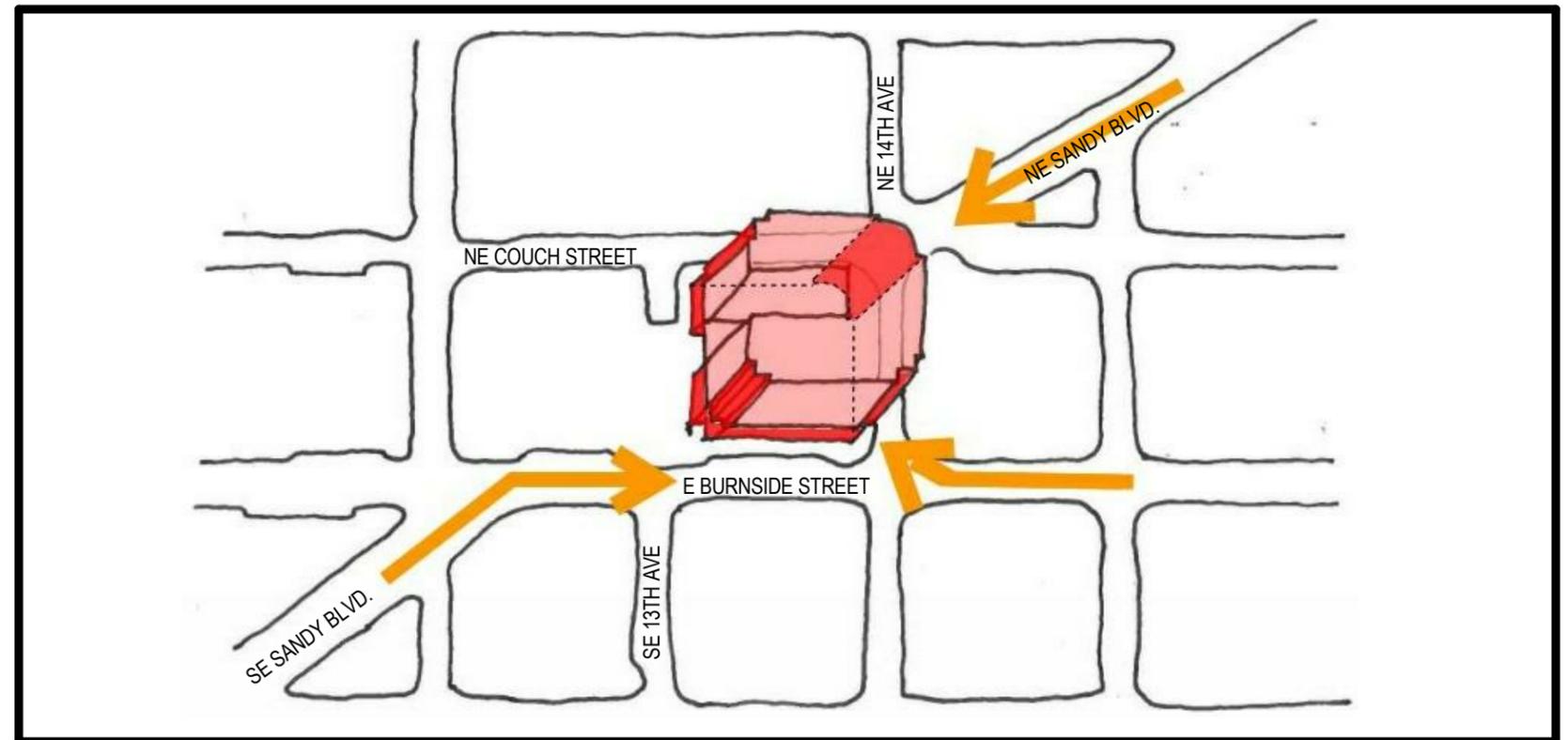
SANDY BLVD, EAST PORTLAND, 1930



SANDY BLVD, 1941



SANDY EVOLUTION



SITE PARTI DIAGRAM





COLOR - DARK IRON SPOT

NORMAN
 3-1/2" x 2-3/16" x 11-1/2"
 (Cored/Solid, Velour Texture)
 Weight: Cored - 6.2 lbs. each
 Solid - 6.6 lbs. each
 Coverage: Veneer 4.5 pcs. per sq. ft. (using 1/2" grout line)
 Paving 3.0 pcs. per sq. ft. (using 1/2" grout line)

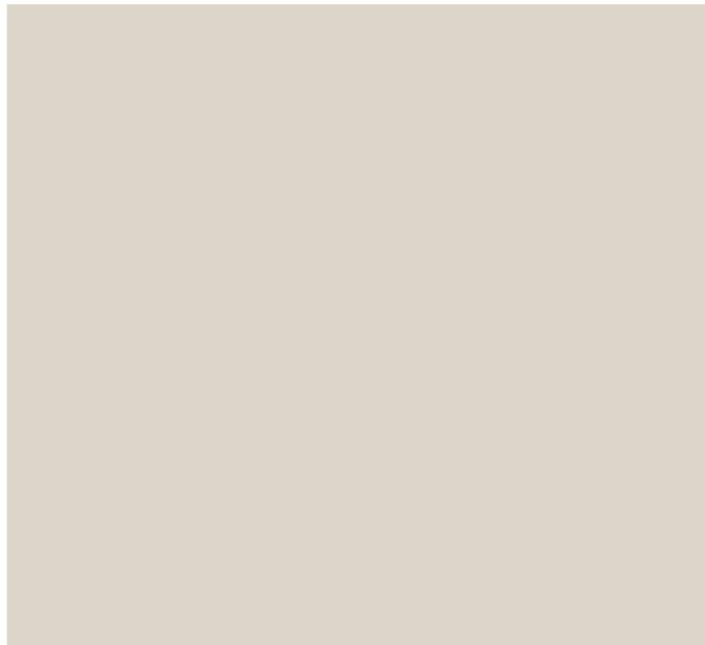


PRODUCT DESCRIPTION

Pacific Clay modular dark iron spot face brick offers a classic style that fits any architectural project. Combining a unique blend of clays and high temperature firing process, this clay face brick offers superior strength and durability to provide a lifetime of beauty. Also, with its low absorption and severe weather rating, this face brick can be installed virtually anywhere for a low maintenance, durable surface.



REPRESENTATIVE IMAGE OF DARK IRON SPOT



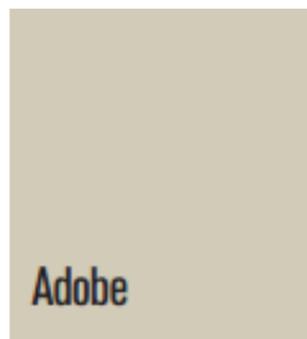
STUCCO 1 - OYSTER WHITE



STUCCO 2 - CHELSEA GRAY



STUCCO 4 - PERLE NOIR

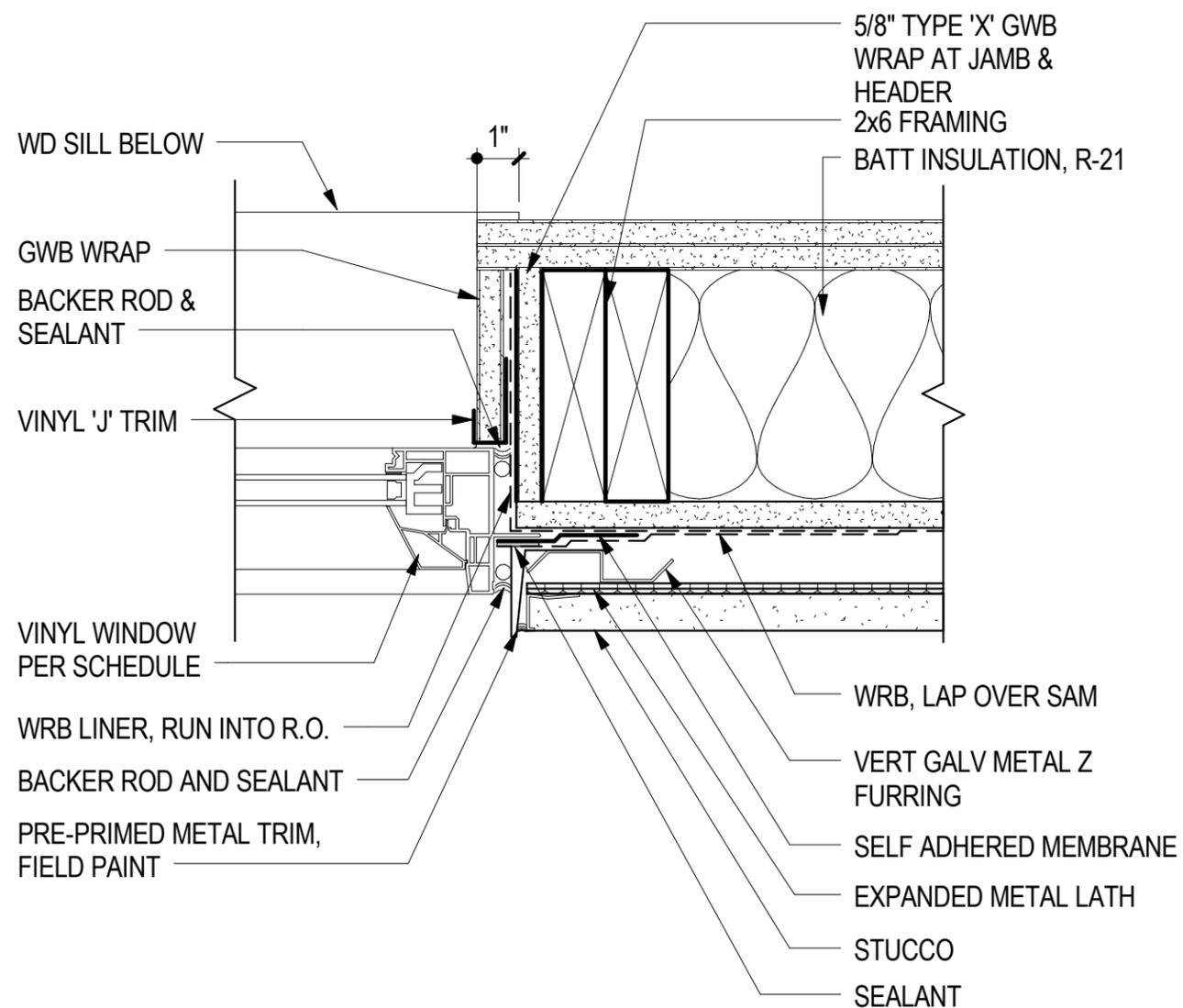


FRAME COLOR



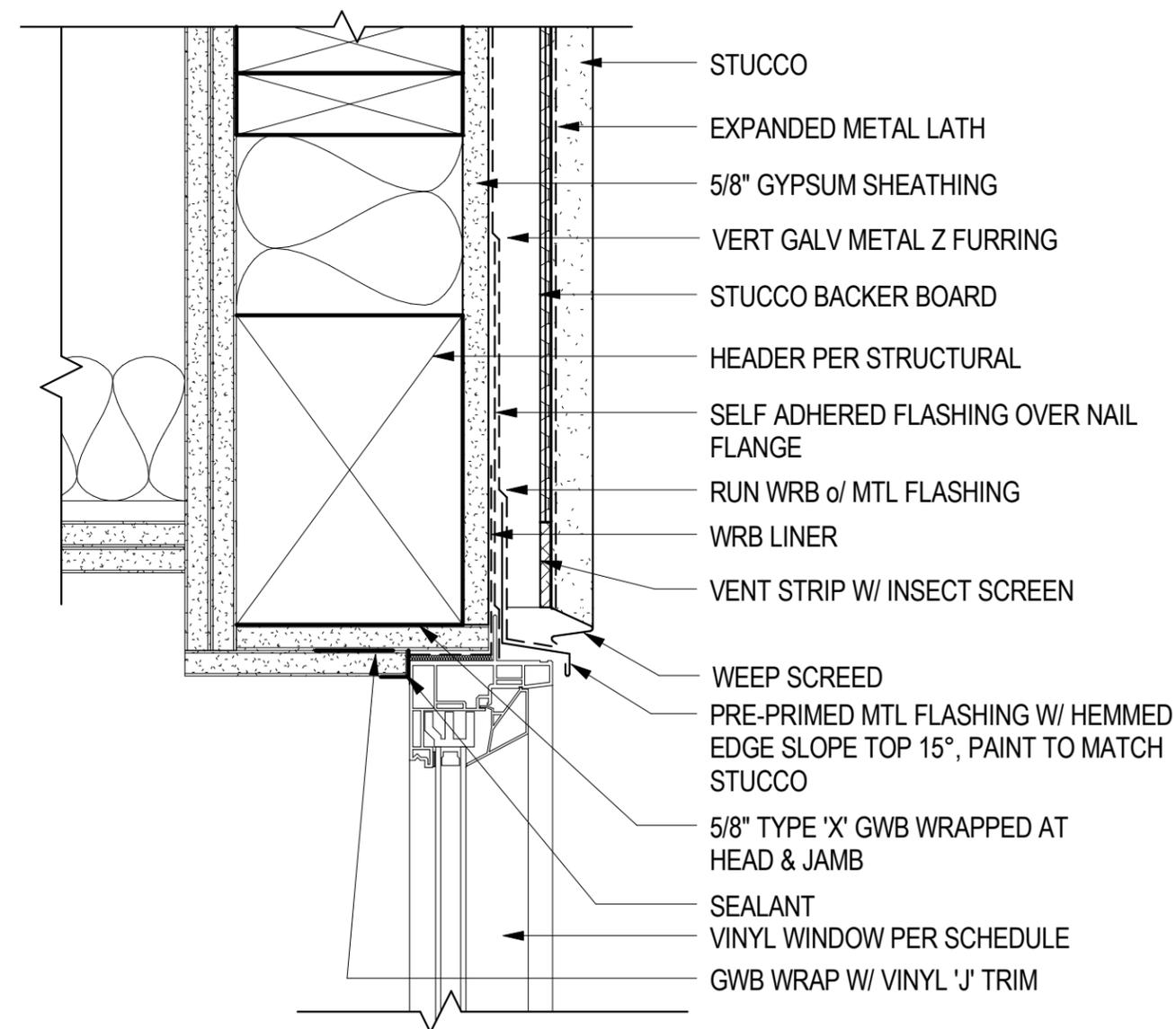
Endurance Thermal / Optical Performance*

Glazing Type	"U" Factor	Solar Heat Gain Coefficient	Visible Light Transmittance	CPD #	Glass Thickness	OA	
510 Casement							
Dual Pane	366 / Clear	0.27	0.18	0.42	VPI-A-19-00904-00003	3mm/3mm	3/4"
Dual Pane	272 / Clear	0.27	0.27	0.46	VPI-A-19-00880-00003	3mm/3mm	3/4"
Triple Pane	272/180/Clear	0.19	0.24	0.41	VPI-A-19-01133-00003	3mm/3mm/3mm	1 3/8"



WINDOW JAMB @ STUCCO / WOOD STUD

3" = 1'-0"



WINDOW HEAD @ STUCCO / WOOD STUD

3" = 1'-0"



Product Features

Trifab™ VG (VersaGlaze™) Framing systems are built on the proven and successful Trifab platform – with all the versatility its name implies. Trifab set the standard and Trifab™ VG improves upon it.

There are enough fabrication, design and performance choices to please the most discerning building owner, architect and installer. Plus the confidence a tried and true framing system instills.

Select from four glazing applications, four fabrication methods and multiple infill choices.

Consider thermal options and performance, SSG and Weatherseal alternatives and your project takes an almost custom shape whether your architecture is traditional or modern and the building is new or retrofitted.

Key Features Include:

- Hurricane Impact tested on Shutter Application Only
- Trifab™ VG 451/451T Framing is 4-1/2" (114.3) deep with a 2" (50.8) sightline
- Front, Center, Back or Multi-Plane glass applications
- Flush glazed from either the inside or outside
- Screw Spline, Shear Block, Stick or Type-B fabrication
- SSG / Weatherseal option
- Isolock™ lanced and debridged thermal break option with Trifab™ VG 451T Framing
- Infill options up to 1-1/8" (28.6) thickness
- Permanodic™ anodized finishes in 7 choices
- Painted finishes in standard and custom choices

Optional Features:

- High performance interlocking flashing
- Acoustical rating per AAMA 1801 and ASTM E 1425
- Project specific U-factors (See Thermal Charts)

Product Applications:

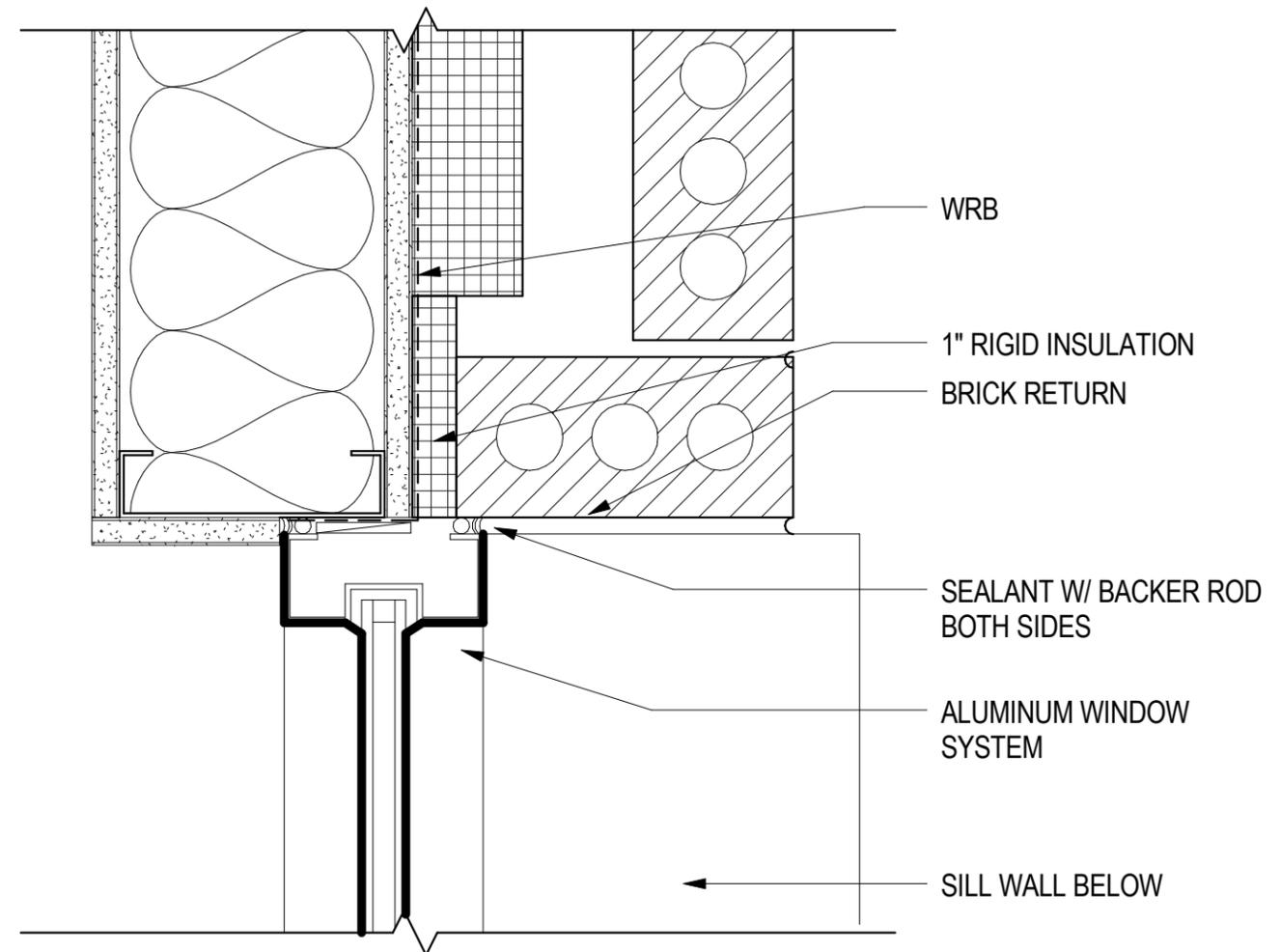
- Storefront, Ribbon Window or Punched Openings
- Single-span
- Integrated entrance framing allowing Kawneer standard entrances or other specialty entrances to be incorporated
- Kawneer windows including GLASSvent™ are easily incorporated

Trifab™ VersaGlaze™ 451/451T Framing System

- 2" (50.8mm) sightline
- 4-1/2" (114.3mm) depth
- High thermal performance
- Center, back, front, multi-plane glazed options
- Blast mitigation (451T), hurricane resistance
- Structural silicone glazed (SSG) options

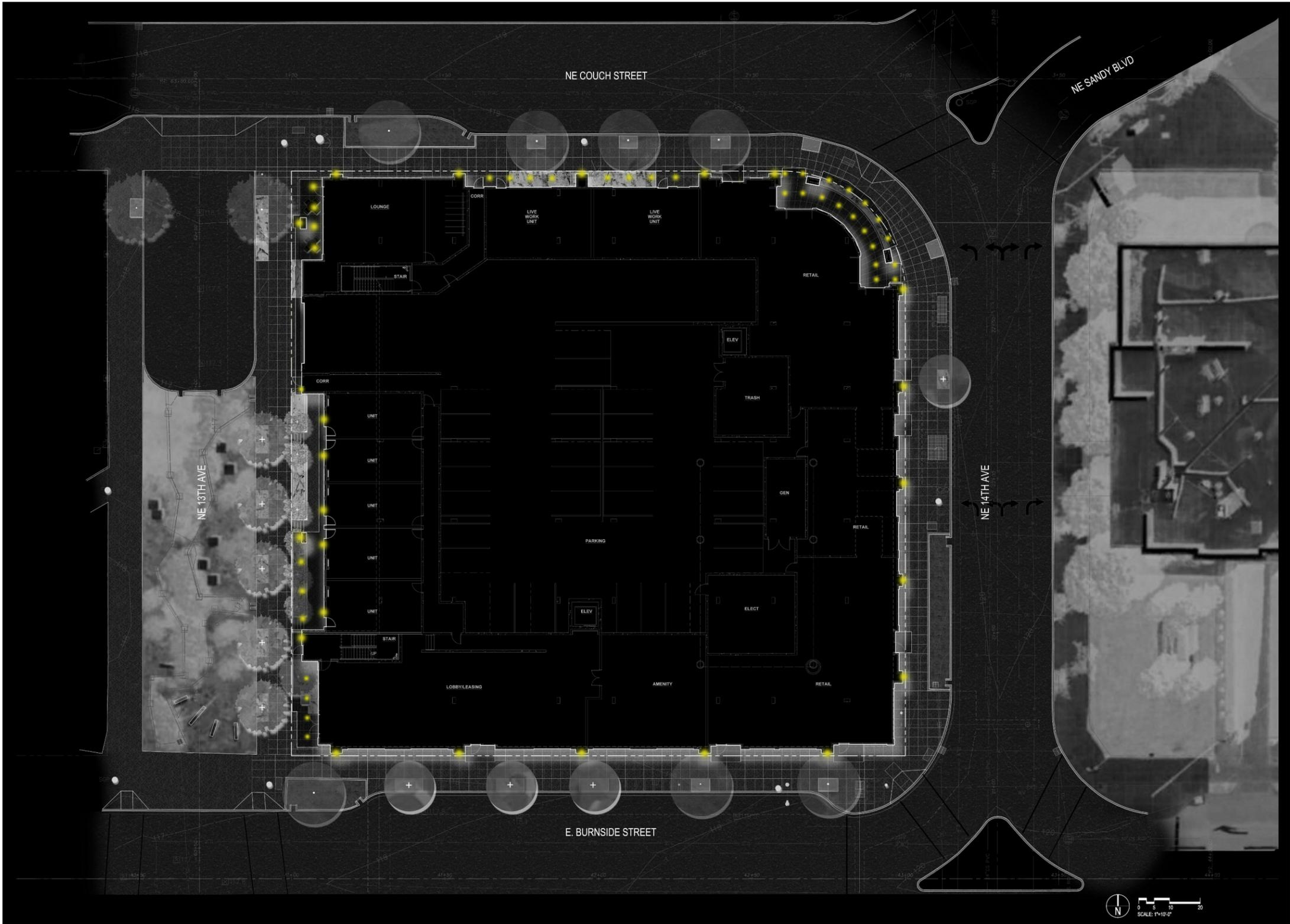


REPRESENTATIVE IMAGE OF SIMILAR SYSTEM



TYP ALUMINUM WINDOW SYSTEM JAMB AT BRICK
3" = 1'-0"

CONCEPTUAL LIGHTING PLAN | GROUND LEVEL



WALL SCONCE
LOCATED AT PILASTERS



RECESSED CAN FIXTURE
LOCATED AT EXTERIOR SOFFITS

NOTE:
FIXTURES SHOWN ARE CONCEPTUAL IN
NATURE. ACTUAL FIXTURES WILL BE SELECTED
AT A LATER DATE.