LAND USE REVIEW APPLICATION – DESIGN REVIEW

Date:	October 9, 2012 November 19, 2012 revised
Applicant:	Armin Quilici, Project Architect Vallaster Corl Architects, PC
Project Name:	Jefferson Street Flats
Address:	SW 20th Ave. and Jefferson St. Portland, Oregon 97204
Zoning:	CXd and CXds (Central Commercial w/ design and scenic overlay)
Plan District:	Central City Plan District (CC)
Subdistrict:	Goose Hollow

Land Use Requests

Type III Design Review
Type II Adjustment Review

Project History

Pre-Application Conference:	Held on 01/26/2012 (EA 09-199333)
Design Advice Request:	Held on 10/4/2012 (EA 12-174184 DA)
Submission of D.R. Application:	October 9, 2012
Submission of Commission packets:	
Design Review Hearing:	December 20, 2012

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I. PROJECT OVERVIEW

A. SITE PHOTOS

ARIAL PHOTO

NE CORNER SHOWING MAX LIGHT RAIL LINE AND ARBOR VISTA

NW CORNER SHOWING MAX LINE AND EXISTING BUILDING

SE CORNER AND HOWARDS WAY SHOWING SIGNIFICANT TREE

WEST ON 21ST SHOWING EXISTING BUILDING

B. Existing Conditions

The existing site consists of five tax lots (R128639, R128640, R128641, R128642, R519462). A 26' change in elevation separates the highest point (SW corner) and lowest point (NE corner) of the property. A two-story commercial building is situated on the west half of the site and a parking lot is on the east half. The existing building and parking lot will be removed.

C. Surrounding Area

The Goose Hollow neighborhood contains a mix of residential and commercial uses. The property is located on Jefferson Street which is one of two main boulevards that go through Goose Hollow. The area's main MAX-line stop is one block to the east on Jefferson and is the last stop within the central city before it leaves for surrounding western suburban neighborhoods. On the south side of the property is Arbor Vista Condominiums. To the west, is are 4 commercial office buildings and parking, and to the east is First United Methodist church and classrooms. Across Jefferson Street to the north is Rasmussen BMW and Willamette Dental. SW Jefferson is at the bottom of a small ravine (formerly Tanner Creek) that runs from the west hills to downtown and is spanned by the Vista Bridge to the west.

D. Proposed Design

General (program, location)

The Jefferson Street Flats project is a full block residential development on SW Jefferson Street, between 20th and 21st Ave. The block is actually considered a half block at approximately 90' x 200'. The building height varies between 5 and 7 stories, but is considered 6 stories tall with a basement partially exposed at the lowest sidewalk grade. There are 134 residential units and 121 parking spaces, with 6 stories being residential and 2 stories being parking. Of the 121 parking spaces, 18 are for the public and 103 are for building tenants. Common areas include a community room, exercise room, roof deck, bicycle parking and dog washing station.

Design

The main lobby and entrance is located at the site's most prominent corner on Jefferson and 20th Ave. The garage entrance is located near the lowest grade on Howards Way. This location was chosen after other entrance points on 20th and 21st Avenue were eliminated by either PBOT or the civil engineer. The building is 75' tall from grade to parapet at the sites lowest corner, and is 10' below the maximum zoning height. The building is organized horizontally with a base, middle and top. The base is comprised mostly of concrete and aluminum storefront windows. The middle section is clad with three different colored fiber-cement panels and horizontal wood paneling to articulate different volumes and wall planes. The top level is set pack to diminish the buildings apparent height. The building is also organized vertically into several distinct volumes, with each volume clad in a different material or color to help scale the building down and give it a more residential character. Secondary elements include bays and recessed balcony niches which further break down the scale .

Construction

The proposed construction type is Type 1A for the first floor and Type 3A for floors 2 through 6. The two-story below grade parking structure is also Type 1A. A 3-HR fire rated concrete slab located at the second floor level will separate the two types of construction. The Type 1A portion will be a concrete structure with metal framed infill walls. The Type 3A portion will be wood frame, including the exterior wall.

II. DEVEOPMENT STANDARDS

Standard	CXd	Jefferson Street Flats
Maximum FAR [See 33.510.210.1.a(1)]	4 :1 7:1 with bonus	6.6:1 See C1.3 Complies
Maximum Height [See 33.130.210 and .120]	75 ft. 85 ft from lowest grade	75 ft. – to top of stair tower 85 ft – from lowest grade to top of stair tower
Building Setbacks [33.130.215(B)(1)] Street Lot Line	0’	Complies
Maximum Building Setbacks [See 33.130.215] Transit Street	10 ft.	Complies
Building Coverage [See 33.130.220]	100% of site area	92%
Street Facing Facades [See 33.130.250 (D)]	15% of the area of each façade that faces a street lot line must be windows or main entrance doors.	~25% complies
Ground Floor Windows [See 33.130.230 (B)]	Windows must be at least 50% of the length and 25% of the ground level wall area, of walls up to 9’ above finish grade. Does not apply to residential units or parking garages set back 5’.	See C1.4 Complies on Jefferson, 20th and 21st Ave. Modification required for Howards Way.
Required Building Lines [See 33.510.215]	The building must extend within 12’ of the street lot line for at least 75% of the lot line. The space between the building and the street lot line must be designed as an extension of the sidewalk.	Complies
Minimum Landscape Area [See 33.230.225]	none	8%
Required Parking (See 33.120.110(B)(3) and Table 266-2)	There is no minimum parking requirement for sites located less than 500 feet from a Transit Street with 20 minute peak service	The Site contains 121 garage parking spaces. 103 are for tenants and 18 are for the public.
Parking dimensions [Table 266-4]	Parking space: 8’-6” x 16” Parallel space: 8’ x 22’-6” Aisle: 20’ wide	Modification required for parking space width due to column intrusion.
Required Bicycle Parking [See Table 266-8] LT – long term ST – short term	LT – 1.5 per 1 unit ST – 1 per 20 units	**Total Required**: 210 LT, 7 ST **Total Provided**: 212 LT, 7 ST
Loading Standards [33.266.310(D)]	For more than 100 residential units: Either one 35’ X10’ X 13’ loading space or two 18’ X 9’ X 10’H loading spaces	One 18’ X 9’ X 8’H loading space provided. Zoning Code Adjustment required

III. DESIGN GUIDELINES - APPROVAL CRITERIA

Applicable Design Guidelines

- Central City Fundamental Design Guidelines **(CCFDG)**
- Goose Hollow District Design Guidelines **(GHDDG)**

Applicable guidelines from both the Design Guidelines listed above are as follows:

A. Portland Personality

A2 Emphasize Portland themes (CCFDG & GHDDG)

Response: Water, trees and greenery are consistent Portland themes and these are integrated into the design. The heritage tree on Jefferson and 20th is protected by setting the building back at the corner. At the base of the tree is small pocket park which includes benches, landscaping and storm-water planters. The park also includes a steel sculpture mounted to concrete wall. The sculpture is also a "water-carrying-device" that transports water from the downspout to the storm-water planter. Even though JSF is a full block urban development, landscaping is provided along three sides – on Howards Way, Jefferson St and 20th Ave. Street trees are planted on Howard's Way, 20th Ave and 21st Ave.

A2-1 Recognize the course of the historic Tanner Creek and emphasize the District's connection with the Creek on site developments of 20,000 SF or more, including and immediately adjacent to the historic course of the Creek.

Response: First, it should be noted that the site is less than 20,000 SF, at 18,755 SF, and therefore this guideline does not apply. Nevertheless, small gestures to the Creek are made. Benches along Jefferson are imprinted with graphics and text referencing the Creek. Also, downspouts from the roof empty into water filtration basins alongside the building on Jefferson St, Howards Way and 20th Ave. The termination of the downspouts and the storm-water filtration basins are designed to be a visual amenity that highlights the flow of water across the site.

A3 Respect the Portland Block Structure (CCFDG & GHDDG)

Response: The proposed development will occupy a full block between SW Jefferson St and Howard's Way to the north and south; and between SW 20th and 21st Ave to the east and west. At approximately 90' x 200' the block is smaller (technically a half block) than the 200'X200' standard and is consistent with Portland's fine scale block pattern.

A4 Use Unifying Elements (CCFDG & GHDDG)

Response: The location of the main entrance and lobby near the max stop connects the building to public transit. The pocket park near the heritage trees is just across the street from another pocket park next to another residential building. Old sidewalks will be replaced and will incorporate paving patterns, street lighting and street trees consistent with the established neighborhood.

A5-2 Strengthen the identity of the Jefferson Street station area (GHDDG)

Response: NE corner of the site is nearest Jefferson Street station and Collins Circle which forms a neighborhood focal point. By locating significant building elements, including the main lobby, entrance, stair tower and roof deck near the corner of

Jefferson and 20th JSF is oriented towards the MAX-line station and the center of Goose Hollow.

A5-4 Enhance SW Jefferson Street as a boulevard connecting Washington Park on the west to the Park Blocks in downtown (GHDDG)

Response: The pedestrian environment along Jefferson is enhanced by locating residential common areas along the sidewalk, connecting those spaces to the sidewalk with windows, strong building articulation at the sidewalk level, and additional sidewalk amenities. Common areas with windows to the sidewalk include:

- Main building entrance and lobby
- Library and community room
- Mailbox area
- Dog washing station

Additional building articulation along the sidewalk includes:

- Exterior round concrete columns
- 2 story window bays
- Recessed 2nd floor residential level with small balconies

Additional features incorporated along the sidewalk include:

- benches
- lighting
- landscaping

A5-5 Incorporate water features or water design themes that enhance the quality, character and image of the Goose Hollow District (GHDDG).

Response: A significant portion of roof water runoff will be directed towards storm-water planters located intermittently along the sidewalk against the building. The termination of the downspouts and the storm-water filtration basins are designed to be a visual amenity that highlights the flow of water across the site. At the pocket park, this concept is taken further. A steel sculpture mounted to concrete wall is also a "water-carrying-device" that transports water from the downspout to the storm-water planter.

Artificial water features such as fountains, streams and reflecting pools were considered as possible features in the pocket park, but this was discouraged by the arborist and landscape architect given the parks small size and potential impacts to the tree. Instead, a more natural expression of "water being collected" was chosen.

A5-6 Incorporate works of art or other special design features that increase the public enjoyment of the District (GHDDG)

Response: Special design features include the decorative wall-sculpture in the pocket park, the decorative screens at the parking garage gates, the decorative screens for garage security and ventilation on Jefferson, benches at the pocket park and along Jefferson, and well detailed storm-water planters.

A7 Establish and Maintain a Sense of Urban Enclosure (CCFDG & GHDDG)

Response: The proposed building will be built nearly to the property line on all four fronting streets. Each side of the building responds to its unique context and street character.

A8 Contribute to the Cityscape, the stage and the action (CCFDG & GHDDG)

Response: With over 134 residential units, the project adds significantly to the neighborhood's population. This project furthers the city's goal of increased housing density near MAX-Line stops. The most active corner of the site is further reinforced by the location of the main lobby and entrance.

A9-1 When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of the area.

Response: While not specifically at a gateway location, JSF will have a strong urban presence on Jefferson Street and is the first high density residential building along Jefferson when approaching downtown from the west. The NE and NW corners of the building on Jefferson are carefully articulated to provide a proper sense of scale when viewed along the urban corridor down Jefferson Street. The corners of the building are highly visible, especially the NW corner when approaching from the west. The building has large corner windows on all corners to add visual interest and detail.

B. PEDESTRIAN EMPHASIS

B1 Reinforce and Enhance the Pedestrian System (CCFDG &GHDDG)

Response: The most active pedestrian corner of the site at Jefferson and 20th is reinforced by locating the main entrance and lobby there. The ground floor elevation on 20th Ave and a portion of Jefferson is entirely glass providing an active elevation with views inside the building along the pedestrian corridor. Extensive glass continues west along Jefferson with views into common areas including the community room and library. Benches (on the property) for pedestrians are provided along the wall.

B1-1 Provide human scale and interest to buildings along sidewalks and walkways.

Response: The pedestrian environment along Jefferson and 20th Ave is enhanced by locating residential common areas along the sidewalk, connecting those spaces to the sidewalk with windows and strong building articulation at the sidewalk level. Benches are also provided. Along Howards Way, the wall is articulated with a series of bays and balcony niches to reduce the scale and a canopy marks the stairs to the 2nd exit. A pocket park with benches and a wall sculpture is located at the base of the protected heritage tree on the corner of Howards Way and 20th Ave.

B1-2 Orient primary building entries at pedestrian circulation points which conveniently and effectively connect pedestrians with transit services.

Response: The building's main entrance is on the NE corner of the site which is nearest to the traffic circle (the location of the Hollow) and light rail stop. In fact the MAX Line stop will be visible from inside the lobby.

B2 Protect the Pedestrian (CCFDG & GHDDG)

Response: Only one curb-cut to the parking garage interrupts the entire sidewalk around the building on all four sides. There will be some light mechanical ventilation for the lobby at the pedestrian level but this will be high against the ceiling of the lobby. Low step lighting is provided at the sidewalk level on Jefferson and 20th Avenue to light the pedestrian way and at the same time minimize light pollution.

B4 Provide stopping and viewing places (CCFDG & GHDDG)

Response: Two pedestrian benches attached to the wall are provided along SW Jefferson and provide rest stops along this pedestrian corridor. The benches are only one block away from the MAX-line stop and provides and additional resting area for those waiting to catch the MAX light rail. Small benches are also provided at the SE corner of the building in the pocket park at the base of the protected heritage tree.

B5-1 Design pocket parks in residential area with a variety of experiences that encourage their use all year round. GHDDG)

Response: A pedestrian pocket park is provided at the base of the heritage tree on the SE corner, and is an extension of a pocket parking across the street adjacent to Arbor Vista. The sidewalk area around the park is also mostly landscaped, which makes the park feel larger. The centerpiece of the park is the heritage tree; however, benches, landscaping and a wall sculpture are additional amenities and provide a variety of experiences.

B6 Develop Weather Protection (CCFDG & GHDDG)

Response: A large canopy wraps around the corner of the building at the main entrance and provides generous pedestrian cover. A small canopy is located at the 2nd exit on Howards Way. Periodic balconies overhang the sidewalk and provide some additional weather protection for pedestrians.

B6-1 Provide outdoor lighting at a human scale to encourage evening pedestrian activity (GHDDG)

Response: Recessed can lighting is provided in the soffit of the main canopy to light the sidewalk and building entrance. Additional step lighting just above sidewalk grade will be provided along the base of the wall on SW Jefferson Street to light the pedestrian way and at the same time minimize light pollution. Howard's Way is a quieter residential street and will be minimally lit with pedestrian lighting at select locations at stair and garage entrances.

B7 Integrate Barrier-Free Design (CCFDG & GHDDG)

Response: The building goes from lot line to lot line on all sides. Pedestrian access to the building is via the sidewalk on all four sides. There are two at-grade pedestrian entrances and one garage entry. The main entrance on the corner of Jefferson and 20th is at grade. The rear entrance from the garage is flush with the garage driveway which is at grade.

C. PROJECT DESIGN

C1 Enhance view opportunities (CCFDG & C2 of GHDDG)

Response: This project is not under the Goose Hollow view corridor. Even so, most of the building is one story below the maximum height allowed by the Zoning Code which helps better preserve the views over the building from downtown to the Vista Bridge. Mechanical equipment on the roof is minimized with only two HVAC units located there to heat and cool the corridors. The equipment is located to minimize duct runs along the roof and screened by slat walls. Mechanical screening is minimized to the extent possible while provide enough room for maintenance access.

Views from the all the apartments are maximized by tall windows from floor to ceiling. The elevator lobby at each floor will feature views of downtown. Apartments on all floors on the north and east side will have dramatic views of downtown.

C1-1 Design surface parking and parking garage exteriors to visually integrate with their surroundings (GHDDG)

Response: The design of the parking garage has been revised and is no longer against the sidewalk with the exception of a small area required for ventilation. The parking garage is now mostly held back from the Jefferson Street sidewalk. Instead, common areas such as the community room and library are located along the sidewalk. Where the garage does abut the sidewalk, the wall incorporates decorative metal screens which also allow for garage ventilation.

C2 Promote Quality and Permanence in Development (CCFDG & C10 of GHDDG)

Response: The exterior materials have been carefully selected to last a long time with minimal maintenance or deterioration, and include cement panel, wood, concrete, glass and some sheet metal. The building façade is broken down and articulated to read as several distinct volumes. Wood siding and cement panels, in three different colors, are used to articulate different volumes and wall planes. Wood paneling is featured at the building most prominent corner over the building's main entrance. Precast concrete balconies with steel railings are high quality details that promote quality..

C4 Compliment the context of existing buildings (CCFDG)

Response: Surrounding buildings are residential and commercial. Directly to the south is Arbor Vista, a large residential building designed in an architectural vocabulary contemporary to it's time. Jefferson Street Flats' south façade is broken up with bays and balconies to add residential scale to this side of the building opposite Arbor Vista. The balconies are mainly grouped towards the center of the building to take advantage of the courtyard across the street, and avoid conflicts with Arbor Vista's balconies at the outer corners. Adjacent to the west are several 3-story commercial offices that use a modern design vocabulary. Jefferson Street itself is a mostly commercial street with an eclectic mix of building types and quality.

C5 Design for Coherency (CCFDG)

Response: The building is organized horizontally with a base, middle and top. The base is comprised mostly of concrete and glass with aluminum sheet metal infill panels as part of the storefront glazing system. The middle section is clad with three different colored fiber-cement panels and horizontal wood paneling to articulate different volumes and wall planes. Wood paneling is featured at the building most prominent corner over the building's main entrance. Wood paneling is also featured as an accent material on residential bays along Howards Way. The top level is set pack to diminish the buildings apparent height. Furthermore, a deep roof overhang/fascia gives the building a top and gives the building a more residential look.

The building is also organized vertically into several distinct volumes, with each volume clad in a different material or color, to help scale the building down and give it a more residential character. Secondary elements include bays and recessed balcony niches which help break down the scale further. The vertical composition of window patterns, stair tower and balcony niches help make the building appear slender.

White finished vinyl windows are grouped together into compositional elements through the use of white spandrel panels and trim that match the window color. Horizontal louvers (required for PTAC units) are integrated into the window pattern and will be painted to match the window frame. The louvers and windows are designed to appear as one integrated component.

C6 Develop transitions between buildings and public spaces (CCFDG and C4 of GHDDG)

Response: At the main lobby and entrance on the NE corner of the building, the aluminum frame storefront wall is recessed from the face of the building and property line, and the setback creates a semi-public/semi-private transition area from inside to outside. Along SW Jefferson is a narrow landscaped area, storm-water planters and benches that enhance the sidewalk. At the SE corner around the heritage tree, the corner of the building is setback to provide generous clear space around the entire tree. Along Howards Way, landscaped areas and storm-water planters soften edge of the building along the sidewalk.

C7 Design Corners that Build Active Intersections (CCFDG and C5 of GHDDG)

Response: The corner of Jefferson and 20th, with its proximity to the traffic circle (the center of the neighborhood) and MAX-Line stop, is the site's most prominent corner. This active pedestrian corner is reinforced by the location of the main entrance and lobby. The entire ground floor elevation on 20th Ave and a portion of Jefferson is glass and provides an active elevation with views inside the building along the pedestrian corridor.

The SE corner, with its proximity to the heritage tree, is also a prominent corner. The building is set back from this tree and a small pocket park with seating and landscaping is provided at the base.

C7-1 Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, wherever possible, and active spaces on ground floors that abut streets.

Response: Parking garage access is limited due to steep grades on two sides and the MAX line on Jefferson. The parking garage entrance is on Howard's Way which provides a relatively flat area, away from major traffic intersections and conflicts least with other pedestrian and automobile traffic.

C8 Differentiate the Sidewalk-Level of Buildings (CCFDG and C6 of GHDDG)

Response: The sidewalk level of the building is differentiated by:

- Nearly continuous glazing along Jefferson Street and 20th Ave.
- Views to interior spaces including the library, community room and lobby
- Additional building articulation which includes the canopy at main entrance, exterior round concrete columns, window bays, and recessed 2nd floor residential level with small balconies.

C10 Integrate Encroachments (CCFDG and C8 of GHDDG)

Response: Above grade encroachments include residential balconies and a canopy over the main entrance. There are also 3 minor building encroachments where the corners of the building project a few inches over the property line. An analysis of these corner projections can be found on C1.4. The building corner encroachments will be imperceptible and do not exceed any oriel window standards.

4 balcony stacks project between 1 and 2 feet over the property line. These balconies are attached to recessed openings and add visual depth to the façade without dominating the street or sidewalk below.

C11 Integrate Roofs and use Rooftops (CCFDG and C9 of GHDDG)

Response: A roof deck will be provided on west side of the building. This will be a common area for residents. One elevator and one stair will provide access. A landscaped planter provides and enclosure around the deck. Most of the roof top amenities will be hidden from below. The east stair tower provides access to the roof, and this is also a design feature on the Jefferson façade. Clues of roof top access can be seen from below with the stair tower extending one story above the roof line. Rooftop mechanical equipment is minimal and located towards the center of the roof, entirely screened and not visible from below.

C12 Integrate Exterior Lighting (CCFDG)

Response: The exterior lighting will be primarily provided at the sidewalk level to highlight the pedestrian paths, identify building entries and for increased safety. These lighting elements will be subtle, but will give some character to the exterior facades at night time. Low step lighting will also be provided at the roof deck, and will be carefully designed to meet egress requirements but to not compete with the night sky or be visible from below.

C13 Integrate Signs (CCFDG)

Response: One sign identifying the building and address will be attached to the top of the main canopy. There will be no other signs with the exception of small identifying signs at doors, stairs and miscellaneous utilities.

IV. ADUSTMENT REVIEW

Summary

Code Requirement: Per Portland Zoning Code **33.266.310 (C) (2) (b) (Loading Standards)**, "Two loading spaces are required for buildings with more than 50,000 square feet of floor area"; and **33.266.310 (D) (b)**, "The loading space must be at least 18 feet long, 9 feet wide, and have a clearance of 10 feet.

Adjustment Requested: To reduce the number of required loading spaces from 2 to 1; and reduce the clearance from 10'-0" to 8'-0".

The Applicant requests that the City substitute the following alternatives as mitigation, which meets the intent and purpose of the on-site loading space requirements of the Zoning Code. In accordance to Chapter 33.805 of the Portland Zoning Code, approval criteria A – F will be addressed below:

Approval Criteria

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified;

Response: The purpose of the loading standards as stated in **Title 33, Chapter 33.266.310**, is to "ensure adequate areas for loading for larger uses and developments." In addition they ensure that the appearance of loading areas is consistent with parking areas and access to and from loading facilities will not have a negative effect on traffic safety or other transportation functions of the abutting right-of-way.

Based on the City's requirements for minimal building setbacks along all four streets, the site's functional amenities such as parking and loading must be located within the building. The loading space is located close to the rear entrance into the building, which is near the building's elevator. Its location is intended to minimize disruption to pedestrian and vehicular access. By combining the loading area and the main driveway, only one driveway and curb-cut is required. This is more consistent with the Design Guidelines because it reduces visual impact with fewer driveways, increasing safety for pedestrians with fewer curb cuts, and reduces impact to on-street parking because there is only one curb cut.

The space will only be used for the building's residents when moving in and out of the apartments. Most residential apartments are studios and one-bedrooms. Tenants will mostly use cargo vans since many units are less than 700 SF. Cargo vans require a 7' clearance. 8' clearance is provided. Move-ins and move-outs will be coordinated and scheduled by apartment management. The owner proposes the following Move In/Out Plan:

Riverstone, our property manager, requires all tenants to schedule a move-in or move-out. Moves are scheduled one at a time for two hour intervals. All scheduled moves are displayed on the electronic messaging board in the mailroom. If a resident does not schedule a move they will not have dedicated elevator access and refused entry. Additionally, lease expiration dates are staggered throughout the month; therefore, there is no concern that 10 residents will be moving out on the 30th of the month with another 10 moving in on the 1st of the month.

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.

Response: As indicated in PCC 33.910.030 (definitions), the desired character of an area may be determined by the purpose or character statement of the base zone, as well as the preferred and envisioned character based on any adopted area plans. The character statement of the Central Commercial (CX) zone, as identified in PCC 33.130.030 is as follows:

The CX zone "is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together. Development is intended to be pedestrian oriented with a strong emphasis on a safe and attractive streetscape."

As indicated by this statement, the development standards of the CX zone generally promote the type and scale of development found in urban locations. This adjustment request does not impact the ability of the development on the site to meet these objectives. The adjustment request does not propose to change the allowed density, development height, the type of uses allowed or standards that regulate how development orients to adjacent residential uses and zones, such as setbacks or screening. The CXd zone is intended to accommodate and promote transit supportive densities near transit stations and encourage the development of mixed use projects in commercial areas. The requested adjustment does not preclude the opportunity to meet these objectives. The requested adjustment does not reduce any buffer requirement between commercial and residential uses, nor reduce the ability to build at the maximum density allowed in the CXd zone. Therefore, the adjustment will result in proposal that is consistent with the character statement of the CXd base zone and the Interstate Plan objectives.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone ;

D. City-designated scenic resources and historic resources are preserved;

E. Any impacts resulting from the adjustment are mitigated to the extend practical;

F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Response: The one adjustment requested by the applicant does not involve City-designated scenic or historic resources or a mapped environmental zone.

Any impact from the proposed request is mitigated by the loading area proposed in the garage and 2 loading areas proposed on the street. PBOT will be supportive of a parallel loading zone (limited timing) along the site's Howards Way frontage and adjacent to the proposed driveway. The necessary signage will be provided. This will accommodate a standard size loading vehicle on the street to serve some of the loading needs of the new building (it will not be exclusive to this building). PBOT is also supportive of a small loading area along the site's SW 20th frontage. This space will be signed primarily for loading/unloading by UPS/Fed Ex/USPS, etc. and not for residential loading/unloading. It will be signed to allow general public parking during non-loading periods.

It should also be noted that parking is not required and a large parking garage with 121 spaces is provided. The large parking garage more than offsets impacts from the elimination of one loading space.

V. DESIGN MODIFICATIONS

Zoning Code Modification 1: Ground Floor Windows, Qualifying Window Features

33.130.230 Ground Floor Windows in the CX Zone

(B)(3) Required amounts of window area. *The windows must be at least 50% of the length and 25% of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.*

(C) Qualifying window features. *Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of the windows must be no more than 4 feet above the adjacent exterior grade.*

Request :

To modify the required amount of window area. A small amount of wall area (202 SF) at the parking garage near the garage entrance does not have an opening.

Approval Criteria

The resulting development will better meet the applicable design guidelines.

Response:

This project is a high density residential building without a retail component. On-site parking is provided for 121 cars. Most of the garage is below grade. A small portion of the garage is above grade and this portion is almost entirely separated from the sidewalk by common areas for the apartment. However, a small triangle of wall on Howards Way near the garage entrance is exposed and does not meet the ground floor window standard. It mostly results from the steep sidewalk grade. A room with a window cannot be provided since the garage ramp is directly inside. A small display case meeting zoning code requirements can be provided; however, this would not be consistent with the overall design and would appear out of place.

This small stretch of wall is well articulated with residential bays and storm-water planters. In fact, a combination of storm-water planters and landscaping is provided along most of the building on Howards Way.

On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The purpose of the requirement states:

In the CX zone, blank walls on the ground level of buildings are limited in order to:

- *Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas;*
- *Encourage continuity of retail and service uses;*
- *Encourage surveillance opportunities by restricting fortress-like facades at street level; and*
- *Avoid a monotonous pedestrian environment.*

Response:
The wall area is very small. At the base of the wall are landscaped storm-water planters. The wall is not flat. Residential bays and concrete planters give articulation. The residential bay is clad in cedar siding. The ground floor of the entire building on all four sides is carefully articulated with windows, doors, planters, landscaping, patios, benches, and a pocket park to provide a rich pedestrian experience. This zoning code rule can be met by providing a display box, but it would not be consistent with the other pedestrian features provided.

V. DESIGN MODIFICATIONS – con-

Zoning Code Modification 2: Parking Space Dimensions

33.266.130 (F) Parking Area Layouts and

(2) Parking space and aisle dimensions. *Parking spaces and aisles must meet the minimum dimensions contained in Table 266-4.*

Table 266-4 Minimum Parking Space and Aisle Dimensions. *Minimum parking space width for 90 degree angle parking is 8'-6."*

Request :

To allow structure columns to be placed on the parking strip thereby intruding into the minimum width. Columns at parking stalls will be 18"X30". Any one parking space would have no more than one column intrude no more than 9", thereby reducing the width to 7'-9" for some parking spaces. Parking spaces will still be 8'-6" wide.

Approval Criteria

The resulting development will better meet the applicable design guidelines.

Response:

Design guidelines are unaffected as all parking is inside garage and hidden from view. Parking is not required and 121 parking spaces are provided. Maximizing the number of parking spaces is desirable in order to reduce the impact of parking on surrounding streets.

At a general level, high parking density allows for a more compact parking garage. Given the small site area, a more compact garage allows for more design flexibility to conceal the garage from the street. Some parking spaces have been eliminated in order to hold the garage back from Jefferson Street to make room for more sidewalk oriented uses there.

On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The purpose of the requirement states:
The development standards promote vehicle areas which are safe and attractive for the motorists and pedestrians. The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of storm water runoff from vehicle areas, and provide for convenient entry and exit of vehicles.

Response:

Parking spaces are no less than 8'-6" wide at all locations; however, columns minimally intrude 9 inches into some parking spaces. The 8'-6" minimum width is required to provide convenient entry and exit. The columns do not reduce the width; they only intrude. The columns are generally near the back end of the parking space and do not conflict with car doors.

VI. SUSTAINABLE FEATURES LIST

A. Access to a variety of mass transit options are available within close walking distance. The site is directly adjacent to a MAX-line stop. Many services are in easy walking distance, such as restaurants, shops, banks, coffee shops, bars and more.
B. The project will also promote bicycle transportation by it's proximity to a dedicated bike lane adjacent to the site, by providing secure storage for at least 1.5 bikes for every dwelling unit, and by providing a bicycle repair workshop, cleaning station and air compressor.
C. "Energy-Star" appliances will be used within all residential units.
D. Fluorescent lighting will be used in common areas.
E. Exterior materials are durable, high quality, and can easily be recycled.
F. Lightly colored roofing material (with a Solar Reflectance Index of at least 78) will be used to reduce heat gain at roof.
G. Onsite landscaping will be predominantly native species which require minimal irrigation.
H. Some low-flow water fixtures will be used.
I. Every dwelling unit has operable windows to maximize natural ventilation, in lieu of providing A.C. for each unit.
J. An onsite recycling center will be provided for the collection and separation of paper, corrugated cardboard, glass, plastics and metals.
K. Smoking will be prohibited on site to improve outdoor air quality.
L. Low emitting materials will be used, such as Low/No-VOC paints, sealants, adhesives and stains.
M. Every dwelling unit has large windows that extend to the ceiling, increasing the amount of natural daylighting.
N. All window systems will have a thermally broken frame, improving their energy performance.