

# Union on 6th

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IID Design Review Committee Meeting  
August 20, 2018

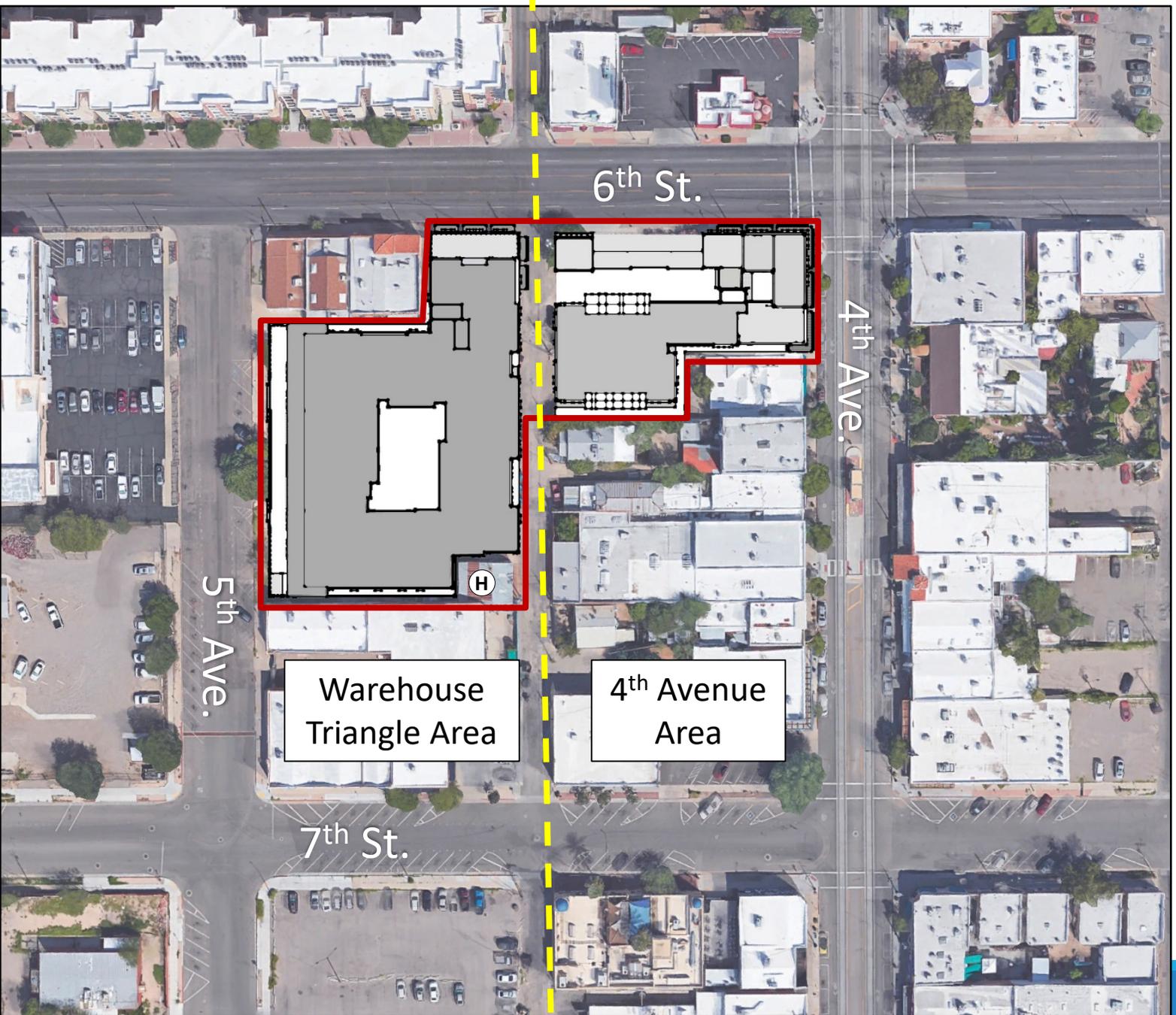


# Agenda

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- General Overview of Project
- Site Plan Overview
- Design Renderings, Elevations & Materials
- Non-design items
- Questions

# Project Location



# Modifications Requested

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## Design Requests – Best Practices

- *Pedestrian easement (WTA only)*
- *Alley step-back (FAA only)*

## Other non-design requests

- Solid waste collection onsite
- Landscaping/Screening
- Individual Parking Plan (separate app.)



N 5TH AV

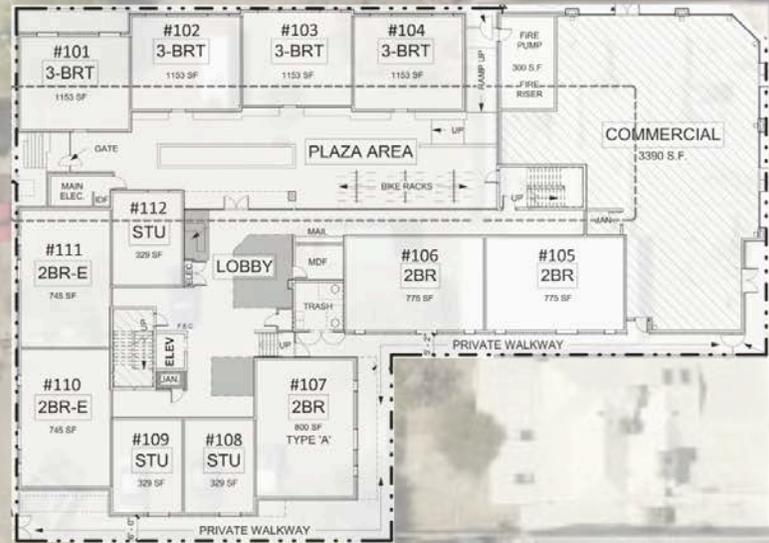
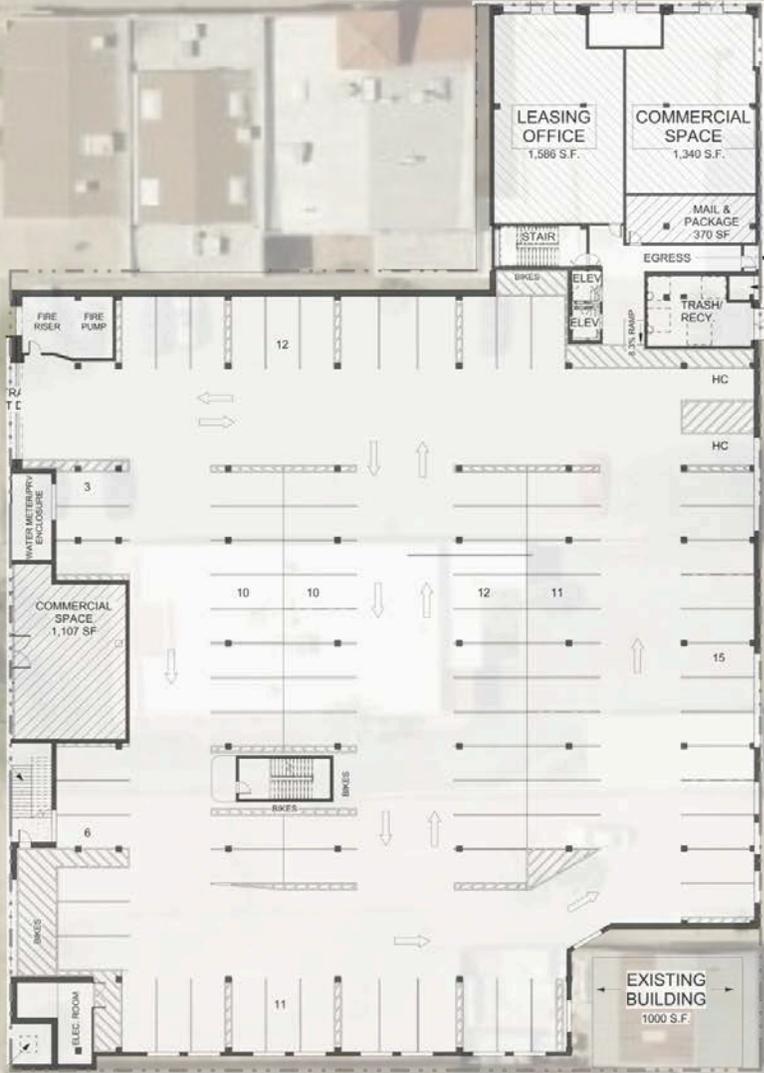
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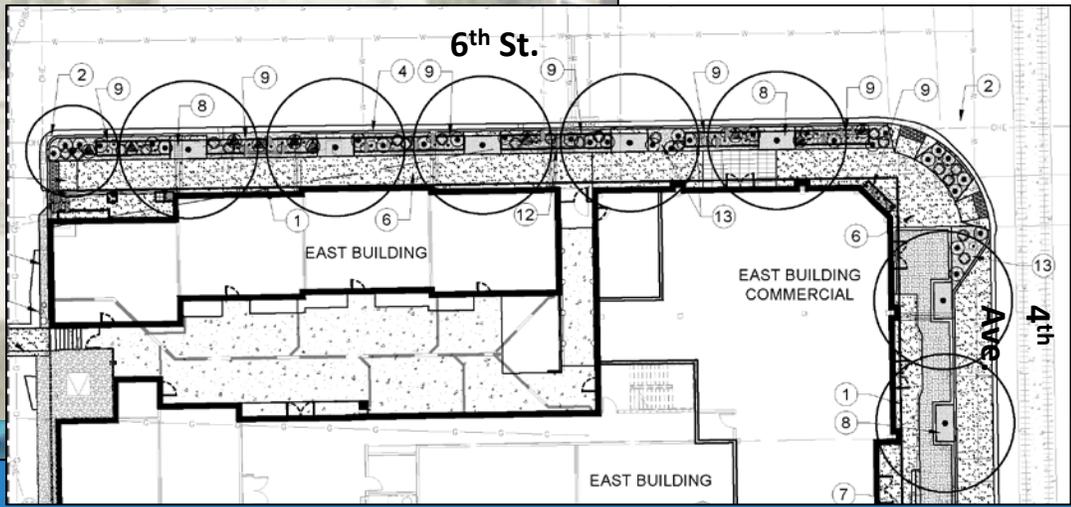
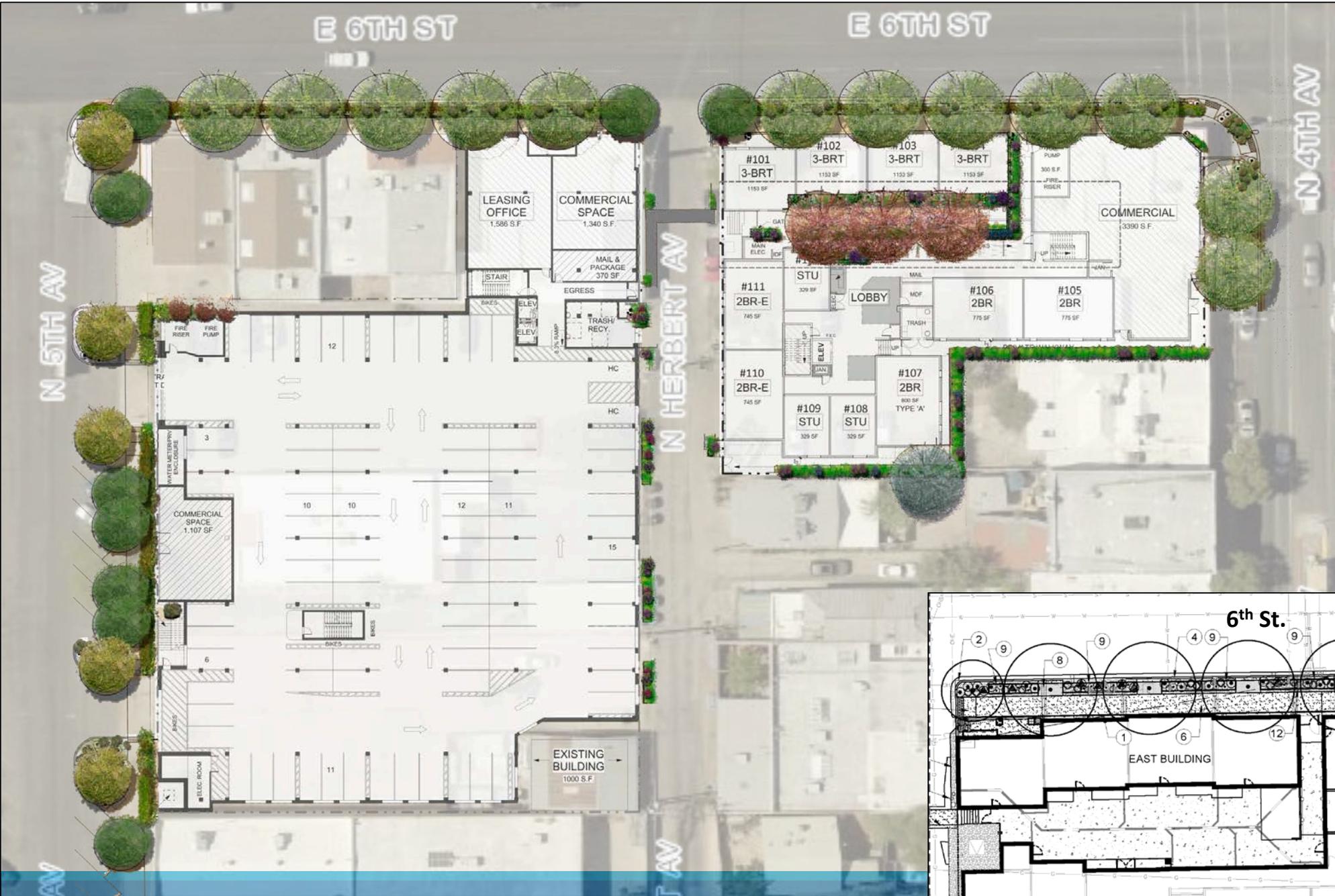
N 4TH AV

N 4TH AV



# Project Site Plan

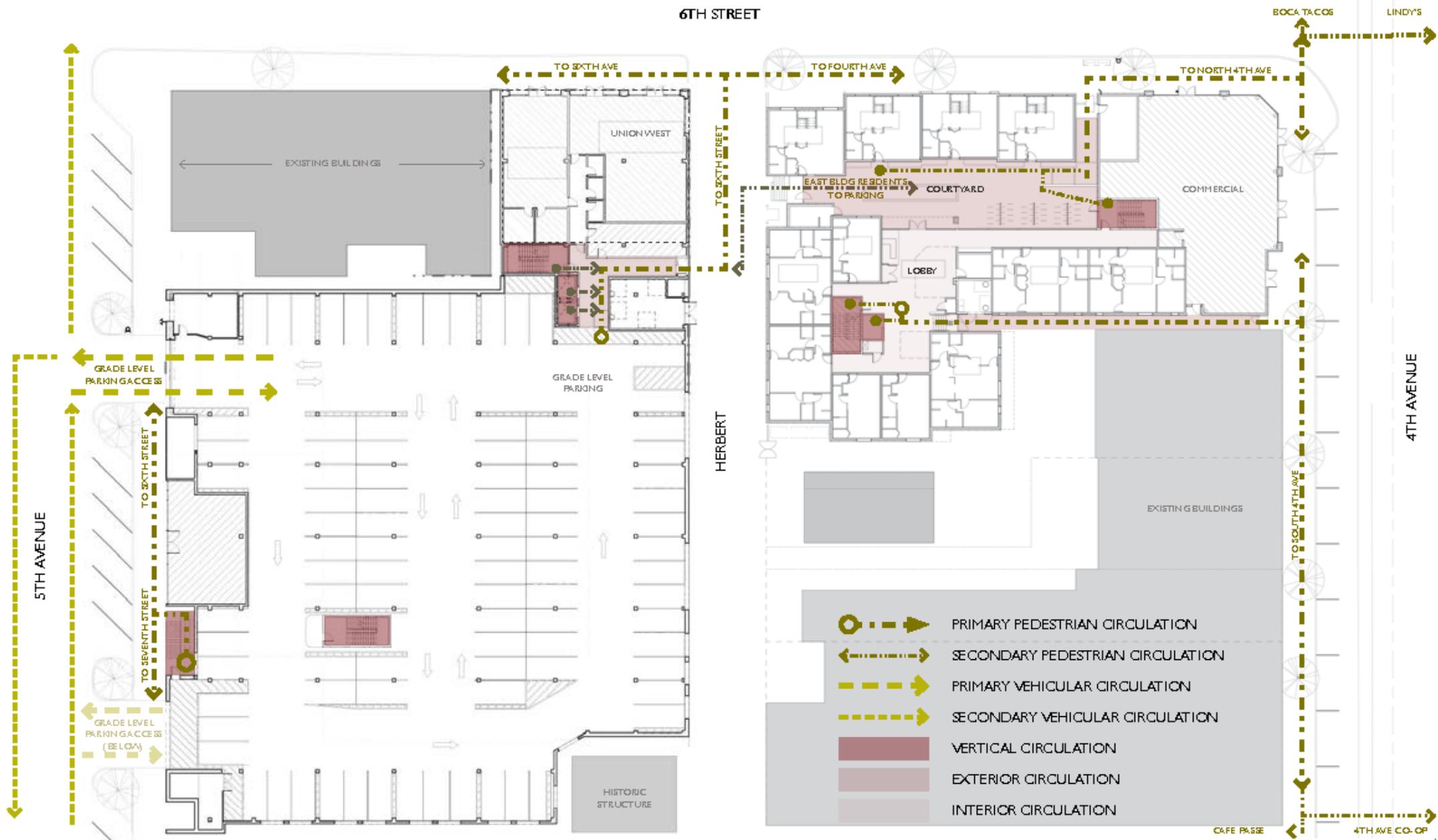
# Landscape Plan



# Landscape Examples



# Project Circulation





## concept projects

- 1,2 **Pearl Street Boulder, CO** - Concept, Scale
- 3-5 **Gray's Landing Portland, OR** - Streetscape, Plaza Access, Decorative Elements
- 6,7 **Olympic & Olive Los Angeles, CA** - Architecture, Planning
- 8-11 **Anthem House Baltimore, MD** - Program, Architecture
- 12 **Bridges Portland, OR** - Streetscape, Landscape
- 13,14 **Hoyt & 20th Portland, OR** - Approval Process
- 15 **MacArthur Station Seattle, WA** - Architecture





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**Overhang**  
Generous overhanging steel trellis covers much of adjoining streetscape

**Brick and Fenestration**  
Neighborhood character contains many instances of brick facades with variable fenestration



Existing 4th Ave Streetscape

East Building | East Elevation



**Recessed Doors**  
Commercial storefront entry via recessed doors with low wall and tile accents

**Corner Entry**  
Main commercial entry angled to engage two perpendicular and adjacent streetscapes





**Rhythm Facade**  
 Varied facades with sloped roofs, projected overhangs, and varied window rhythm



Existing 5th Ave Streetscape | West Building | West Elevation



**Canopy Entry**  
 Large transparent facade with simple steel shade canopies



**Material Massing**  
 Brick facades and exposed masonry at ground level/ lot corners anchor lighter structures stepped back above





# Project Inspiration/Influence



# Project Inspiration/Influence





**Tile Entry**  
 Tile accents utilized at commercial entry as they are in many existing instances



**Brick Columns**  
 Brick commercial storefront with horizontal definition and window grid variation



East Building | North Elevation



West Building | North Elevation

Existing 6th St Streetscape



**Varied Material and Rhythm**  
 The evolving nature of the existing neighborhood has accumulated a layered material palette



**Storefront Entry**  
 Brick facades with steel window systems is a familiar response



4<sup>th</sup> Ave. Frontage



# 4<sup>th</sup> Ave. Frontage

# 4<sup>th</sup> Ave. Frontage





4<sup>th</sup> Ave. Frontage



Corner of 4<sup>th</sup> Ave. & 6<sup>th</sup> St.

# 4<sup>th</sup> Ave. Frontage



# 6th St. Frontage





# 6<sup>th</sup> St. Frontage



# 6<sup>th</sup> St. Frontage



6<sup>th</sup> St. & 5<sup>th</sup> Ave. Corner



5<sup>th</sup> Ave. Frontage



South Façade Original Design

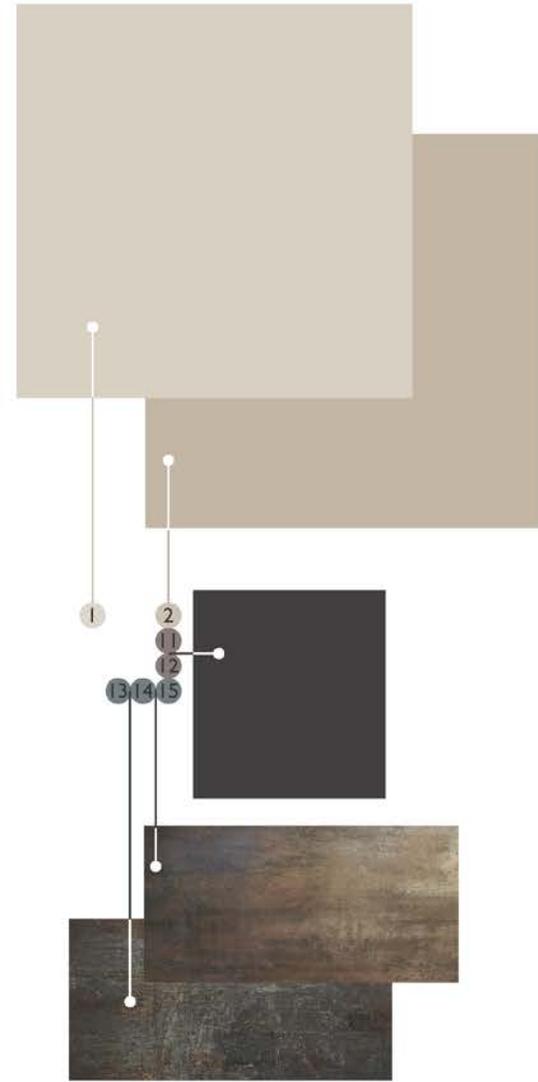
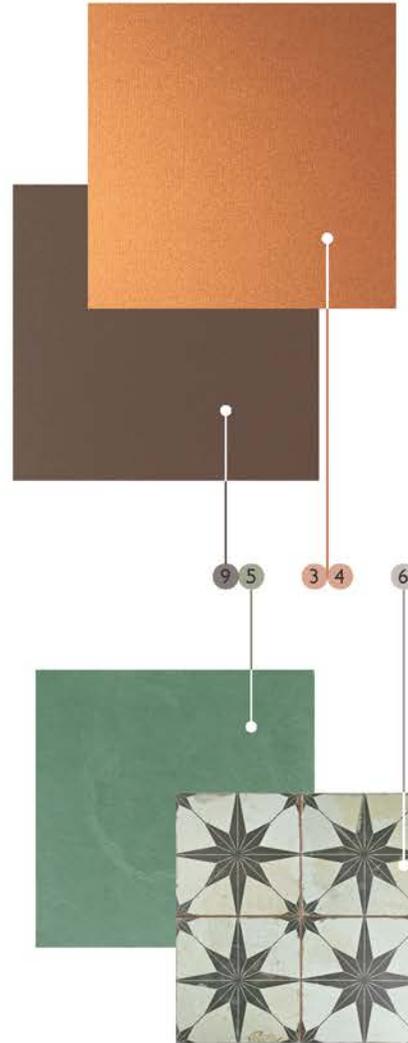
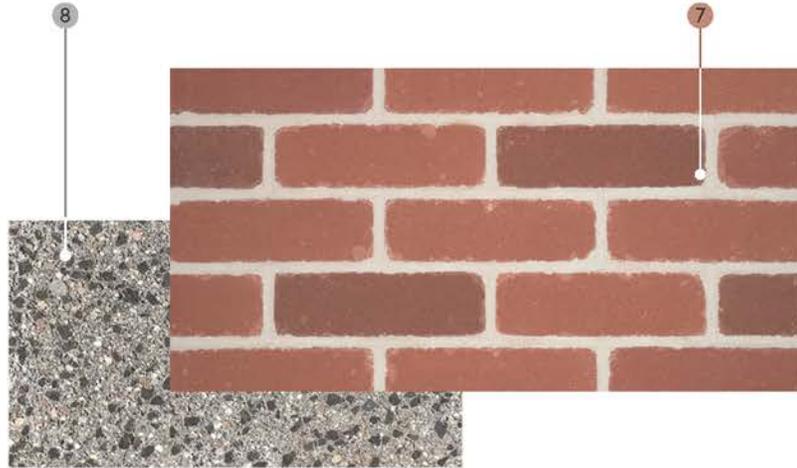


# South Façade Updated Design

# Materials

- 1 |  SMOOTH SAND FINISH STUCCO : DUNN EDWARDS - FINE GRAIN
- 2 |  SMOOTH SAND FINISH STUCCO : DUNN EDWARDS - PIGEON GRAY
- 3 |  ALUMINUM COMPOSITE WALL PANEL : CMG - COPPER PENNY
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NOTE: COLORS ARE GRAPHIC REPRESENTATIONS OF ACTUAL MATERIALS AND MAY VARY  
A MATERIAL SAMPLE BOARD WILL BE MADE AVAILABLE FOR THE DRC REVIEW



# Elevation – 4<sup>th</sup> Ave. Frontage

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# Elevation – 6<sup>th</sup> St. Frontage

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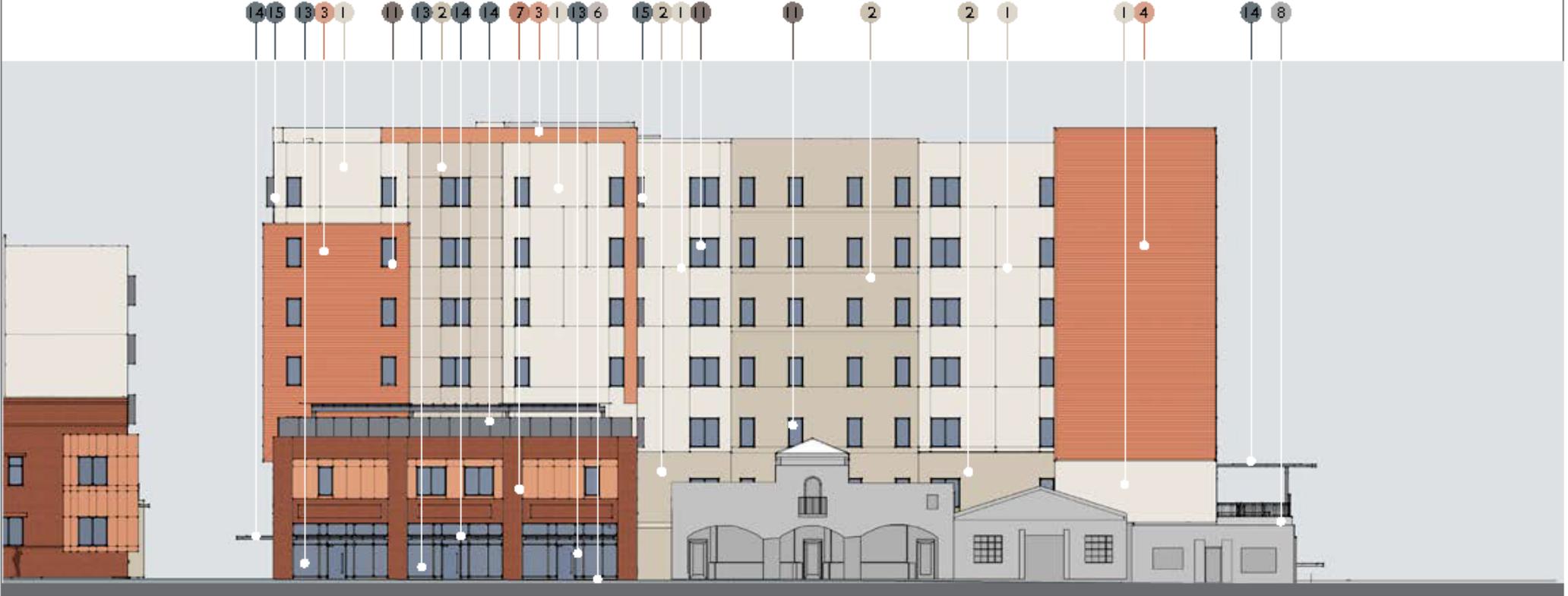
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- 3
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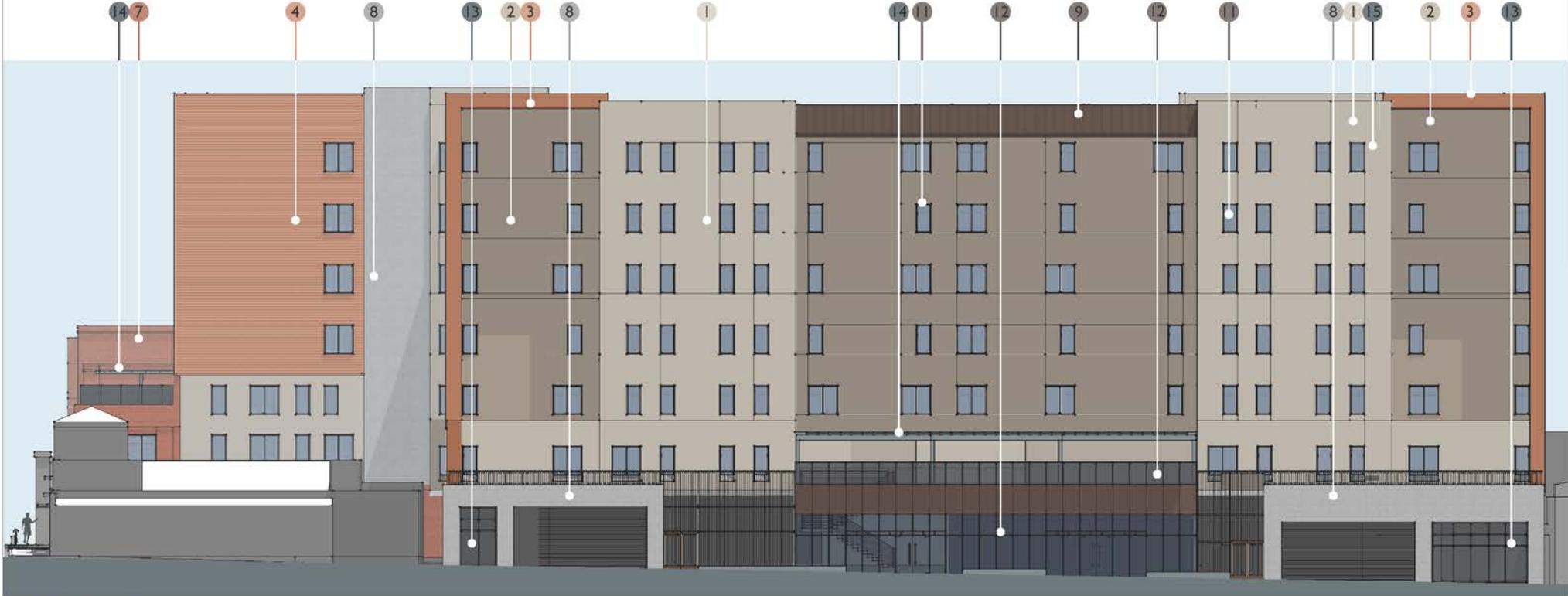
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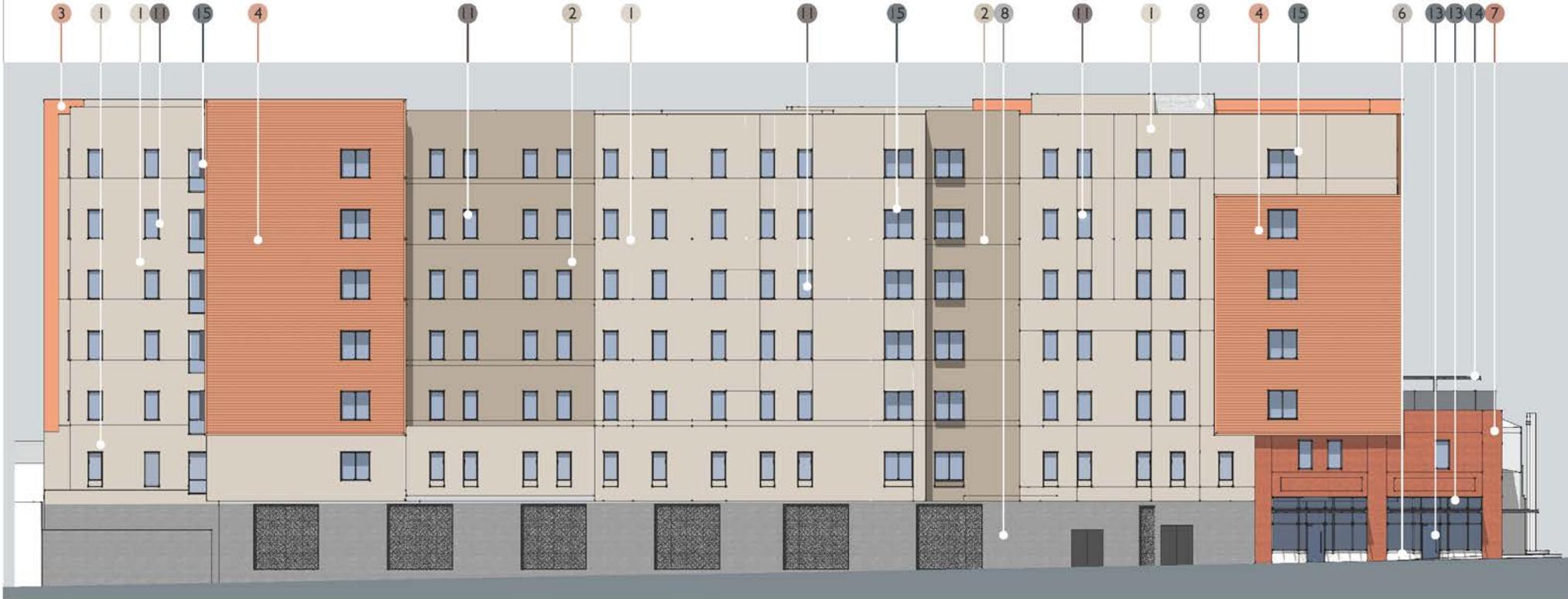
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# Non-Design Items

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- Protection of adjacent buildings
- Multifamily leases
- Outreach

# Union on 6th

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Questions?



# Union on 6th

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Thank you!





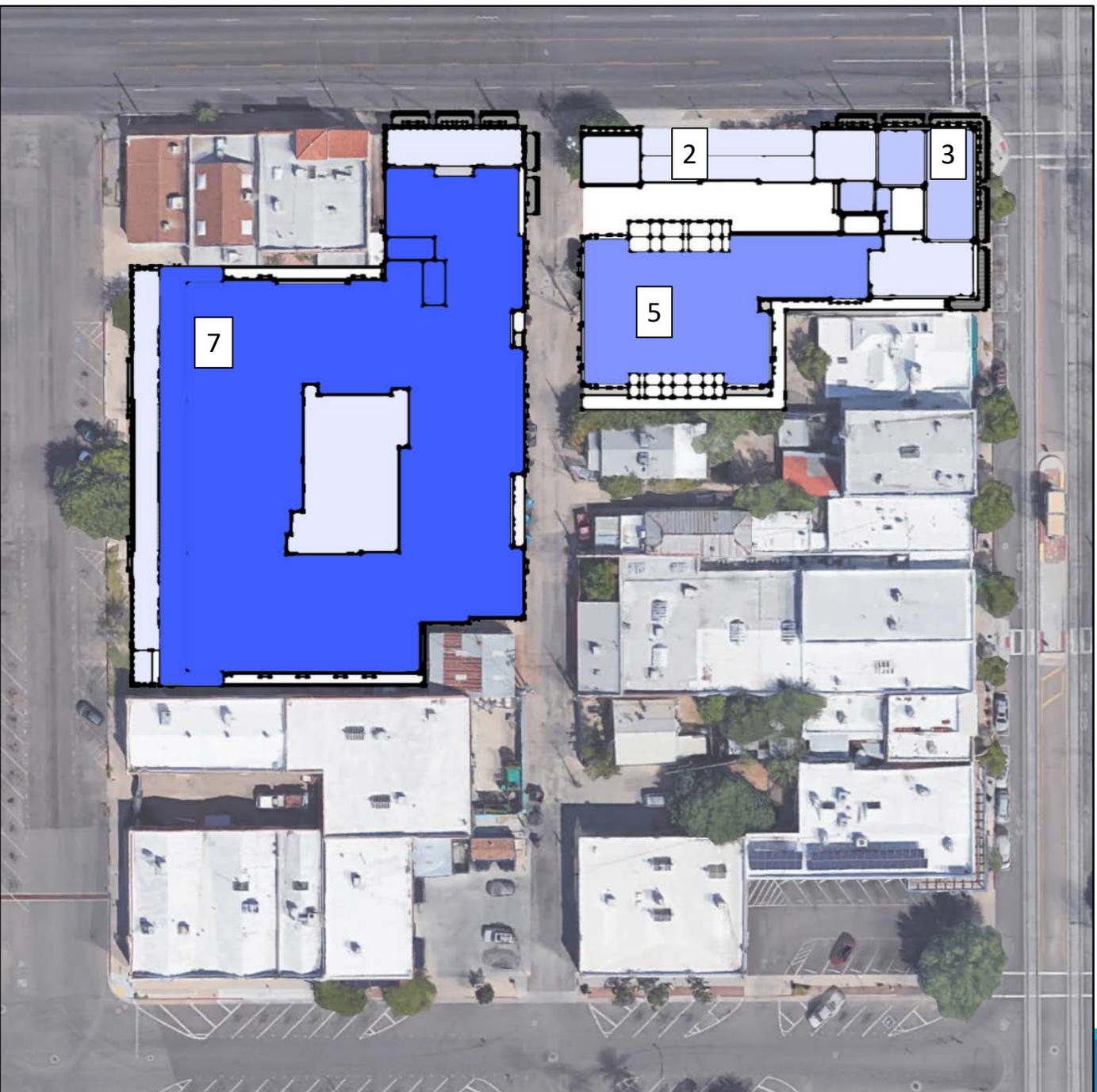
# 4<sup>th</sup> Ave. Frontage





# Initial 6<sup>th</sup> St. Design

# Project Site Plan

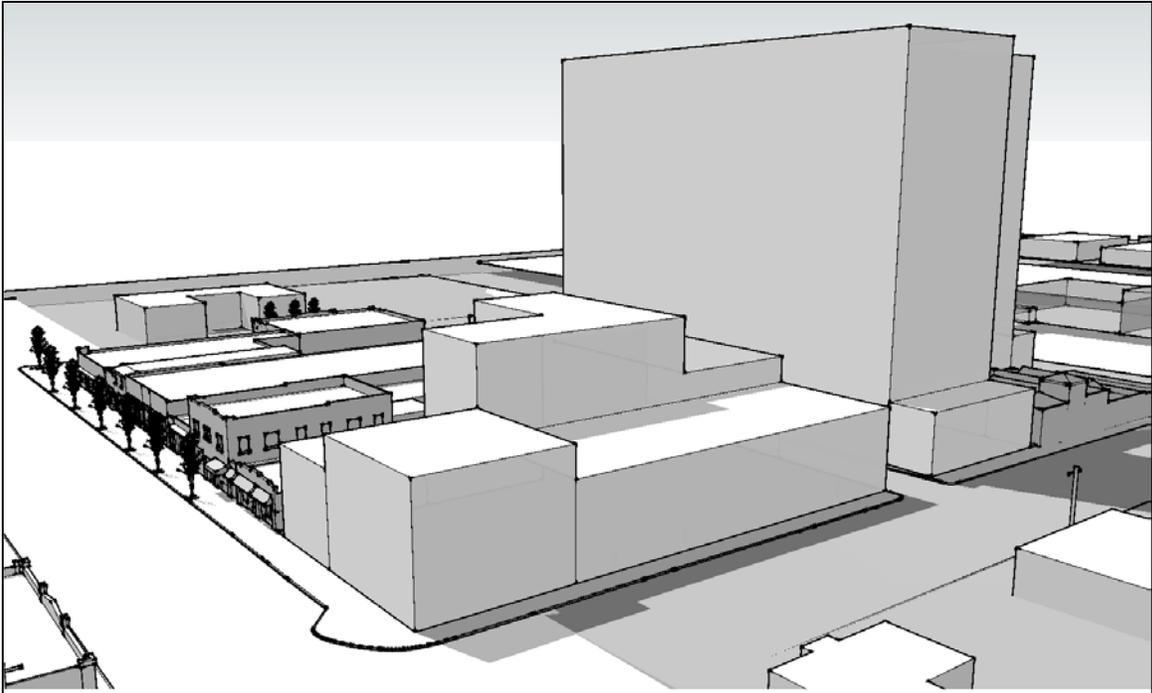




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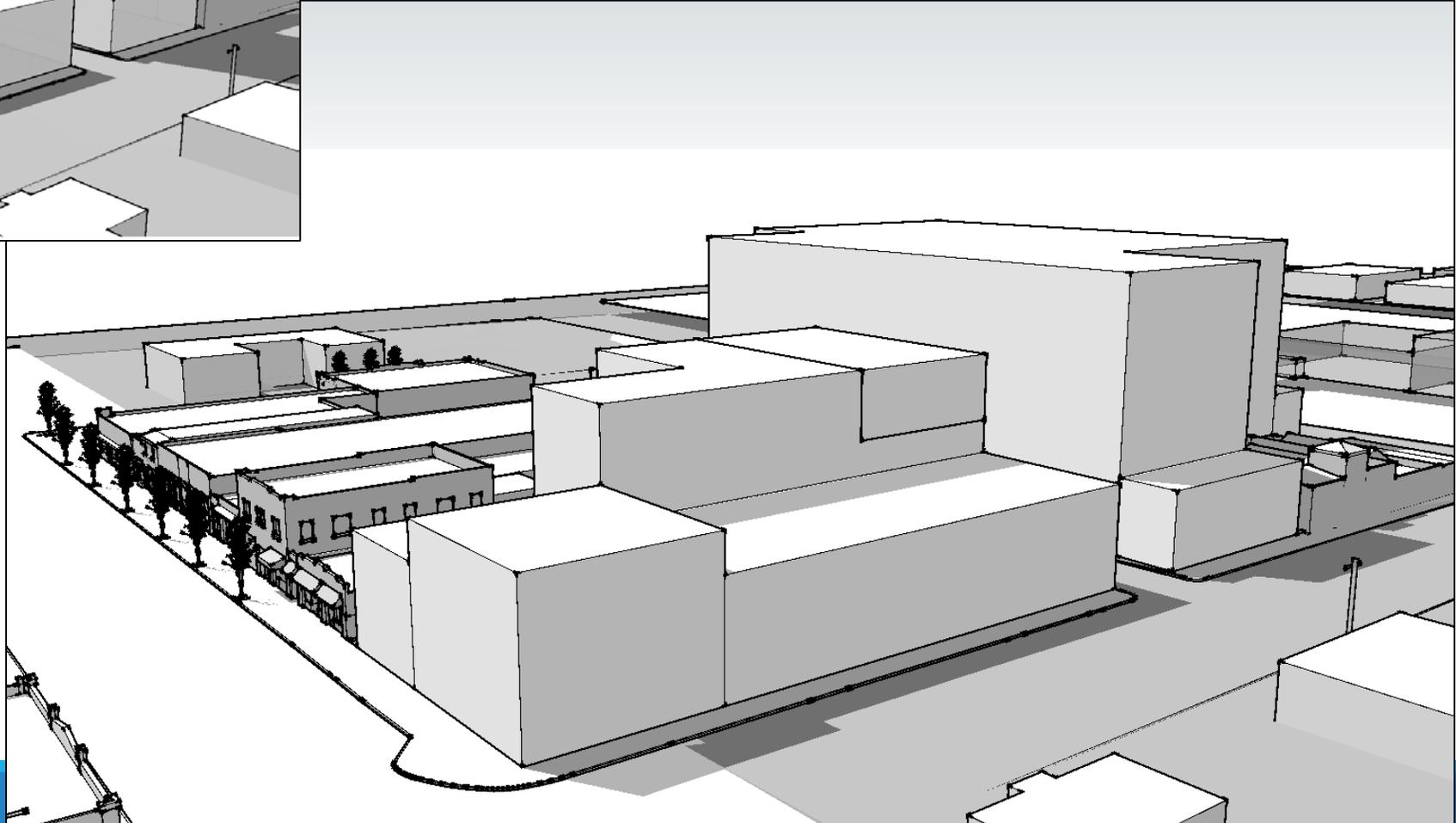
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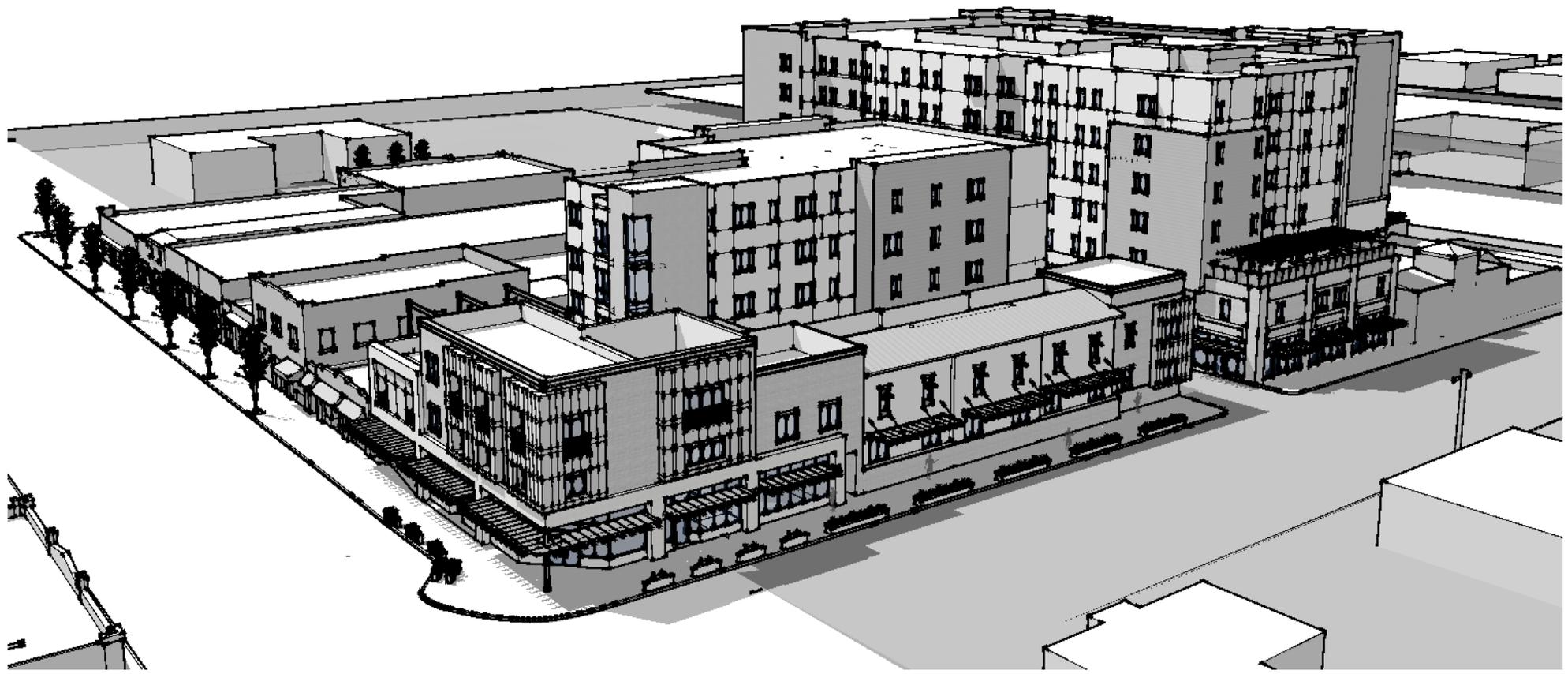




IID Allowed Heights

Project Design Heights





# Traffic Flow Distribution



# Shade Study 1



# Shade Study 2

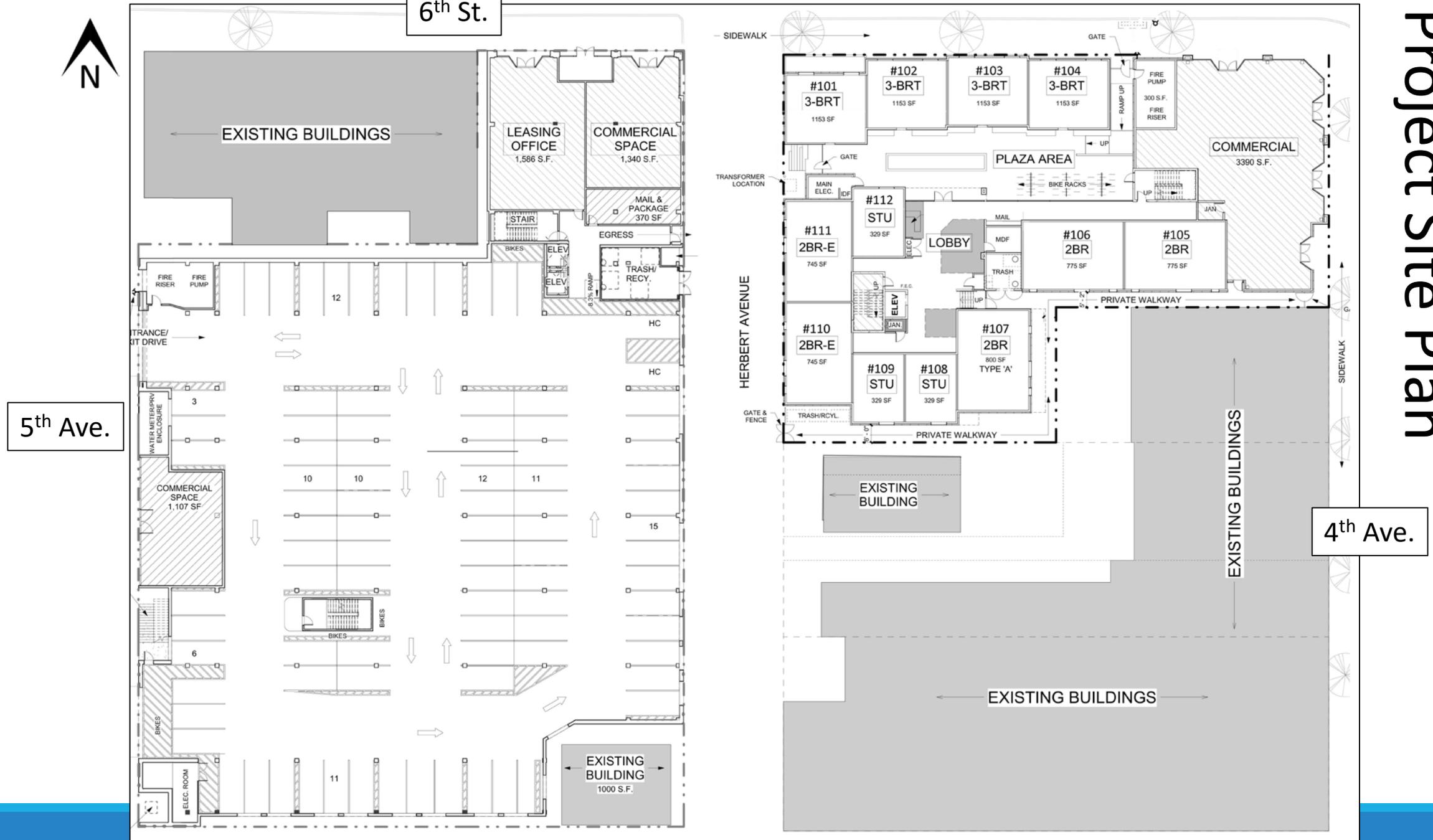


# Shade Study 3





# Project Site Plan



# IID Parking & IPP Requirements

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## **IID Downtown Links vehicle parking requirements:**

- One parking space per residential unit
- No parking for non-residential uses
- Reductions to vehicle & bicycle spaces is allowed through Individual Parking Plan (IPP)

## **IPP can be used when a project is:**

- A mixed-use development, or
- Located within 1,320 feet of transit stop
- PDSD Director's approval

# IPP Request

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## **Union Residential Units = 254**

- 254 vehicle parking spaces under IID
- Bicycle parking required:
  - 46 short term, 205 long term

## **Union IPP request:**

- Reduce vehicle parking requirement to 180 spaces
- Ratio of .70 spaces per residential unit
- No bicycle parking reduction – exceed requirement
  - 58 short term, 254 long term

# Transit Oriented Development

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- Mixed use – higher density residential w/commercial
- Located near transit stops
- Offer fewer vehicle parking spaces; charge for spaces
- Encourage use of transit and non-vehicle modes

## **Union is:**

- Mixed use
- Near Sunlink, Suntran and TuGo stops
- Lease units and parking spaces separately
- Offering transit pass discount

# Transit Oriented Development

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## **2015 ULI Survey:**

- 64% of renters, and 52% of Americans overall, want to live where they do not need car very often.

## **TODs attract people who want to drive less or not at all:**

- TOD typical population: childless singles/couples who are either young professionals or empty nesters
- TOD residents – twice as likely to not own cars compared to other US households (Effect of TOD on Housing, 2008)

# Transit Oriented Development

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## TODs effect on parking & traffic:

- TODs on average reduce daily peak trips by almost 1/2 of ITE guidelines (Effect of TOD on Housing, 2008)
- TOD study of 5 TODs found:
  - Parking requirement of 1.18 spaces per unit, BUT
  - Actual parking demand of .87 spaces per unit
  - Required over parking of 26%

(Trip and Parking Generation at Transit Oriented Developments: Five US Case Studies, 2017)