



# memo portland

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to **Andrea Pastor, Metro**

from **Alex Dupey, MIG**

re **Metro-Gresham Civic Neighborhood Draft Concept**

date **November 14, 2022**

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## 1. Introduction

MIG was asked to create a massing concept for the Metro-owned parcel located in the Gresham Civic Neighborhood, an approximately 1.75-acre site on NW Civic Drive between NW 15th and NW 16th streets. A small, 0.17-acre parcel on the southeast corner of the block is currently owned by the City of Gresham. MIG developed two potential site layouts, one that excludes this parcel (Option A), and one that assumes Metro acquires this parcel and incorporates it into the site design (Option B). The following memo summarizes and compares the two massing design concepts. Illustrative plan drawings are appended.

## 2. Design Criteria

Each of the two massing design concept options incorporate Metro's design concept goals while complying with applicable zoning and development standards from the City of Gresham. Design concept criteria from Metro are listed below:

### 2.1 Metro Design Goals

- 90-100 residential units with a mix of one-, two-, and three-bedroom apartments
- Option with incorporation townhome dwellings on the site, to the extent feasible within the given constraints
- A parking ratio of approximately 0.75 spaces per one-bedroom unit, and 1.0 spaces per two- and three-bedroom units; MIG averaged the desired parking ratio to approximately 0.9 spaces per unit

- Ground-floor retail along NW Civic Drive
- Incorporation of outdoor spaces and play areas
- Establishment of NW Sleret Avenue along the east side of the parcel running parallel to NW Civic Drive

Per transportation planning, NW Sleret Avenue will provide a connection between NW 15<sup>th</sup> street north to NW Burnside Road. The dedication has already been provided on the parcel. A generalized street width configuration and illustrative features are proposed, with detailed right-of-way design excluded from the current scope.

A Senior Planner at the City of Gresham clarified that an existing utility easement running E/W across the south half of the site is abandoned and can be built upon; however, further confirmation and documentation is required from the Development Engineering department. A second utility easement on the northeast corner of the site is expected to remain and has been accommodated in the design option layouts.

The draft concepts also comply with Gresham zoning and master planning standards for the Civic Neighborhood area. The site is classified as CNTH – Civic Neighborhood Transit High Density zone. A zoning study was conducted by MIG and documented in a summary memo dated from July 13, 2022. A selection of applicable requirements that have been incorporated into the design concepts are listed below.

## 2.2 Gresham Master Plan Goals: CNTH

Use Type	“Active, engaging mix of uses”	
Minimum Residential Net Density	30 (35) units per acre	
Maximum building height	10 stories	
Floor Area Ratio (residential)	Min FAR and residential density requirements are satisfied when consistent with the formula in GDC 4.1231(B) $\frac{\text{Number Of Proposed Dwelling Units}}{\text{Minimum Number Of Units Required}} + \frac{\text{Proposed Commercial Floor Area}}{\text{Minimum Required Commercial Floor Area}} \geq 1$	
Primary building street frontage	Civic Drive = 90% Civic Connector = 75% Civic Local = 60%	

On Civic Drive	100% building or amenity required within 60' of corner
Setbacks	Commercial = 5 ft max Residential = 5 ft min/ 8 ft max
Minimum building separation	20'-0" between residential buildings, containing a pedestrian walkway at minimum
Outdoor Space	Minimum 64 sf outdoor private space required per unit in addition to shared open space requirements
Blocks over 300 x 300 ft	Interior public street or primary internal drive (S3) or pedestrian connection (S4)
Street Improvements	NW Civic Drive = "Civic Drive" (compliant) NW 16th Street = "Civic Neighborhood Connector" (compliant) NW 15 <sup>th</sup> Street = "Civic Neighborhood Local" with 58 ft ROW. <i>*Half-improvements required</i> NW Sleret Avenue = "Civic Neighborhood Local" with 58 ft ROW. Existing dedication is west boundary of ROW. <i>**Improvement required</i>
Street Standards	Curbed bulb-outs at corners Decorative Street-Lighting per Public Works Standards Drawing 638 Crosswalks shall have contrasting color and texture detail per Public Works Standards Drawing 628 and 629
Additional requirements	Article 5: Overlay Districts Article 7: Design Review Appendix 5, Section A5.510 - Underground Utilities Appendix 6, Signage Community Development Plan Volume 4 - Transportation System Plan: Civic Neighborhood Plan Street Types of Section 4.1240

Potential construction types and maximum building height, stories, and areas permitted by the Oregon Structural Specialty Code (OSSC) were also reviewed; these standards did not prove impactful for the concept design, since Metro's stated goals for unit count and density can be easily accommodated within the limits for multiple construction types and configurations.

### 3. Concept Design Options

MIG proposes two options for a four-story apartment building on the site, one version with and one without the Gresham-owned parcel at the southeast corner of the site. Each option includes a mix of one-, two- and three-bedroom units, in a similar composition -- about 44% one-bedroom units, 30%-35% two-bedroom units, and 20% three-bedroom units. In Option B, seven townhomes are also incorporated into the site layout; these townhomes are on the larger size, with a footprint of about 1,500 sf each, and could likely accommodate a garage; however, smaller townhomes could be designed to increase the count if desired.

In both options, ground floor commercial fronts on NW Civic Drive and residential units front on NW 16th Street, with vehicular access and parking concentrated on the south side of the block – in part, to minimize the amount of built space overlapping the E/W utility easement in these areas. This ensures that the design concepts proposed do not fully rely on abandonment of that easement, while its status is being confirmed. To accommodate the stormwater utility easement in the northeast corner of the site (expected to remain), a pedestrian-oriented area is located on corner of NW 16th Street where it intersects with the new segment of NW Sleret Ave. Navigating between the zoning code criteria for corner development and minimum frontage requirements, as well as the limitations imposed by the utility easement, is a key factor in determining the overall site layout.

Both concepts also include a midblock pedestrian path connecting NW 16th and NW 15th streets to break up the block length into segments less than 300 ft. An internal drive design was considered, but ultimately proved undesirable because of the impacts on available area and configurations for parking.

Parking has been provided along the lines of what fits on each site. For the option without the Gresham parcel (Option A) it was determined that the discussed 0.75 spaces per one bedroom plus 1.0 spaces per two- or three-bedroom ratio (or 0.9 spaces per unit by zoning) was not feasible; therefore, MIG recommends pursuing a 50% reduction in the parking count, as permitted with a traffic study per GDC 9.0853(E).

Option B, which includes the Gresham-owned parcel, was able to meet the aforementioned 0.75/1.0 ratio targeted, with an average ratio of approximately 0.9 spaces per unit.

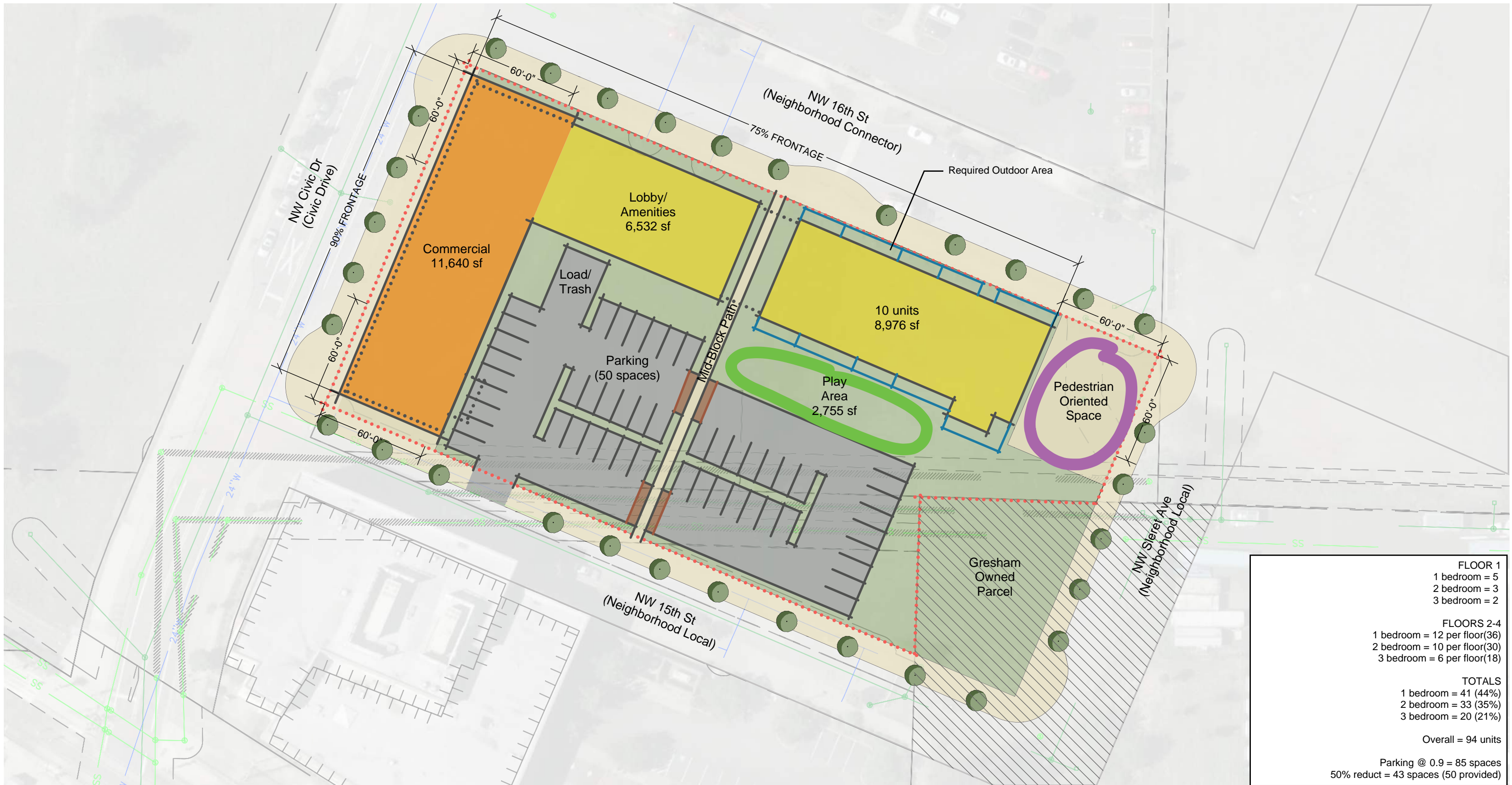
Neither option assumes zero parking, as will be allowed per the 2023 CFEC rules, as this would drastically change the pro-forma and site density available.



### 3.1 Concept Design Option Comparison Table

	OPTION A: Without City of Gresham Parcel	OPTION B: With City of Gresham Parcel
Site Area	76,143 sf (1.75 acres)	83, 796 sf (1.92 acres)
Building Area	110,197 sf	104, 072 sf
FAR	1.45	1.24
Mixed Use Density (per GDC 4.1231(B))	1.94 > 1	1.51 > 1
Unit Count	94 units	82 units
Building Type	4-story apartment building	4-story apartment building plus 7 townhomes
Parking Count	50 parking spaces	83 parking spaces
Average Parking ratio	> 0.5	> 0.9
Commercial Area	7,902 sf	11,640 sf
Play Area	2,755 sf	1,687 sf
Utility Easement (E/W)	Surface parking and pedestrian-oriented space overlap utility easement area	Townhomes overlap utility easement area

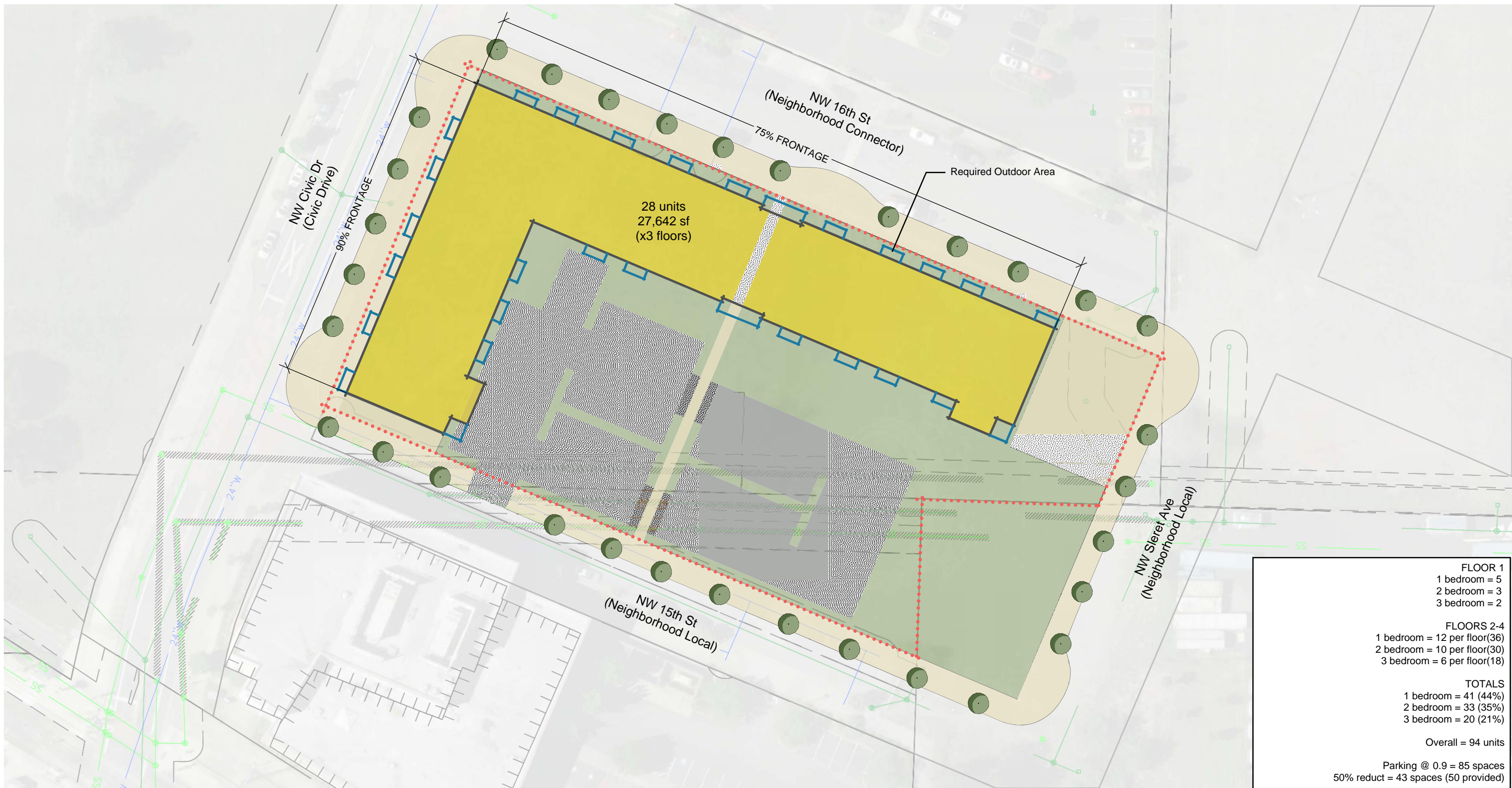
Taken together, the Concept Design Option Comparison Table above and the illustrative Massing Concept Plans that follow show a few key trade-offs for Metro to consider. Without the Gresham-owned parcel (Option A), the parking count must be reduced to at most 0.5 spaces/unit in order to meet Metro's other design goals. Townhomes are not feasible in the Option A configuration. If Metro acquires the Gresham-owned parcel (Option B), both townhomes and a 0.9 spaces/unit parking ratio become feasible. If desired, the site could support a higher unit count or additional townhomes by pairing Option B with a parking ratio reduction.



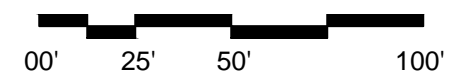
<b>FLOOR 1</b>
1 bedroom = 5
2 bedroom = 3
3 bedroom = 2
<b>FLOORS 2-4</b>
1 bedroom = 12 per floor(36)
2 bedroom = 10 per floor(30)
3 bedroom = 6 per floor(18)
<b>TOTALS</b>
1 bedroom = 41 (44%)
2 bedroom = 33 (35%)
3 bedroom = 20 (21%)
<b>Overall = 94 units</b>
<b>Parking @ 0.9 = 85 spaces</b>
<b>50% reduct = 43 spaces (50 provided)</b>

**SITE DATA**  
 Zoning = CNTH  
 Site Area = 76,143 sf (1.75 acres)  
 Building Area = 110,197 sf  
 Overall Floor Area Ratio (F.A.R.) = 1.45  
 Mixed Use Density =  $94 / (30 \times 1.75) + 11,640 / (0.9 \times 76,143) = 1.94 (>1)$

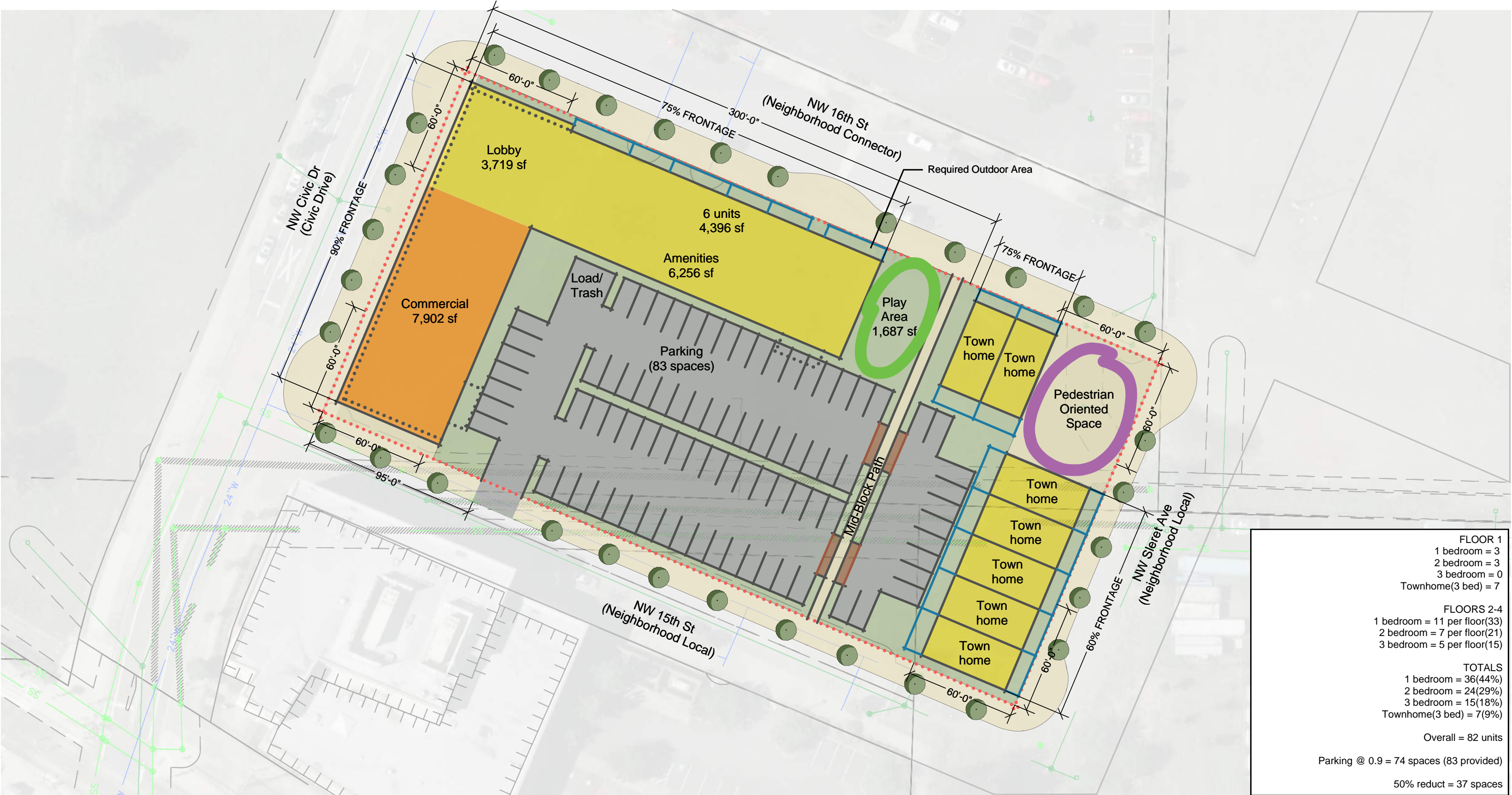




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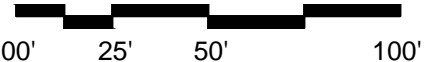






FLOOR 1	
1 bedroom	= 3
2 bedroom	= 3
3 bedroom	= 0
Townhome(3 bed)	= 7
FLOORS 2-4	
1 bedroom	= 11 per floor(33)
2 bedroom	= 7 per floor(21)
3 bedroom	= 5 per floor(15)
TOTALS	
1 bedroom	= 36(44%)
2 bedroom	= 24(29%)
3 bedroom	= 15(18%)
Townhome(3 bed)	= 7(9%)
Overall = 82 units	
Parking @ 0.9 = 74 spaces (83 provided)	
50% reduct = 37 spaces	

**SITE DATA**  
Zoning = CNTH  
Site Area = 83,796 sf (1.92 acres)  
Building Area = 104,072 sf  
Overall Floor Area Ratio (F.A.R.) = 1.24  
Mixed Use Density =  $82 / (30 \times 1.93) + 7,902 / (0.9 \times 83,796) = 1.51 (>1)$





FLOOR 1  
 1 bedroom = 3  
 2 bedroom = 3  
 3 bedroom = 0  
 Townhome(3 bed) = 7

FLOORS 2-4  
 1 bedroom = 11 per floor(33)  
 2 bedroom = 7 per floor(21)  
 3 bedroom = 5 per floor(15)

TOTALS  
 1 bedroom = 36(44%)  
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Overall = 82 units

Parking @ 0.9 = 74 spaces (83 provided)

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