



## **STAFF REPORT AND RECOMMENDATION TO THE DESIGN COMMISSION**

CASE FILE: LU 14-125908 DZM AD - LOCA/Goat Blocks  
REVIEW BY: Design Commission (2<sup>nd</sup> Hearing, Cont'd. from 6/12/14)  
WHEN: Thursday July 17, 2014 @ 1:30 pm  
WHERE: 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:** Mark Walhood 503-823-7806 / [Mark.Walhood@portlandoregon.gov](mailto:Mark.Walhood@portlandoregon.gov)

Following the organization of the first staff report, this second staff report will identify areas of change since the prior report, as well as outstanding staff concerns, through the use of highlighted text.

### **GENERAL INFORMATION**

**Applicant:** Mike Cline  
Ankrom Moisan Architects, Inc.  
6720 SW Macadam Ave., Suite 100  
Portland, OR 97219

**Owners:** Belmont Investments LLC  
500 E. Broadway, #110  
Vancouver, WA 98660

Belmont Investments II LLC  
500 E. Broadway, #110  
Vancouver, WA 98660

**Site Address:** 1004-1036 SE BELMONT ST.

**Legal Description:** BLOCK 216 INC PT VAC ST LOT 1-4 LOT 5-8 SPLIT MAP R176892 (R366702130), HAWTHORNE PK; BLOCK 217 LOT 1-4 INC PT VAC ST LOT 5-8 SPLIT MAP R176891 (R366702110), HAWTHORNE PK; BLOCK 246 LOT 1&2&7&8, HAWTHORNE PK; BLOCK 247 LOT 4, HAWTHORNE PK

**Tax Account No.:** R366702110, R366702130, R366702290, R366702410, R366702370

**State ID No.:** 1S1E02BD 02500, 1S1E02BA 04100, 1S1E02BA 04000, 1S1E02BD 02000, 1S1E02BD 02400

**Quarter Section:** 3131

**Neighborhood:** Buckman, contact Matthew Kirkpatrick at 503-236-6350.

**Business District:** Central Eastside Industrial Council, contact Peter Fry at 503-274-1415.

**District Coalition:** Southeast Uplift, contact Bob Kellett at 503-232-0010.

**Zoning:** **EXd** (Central Employment base zone with Design overlay zone), **Central City Plan District/Central Eastside Subdistrict**

**Case Type:**  
**Procedure:**

**DZM AD** (Design Review with Modifications and Adjustment)  
**Type III**, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**REVISED Proposal:** Following the first hearing on June 12, 2014, the applicant made a series of changes in response to community and Design Commission concerns. These changes include the following:

**South Building**

- Upper metal-clad volumes changed to brick;
- Glass removed from canopies;
- Garden center roof changed from gable to shed form with translucent roof;
- Signage support element removed for future Type II sign review; and
- Mechanical screening area increased to enclose mechanical.

**North Building**

- West sunshades: wider shutters, horizontal orientation changed;
- Apartments venting with louvers versus projecting hooded vents;
- Grocery: NE entry expanded with more bike parking;
- Grocery: Belmont façade glazing increased and recessed;
- Grocery: Base changed from Arriscraft to brick;
- Grocery: Refined transom openings at Belmont and 11<sup>th</sup>;
- Increased glass area, lowered sills, and provided ledge seating at Belmont façade;
- Added display windows to meet Ground Floor Windows along 11<sup>th</sup>;
- Corten and metal panel at entries removed; two metal wall profiles remain;
- Public Art no longer associated with RACC, large mural-like space for art along Market Walk at west grocery façade remains;
- and
- Mechanical screening added to enclose mechanical.

**East Building**

- Roof at parking machine expanded;
- Retail square footage increased, 5 parking stalls removed; and
- Decks removed.

**West Building**

- South upper retail space reduced and trellis removed to expand public plaza area along SE 10<sup>th</sup> at Yamhill;
- Wood cladding replaced with metal cladding;
- Glass removed from canopies; and
- Mechanical screen added for future mechanical.

**Public Spaces**

- Yamhill plaza area refined and consolidated at western edge;
- Yamhill stairs expanded and simplified;
- Yamhill stairs recessed bike parking redistributed;
- Market Walk elevator moved to eastern edge of revised plaza; and
- Market Walk internal ramp/stairs removed.

Other changes include fewer light fixture and paving material types, elimination of the corten steel, and slightly less landscaping. Additional changes to the original proposal, including the requested Modifications and Adjustments, are identified below with strikethrough and underlined text.

The applicant has proposed the complete redevelopment of a large vacant superblock in the Central Eastside, as well as a portion of the adjacent block to the east. Bound by SE Belmont, 10<sup>th</sup> Avenue, Taylor and 11<sup>th</sup> Avenues, the site was home until recently for a herd of goats. A 20,000 square-foot parcel just east of the superblock across SE 11<sup>th</sup> Avenue immediately south of SE Belmont is also within the Design overlay zone and part of this proposal. The project does continue to the south in the IG1 zone on the east side of SE 11<sup>th</sup>, with a parking garage access point onto SE 12<sup>th</sup> Avenue, but the portion in the IG1 zone does not trigger Design Review, and is therefore not part of this application.

The proposal includes over 111,000 ~~96,000~~ square feet of retail space in a broad range of sizes running from a few hundred square feet to over 40,000 square feet. There are 247 apartments in a range of sizes within three

different 'buildings'. 195 246 retail parking stalls are proposed, as are 144 152 residential stalls, most of which are contained within covered below-grade garages.

Technically the interconnected structure on the superblock is considered a single building in the Zoning Code, but the above-grade appearance is of three distinct buildings. The distinct 'buildings' on the superblock are separated by an east-west walkway and stairs roughly in alignment with Yamhill Street, as well as an internal north-south walkway and stairs connecting the Yamhill walkway to Belmont Street. A four-story apartment building over a single-level grocery store occupies the northeast portion of the superblock, with main entries oriented to Belmont and 11<sup>th</sup> Avenue. A two-story retail building occupies the northwest portion of the superblock, between the north-south walkway and 10<sup>th</sup> Avenue. The south portion of the superblock is five stories of apartments over a single story of smaller retail spaces and a hardware store. On the easterly block across SE 11<sup>th</sup> Avenue, the building has three stories of apartments over a story of smaller retail spaces oriented to SE 11<sup>th</sup> Avenue.

Exterior materials include metal panel systems with masonry at the ground floor of the north building, exposed wood and metal panel for the two-story retail building along SE 10<sup>th</sup>, and brick, metal panel and wood at the south building. The east block building has a skin of stucco, with some areas of exposed steel or wood siding. Above-grade windows for the apartments are commercial grade vinyl windows, with metal rolling garage doors and aluminum storefront window systems used at the ground floor lobby and retail spaces.

The project includes both extensive and intensive green roofs on every building, including a majority of all the roof surfaces except for the uppermost roof level above the two largest apartment structures. The stormwater management system is designed to maximize stormwater detention and treatment before disposal to the sewer system, primarily through the use of vegetated stormwater planters.

The superblock has two large 'A' loading spaces, one each for the grocery store (off SE 10<sup>th</sup>) and another for the hardware store (off SE Taylor). The single parking garage entry for the superblock is off of SE 10<sup>th</sup> Avenue. No loading is required or provided for the building east of SE 11<sup>th</sup> Avenue, as the structure has only 39 dwelling units and less than 20,000 square feet of retail space. Parking access for the east building is provided with a driveway off of SE Belmont Street.

The east-west Yamhill walkway begins at grade along SE 11<sup>th</sup> Avenue between the two larger apartment buildings, rises up slightly as it travels west towards 10<sup>th</sup> Avenue, and finally descends down a flight of stairs to 10<sup>th</sup> Avenue. Four small retail spaces front onto the Yamhill walkway with doors and large windows. At the highest grade level of the Yamhill walkway, a stairway connects to the north-south walkway that runs north to meet Belmont Street. The north-south walkway is elevated above the sidewalk grade and accessible from a grand stair at the corner of SE 10<sup>th</sup> and Belmont. Retail in the 2-story building along 10<sup>th</sup> Avenue connects to the north-south walkway on the upper level, and to 10<sup>th</sup> Avenue on the lower level. Public elevators provide access to both internal walkways at the Belmont and Yamhill/10<sup>th</sup> ends of the walkways.

The applicant has requested three concurrent Modifications and one Adjustment:

1. Modification to reduce the amount of **Ground Floor Windows** (33.140.230), normally required to be 50% of the length and 25% of the area of all ground floor walls, are requested as follows:
  - a. On the south elevation of the south building (hardware store) windows are only 3% 3.7% of the length and 2% 3% of the area;
  - b. On the east elevation of the north building (grocery store) the standard is now met; and
  - c. On the north elevation of the north building (grocery store) the standard is now met.
2. Modification to reduce the minimum width of 90° **parking stalls** (33.266.130.F.2/Table 266-4) from 8'-6" to 8'-4" for 38 stalls where a structural column protrudes into part of the stall, and from 8'-6" to 8'-2" for 124 stalls provided in a stacking mechanical parking machine.
3. Modification to the **superblock regulations** regarding the layout of the required public plaza, where the ratio of the length of the plaza to the width may not exceed 3 to 1 (33.293.030.A.1.a). This standard is now met.
4. Adjustment to allow **parking access onto SE Belmont**, a Parking Access Restricted Street (33.510.265.F.6.b/Map 510-9).

The portion of the project within a central city Design overlay zone triggers a mandatory Design Review. Given the project valuation of \$57,000,000, the application is handled through the Type III procedure. Concurrently with this Design Review application, the applicant has requested the above-mentioned Modifications and Adjustment.

**Approval Criteria:** In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The applicable approval criteria are:

- The *Central City Fundamental Design Guidelines*;

- The *Central Eastside District Design Guidelines*;
- **33.825.040.A-B**, Modification Approval Criteria; and
- **33.805.040.A-E**, Adjustment Approval Criteria.

## ANALYSIS

**Site and Vicinity:** The existing site is a large grassy superblock, plus one block east of SE 11<sup>th</sup> Avenue. Located between SE Belmont and Taylor Streets just east of SE 10<sup>th</sup> Avenue, the large superblock includes two standard-sized downtown blocks as well as a vacated segment of Yamhill Street between 10<sup>th</sup> and 11<sup>th</sup>. The easterly portion of the site includes a 20,000 square-foot parcel at the southeast corner of SE 11<sup>th</sup> & Belmont, as well as two parcels totaling 21,000 square feet in the IG1 zone.

Currently, the large superblock site is vacant except for a small temporary structure housing a herd of goats and a perimeter fence. More recently, site work and excavations at the superblock have changed the topography, with a large grassy hill created in the lower east portion. The east block is developed with an asphalt surface parking lot with chain link fencing. The parking lot is elevated from the adjacent sidewalk behind a grassy slope separating the parking lot from SE 11<sup>th</sup> Avenue, and by a sloped bank covered in asphalt along Belmont. Concrete stairs connect the parking lot to the sidewalk at the corner and along 11<sup>th</sup> Avenue, and a bus shelter is carved out of sloping asphalt bank along Belmont Street.

The surrounding area has a mixture of commercial, industrial, and residential uses, largely following the pattern indicated on the zoning map. The east-west commercial corridor along Belmont and Morrison just north of the site is characterized by commercial uses, including office, retail, and entertainment uses. A storefront-style commercial character is evident along Belmont, with buildings that hug the street lot line and usually including active ground floor space at the sidewalk. To the south and east of the building the neighborhood quickly turns industrial in character, with industrial office spaces, manufacturers and warehouse uses, and larger, simpler buildings with fewer windows and less orientation towards active sidewalk engagement. Directly east of the east block is a single-story auto servicing use, but the remainder of the area to the east, especially on the other side of 12<sup>th</sup> Avenue, is primarily residential. Aerial photos of the central city in this neighborhood show a clear dividing line at 12<sup>th</sup> Avenue between the leafy, green residential streets east of 12<sup>th</sup> Avenue and the more built-up, urban and industrial character found in areas west of 12<sup>th</sup>.

**Zoning:** The Central Employment (EX) base zone implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the city with predominantly industrial type development. The intent of the zone is to allow industrial and commercial uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area.

The Design overlay zone [d] promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

The Central City plan district implements the Central City Plan and other plans applicable to the downtown area. These other plans include the Downtown Plan, the River District Plan, the University District Plan, and the Central City Transportation Management Plan. The Central City plan district implements portions of these plans by adding code provisions that address special circumstances existing in the Central City area.

The City's adopted Transportation System Plan classifies the adjacent rights-of-way as follows:

- SE Belmont: Major Transit Priority Street, City Walkway;
- SE 11<sup>th</sup> Ave.: Transit Access Street, City Walkway;
- SE 10<sup>th</sup> Ave.: Local Service Transit and Pedestrian Street; and
- The site is not within a Pedestrian District.

**Land Use History:** City records indicate one prior land use review at the site. In 1963, through case file VZ 361-63, a variance was granted to allow a large billboard on the east block where the existing surface parking lot is located. This billboard has since been removed from the site.

**Agency Review:** A "Notice of proposal in Your Neighborhood" was mailed **May 23, 2014**. The following Bureaus have responded:

- The *Bureau of Environmental Services* (BES) has reviewed the proposal and responded with specific comments on sanitary service and stormwater management, but no objections to the requested Design Review and Modifications. There are public sanitary and combination sewers available to serve the site, provided that the connections meet the permitting requirements and standards in the City of Portland's *Sewer and Drainage Facilities Design Manual*. With regards to stormwater management, staff concurs with the geotechnical evaluation provided by the applicant showing that on-site infiltration of stormwater is not advisable due to site soils and high groundwater. Staff is supportive of the overall proposal as the applicant proposes the use of vegetated facilities to the maximum extent feasible before off-site discharge to the combined sewer. Exhibit E.1 contains staff contact and additional technical details.
- The *Development Review Section of Portland Transportation* (PBOT) has reviewed the proposal and responded with a detailed analysis of the proposal. Although support is offered for the Adjustment and Modification requests, the required 3'-0" dedication along SE 10<sup>th</sup> Avenue is not shown. The applicant has proposed to shift the curb line in SE 10<sup>th</sup> Avenue 2.7-feet towards the centerline of the street to accommodate the standard sidewalk corridor with no dedication. Portland Transportation is not supportive of this proposal, as the proposal must dedicate sufficient property to achieve the standard 11-foot wide sidewalk corridor. NOTE: PBOT had advised the applicant that if he could submit a letter from the Central Eastside Industrial Council (CEIC) indicating their clear support for the applicant's proposed narrowed street section, that PBOT would be accepting of the narrowed street section proposal. Although a letter was submitted by the CEIC (Exhibit H.7), and this letter voices specific support for the amount of parking, location of driveways and interaction with the neighbors, there is no specific support noted for the narrowed street section/reduced roadway width along SE 10<sup>th</sup> Avenue. Accordingly, because the buildings are located such that the standard sidewalk corridor cannot be constructed along the SE 10<sup>th</sup> Avenue frontage, PBOT must recommend denial of this land use review. Further information from the PBOT response is included and/or referenced later in this report for the Adjustment findings. Exhibit E.2 contains staff contact and additional technical information.
- The *Water Bureau* has reviewed the proposal and responded with information regarding water service. Water service is available to the site, subject to permitting requirements and an analysis of water flow needs for the project. A simple tax lot consolidation will be required for the water services to flow within the larger site, as water service cannot cross internal lot lines. Exhibit E.3 contains staff contact and additional information.
- The *Site Development Section of the Bureau of Development Services* has reviewed the proposal and responded with technical information regarding geotechnical engineering, stormwater disposal and treatment, demolitions, and erosion control. No objections or concerns are raised with regards to the requested land use review, as the permitting process will address the noted issues in detail. Exhibit E.4 contains staff contact and additional information.
- The *Life Safety Section of the Bureau of Development Services* has reviewed the proposal and responded with standard comments regarding Building Codes. A separate building permit is required for the project, and the proposal must be designed to meet all applicable building codes and ordinances. The applicant has already been in contact with Life Safety for preliminary feedback. No objections or concerns are raised with regards to the requested land use review, as the permitting process will address the noted issues in detail. Exhibit E.5 contains staff contact and additional information.
- The *Urban Forestry Division of Portland Parks and Recreation* has reviewed the proposal and responded with no concerns, but with a note that street trees will be required at all frontages during the building permit process. Exhibit E.6 is a hard-copy print-out of this electronic 'no concerns' response.
- The *Fire Bureau* has reviewed the proposal and responded with standard comments indicating the project must obtain a building permit and meet all applicable requirements of the 2007 Oregon Fire Code. If the requirements cannot be met, a Fire Code Appeal through the Fire Bureau is an option to pursue. No objections or concerns are raised regarding the proposed Design Review and Modifications. Exhibit E.7 contains staff contact and additional information.

**Neighborhood Review:** A Notice of Proposal in Your Neighborhood was mailed on **May 23, 2014**. Two written responses have been received as of the June 2, 2014 publication date of this initial staff report.

The first letter was submitted by the applicant with their original application, and comes from a member of the Portland Commission on Disability. This letter details support for the project based on the use of elevators instead of ramps next to key site entry points, praising their central and prominent location, versus being tucked away. The letter also praises the size and scale of the public spaces in the project. The letter voices specific

support for the sloping ramp upwards from 11<sup>th</sup> Avenue along the Yamhill Alley. The letter praises a former version of the project, with a segregated and raised private walkway between the public sidewalk and the grocery store along Belmont as a better way to provide accessible access in the site to the raised market walk and alley areas.

A second letter, from Mr. Kenneth Diener, in the form of a 50-page fax consisting of ‘redline’ notes on the applicant’s application narrative and drawings, expresses several concerns with the project. Comments made include the following:

1. A pedestrian connection should be made through the IG1 zone portion of the site to 12<sup>th</sup> Avenue;
2. More mechanical parking should be added to get the parking count to 1 space per dwelling unit;
3. Top floor units should have larger west-facing windows to capture the view;
4. The north building rooftop should include a green roof and public amenity space with meeting rooms;
5. Bollards at the curb should protect the building, public art and sidewalk zone from traffic at 11<sup>th</sup> & Belmont;
6. The north building should have a chamfered corner at 11<sup>th</sup> & Belmont;
7. The north and east block building corners at 11<sup>th</sup> & Belmont have no ‘character, beveling or landmark imagery’;
8. Provide more ‘seating retail and plantings’ along 10<sup>th</sup>, especially at stairs and terraces;
9. Sign details should be shown;
10. Stairs should be more interactive with more benches, planters and art;
11. Corner setback for grocery at 11<sup>th</sup> & Belmont is insufficient;
12. Pedestrian crossing at 11<sup>th</sup> is not meshed well with overall site circulation;
13. Main entries need enhancement to improve the pedestrian environment;
14. 11<sup>th</sup> and Belmont area needs a much larger bike parking area, with elongated bike cart/trailer spaces;
15. Proposed on-street loading spaces – how would signage and enforcement work? Loading demand will be significant for apartments at beginning/end of each month and the proposed loading is ‘not good enough’;
16. Move the north-south market walk to be west of the retail building, along SE 10<sup>th</sup> Avenue; and
17. The Yamhill Alley needs improvements to be allowed.

**Staff Note on first two comment letters:** The issues above are generally addressed and discussed in the findings on the relevant design guidelines, later in this report. The portion of the site that connects to SE 12<sup>th</sup> Avenue is outside the EXd zone and therefore not under consideration in this application, as that section of site is in the IG1 zone (no Design overlay = no Design Review jurisdiction). Signage has been largely excluded from this application because many of the signs will be 32 square feet or less, and therefore exempt from Design Review. The applicant intends to submit a follow-up Type II Design Review for the larger major tenant signs in the future.

## **ZONING CODE APPROVAL CRITERIA**

### **(1) DESIGN REVIEW (33.825)**

#### **Chapter 33.825 Design Review**

##### **Section 33.825.010 Purpose of Design Review**

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

##### **Section 33.825.055, Design Review Approval Criteria**

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

**Findings:** The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because the site is located generally within the Central City Plan District, the applicable design guidelines are the Central City Plan Fundamental Design Guidelines. As the site is also specifically located within the Design Zone of the Central Eastside District, the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan also apply.

#### **Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan and Central City Fundamental Design Guidelines**

The Central Eastside is a unique neighborhood. The property and business owners are proud of the district’s heritage and service to the community and region. Light industry, distribution/warehousing, and transportation



are important components of the district's personality. To the general public, retail stores and commercial businesses provide the central focus within the district.

The underlying urban design objective for the Central Eastside is to capitalize on and emphasize its unique assets in a manner that is respectful, supportive, creative and compatible with each area as a whole. Part of the charm and character of the Central Eastside District, which should be celebrated, is its eclectic mixture of building types and uses. An additional strength, which should be built on, is the pattern of pedestrian friendly retail uses on Grand Avenue, East Burnside and Morrison Streets, as well as portions of 11<sup>th</sup> and 12<sup>th</sup> Avenues.

The Central City Fundamental Design Guidelines and the River District Design Guidelines focus on four general categories. **(A) Portland Personality** addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis**, addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design**, addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas**, provides design guidelines for the four special areas of the Central City.

### **Central Eastside Design Goals**

The following goals and objectives define the urban design vision for new development and other improvements in the Central Eastside

- Encourage the special distinction and identity of the design review areas of the Central Eastside District.
- Provide continuity between the Central Eastside and the Lloyd District.
- Provide continuity between the Central Eastside and the river, downtown, and adjacent residential neighborhoods.
- Enhance the safety, convenience, pleasure, and comfort of pedestrians.

### **Central City Plan Design Goals**

This set of goals are those developed to guide development throughout the Central City. They apply within the River District as well as to the other seven Central City policy areas. The nine goals for design review within the Central City are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City which is safe, humane and prosperous;
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

*Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.*

**STAFF NOTE:** Throughout this 7/8/14 staff report, findings which indicate the guidelines and approval criteria are met appear in regular text. Findings which indicate the guidelines/approval criteria are NOT yet met appear in highlighted text.

**A1. Integrate the River.** Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.

**A2. Emphasize Portland Themes.** When provided, integrate Portland-related themes with the development's overall design concept.

**A2-1. Recognize Transportation Modes, Produce, and Commerce as Primary Themes of East Portland.** Recognize and incorporate East Portland themes into a project design, when appropriate.

**Findings for A1, A2 and A2-1:** The project site is approximately 11 blocks from the Willamette River. Many of the residential floors in the project will have views west towards the river. The adjacent streets do and will continue to provide direct pedestrian access to the river. Unit windows, balconies and outdoor spaces are in many cases oriented westwards towards the river. Views westwards to the river will be provided in the Yamhill Alley space.

Central eastside themes include transportation, produce, and commerce. Transportation is not explicitly

incorporated although there are short-term bike parking corrals at the perimeter of the project along adjacent sidewalks. Commerce as a theme is incorporated through the extensive new retail spaces. Produce is incorporated through the grocery store. The applicant has used goat imagery for the loading bay doors on the project as a visual memory or fragment of the current use of the site as a goat pasture.

*Therefore, these guidelines are met.*

**A3. Respect the Portland Block Structures.** Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.

**Findings:** The applicant has proposed a series of public walkways through the large superblock, including the east-west Yamhill Alley and north-south Market Walk. These are generally reflective of the 200-foot block pattern, as the Yamhill Alley is near the alignment to a vacated stretch of Yamhill Street between SE 10<sup>th</sup> and 11<sup>th</sup> Avenues. The buildings on the North, South and East Blocks orient their massing towards the existing perimeter public streets, including Belmont, 10<sup>th</sup>, 11<sup>th</sup> and Taylor with massing and placement patterns found throughout the central city.

The purpose of Portland's superblock regulations is, in part, to regulate *"the amount and location of open areas and walkways on large commercial sites where streets have been vacated. The intent is to promote a pleasant and convenient walkway and open area system on the superblock that links to the adjacent buildings, to the public circulation system, and to any available public transit. The requirements also promote the maintenance of light, air, and access that could be lost due to development on the vacated street"* (33.293.010).

In the proposed Yamhill Alley, the historic 60'-0" width of the street has been reduced to as narrow as 20'-1" wide. Although there does appear to be some relationship between the building planes and enclosing elements of the Yamhill Alley and the adjacent Yamhill block structure directly to the west, no exhibit in the drawing packet clearly shows the relationship for evaluation (as requested by Design Commission). Until information regarding the Yamhill Alley's alignment with the adjacent street grid of historic Yamhill to the west is provided, the analysis required by this guideline cannot be done.

Although the proposal meets this guideline along the existing perimeter public streets, information on how the Yamhill Alley spaces orient to the adjacent historic Yamhill right-of-way to the west has not been provided in a plan for evaluation.

*Therefore, this guideline is not yet fully met.*

**A4. Use Unifying Elements.** Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

**Findings:** The building does use materials that are found in the surrounding area, including brick, masonry, and wood, metal and concrete. Both vinyl and aluminum windows and doors are common in the area and used throughout the project. Overhead coiling garage doors and simple flat projecting canopies are also found throughout the Central Eastside and used well in this project. Corrugated and ribbed metals are used throughout the neighborhood and with this project, especially on the North Block. Exposed stormwater planters and runnels are a common element used both in this project and elsewhere in the Central City. Brick, ribbed metal panel, and deep punched window openings are used throughout the project to good effect, providing for distinctive individual buildings and spaces within a large multi-block site.

However, there are a few areas of concern outstanding with regards to unifying elements in the latest round of drawings. These include the following:

- Bench seating is used throughout the project as a unifying element, but there is no clear plan that shows the location of all seating opportunities. Seating on the stairs, within the Market Walk and Yamhill Alley, and along the exterior street edges should be clarified on a single updated site plan. One additional long bench should be provided within the Market Walk, near the west grocery wall/mural location;
- Corten steel was eliminated from the landscape elements of the project per Design Commission direction, but the bike racks changed from brushed stainless steel and metal designs to what appears to be corten steel. Aside from the practical considerations of rust transfer to clothing and bicycles, the earlier contemporary bike rack designs helped to unify the project bike parking. A different bike rack



material should be selected;

- The overhead 'utility bridge' element in the Yamhill Alley and the wrapping wooden table/bench elements in the reconfigured public plaza are key unifying features of the public spaces in the project, and prominently integrated into both, but few details have been provided. Given their importance to the creating a unified character for the on-site public spaces, additional details should be provided for the 'utility bridge' and wooden bench/table features;
- On the North Block, a full projecting storefront canopy should be brought back to the entire street façade, and the upper floor windows should be changed to a dark color such as gray, black or bronze to integrate with the ground floor and adjacent buildings;
- Similarly, to help unify the overall project as viewed from the public realm and adjacent sites, the East Block should add a projecting street canopy at the micro retail on Belmont, provide a gated vs. open parking area entry along Belmont, and provide an ecoroof atop the mechanical parking structure;

Although the project has a generally unified set of buildings and public spaces, the highlighted suggestions above should be considered before Design Commission to ensure a truly unified project.

*Therefore, this guideline is not fully met.*

**A5. Enhance, Embellish, and Identify Areas.** Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

**A5-4. Incorporate Works of Art.** Incorporate works of art into development projects.

**Findings for A5 and A5-4:** The project will rebuild the perimeter sidewalks to city standards, reflecting the local character of the district and larger Central City within the right-of-way with street trees, light standards, and sidewalk paving and scoring patterns. The project incorporates elements that do build on the area's character, including industrial materials, overhead sliding garage doors, a variety of retail tenant space sizes, and exposed stormwater facilities.

The revised proposal no longer specifically includes or mentions public art, although the applicant does intend to collaborate with Yale Union, a local arts organization in the neighborhood. The former locations of public art as sculptural objects and light poles within the on-site walkways have been removed, as well as the specific potential RACC art locations on the North/grocery building at the Belmont and 11<sup>th</sup> Avenue frontages.

One large potential area identified for public art remains on the west façade of the grocery building at the North Block, however this area no longer shows any specific art object. Blank metal panel bays within brick pilasters occupy the middle six bays of this façade at the grocery store. Previously, art was shown here and was used as a technique to meet the Ground Floor Window standard, but with no art shown in this location the standard is unmet (and no Modification for this elevation was notified for or requested). In this situation, in order to meet both a Zoning Code standard and integrate public art into the project, this blank wall area should be provided with art.

Final details of the arrangements between the applicant and Yale Union remain to be resolved, but in order to approve the project there must be some level of certainty about what occupies this blank wall space. One option that would allow some certainty moving forward would be to require the six blank infill bays on the west grocery building façade to be occupied by an Original Art Mural. Permitted through the City of Portland, Original Art Murals are public non-commercial art that is approved by property owner but guaranteed to remain in place for at least five years.

Staff recommends that the six blank metal panel wall bays on the west grocery building façade be provided with a segmented Original Art Mural permitted through the City of Portland. Staff also recommends that the metal panel be replaced with stucco or concrete to provide a suitable base material for the mural, and that the mural be maintained or replaced with future murals for the life of the project. With a condition of approval requiring this occur, public art can be successfully incorporated into the project.

Although there are successful aspects to the project in terms of enhancing and embellishing the area with features that build on the area's identity and special features, the public art is not yet incorporated into the project in a manner that enhances, embellishes and identifies the project as part of the area's character. Specifically, art should be incorporated into the blank ground floor panels of the west grocery store façade.

*Therefore, these guidelines are not yet fully met.*

**A5-3. Plan for or Incorporate Underground Utility Service.** Plan for or Incorporate Underground Utility Service to development projects.

**Findings for A5-3:** The project is placing the high power lines along SE 11<sup>th</sup> Avenue underground. There are no high power lines along the immediately adjacent frontages of either Belmont Street, Taylor Street or 10<sup>th</sup> Avenue.

*Therefore, this guideline is met.*

**A5-5. Incorporate Water Features.** Enhance the quality of public spaces by incorporating water features.

**Findings for A5 and A5-5:** Water is celebrated by integrating storm water planters into the design of the project outdoor spaces. Exposed stormwater planters are included within the Yamhill Alley, along the south edge of the South Block, along both 10<sup>th</sup> and Belmont Streets, and on the lower residential rooftops that provide tenant access and are visible from dwelling units. Stormwater runnels are integrated into the lower deck level terrace dividers on the North Block.

*Therefore, this guideline is met.*

**A7. Establish and Maintain a Sense of Urban Enclosure.** Define public rights-of-way by creating and maintaining a sense of urban enclosure.

**Findings for A7:** Generally speaking, the project creates a successful sense of urban enclosure along 10<sup>th</sup> Avenue, Taylor Street, and 11<sup>th</sup> Avenue. The building facades along the internal Yamhill Walkway and Market Walk also create a sense of enclosure. The eroded corners along Belmont at 10<sup>th</sup> and in the vicinity of the Yamhill Alley entry are one typical pattern found in the nearby area.

*Therefore, this guideline is met.*

**A8. Contribute to a Vibrant Streetscape.** Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

**Findings:** The proposal helps contribute to a vibrant streetscape. Many of the retail spaces are oriented towards corners, and the frontages along 10<sup>th</sup> Avenue, 11<sup>th</sup> Avenue, and Taylor are generally successful with regards to indoor-outdoor visual connections. Where modest setbacks are proposed, such as at the South Block garden structure or North Block grocery entry, the sidewalk is treated as an extension of the public sidewalk. Clearly identifiable entry doors, tower elements marking the residential lobbies, and retail placement at many of the project corners are successful. Successful retail activity is created along 10<sup>th</sup> Avenue, at the Belmont & 11<sup>th</sup> intersection, along the east side of 11<sup>th</sup> Avenue, straddling the 11<sup>th</sup> Avenue entrance to the Yamhill Alley, and along the internalized Yamhill Alley and Market Walk. Clear glazing on the ground floors allows direct views into the adjacent lobbies and retail spaces. Final revisions to the ground floors of the grocery store walls along Belmont and 11<sup>th</sup> Avenue have dramatically improved the vibrancy of the pedestrian environment.

*Therefore, this guideline is not yet fully met.*

**B1. Reinforce and Enhance the Pedestrian System.** Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

**B2. Protect the Pedestrian.** Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

**Findings for B1 and B2:** The project will rebuild the abutting public sidewalks to Central Eastside standards. Sidewalks will be developed with the different zones: frontage zone, furniture zone, movement zone, and the curb. A pedestrian access is provided through the large superblock in alignment with SE Yamhill Street from 10<sup>th</sup> to 11<sup>th</sup>, as well as through a secondary north-south connection up to Belmont.

Curbing and street trees will provide a layer of buffering between the pedestrian zone and vehicular and bicycle movement on the adjacent streets. Detailed sign information has not been presented, but signs under 32 square feet are allowed without Design Review, and the applicant intends to return for a follow-up Type II review to consider signage. Mechanical exhaust systems appear to be relatively limited and well-organized, with placement in locations that should have a minimal impact on the overall pedestrian environment. At-grade louvers are proposed on the south side of the South Block near the loading bay facing Taylor, in a narrow vertical channel on the west side of the South Block facing 10<sup>th</sup> Avenue, and at the mezzanine level of the grocery store facing SE 11<sup>th</sup>. The emergency generator will have a vertical exhaust vent pipe that vents through the roof. Service and loading areas as well as garage entrances are generally located so as to have as few conflicts with primary areas of pedestrian passage to and through the site as possible.

Final revisions to the project have dramatically improved the character of the on-site public plaza and walkways, as well as their connections to the adjacent public streets. The plaza space is on two levels, but well-proportioned and provides for 'eddies' of pedestrian seating and enjoyment out of the way of through-traffic. Deep ground floor seating opportunities and roll-up doors have been added to the grocery store along Belmont, improving that critical edge for the neighborhood.

*Therefore, these guidelines are met.*

**B3. Bridge Pedestrian Obstacles.** Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

**B3-1. Reduce width of Pedestrian Crossings.**

- a. Where possible, extend sidewalk curbs at street intersections to narrow pedestrian crossings for a safer pedestrian environment.
- b. Maintain large service vehicle turning radii where necessary.

**Findings for B3 and B3-1:** Sidewalks will be built to Central Eastside and Central City right-of-way standards, including consistent sidewalk designs and well-marked crossings. The project is not adjacent to, or in contact with, any significant barriers or obstacles to pedestrian movement.

*Therefore, this guideline is met.*

**B4. Provide Stopping and Viewing Places.** Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

**Findings:** The project has significant areas of retail frontage, stairs, bench seating, and other casual outdoor gathering places. The grocery entry is pulled back from the corner to expand the sidewalk zone, as are the hardware store and residential lobby entries. Ground floor windows are provided in most locations along the public streets, allowing views for pedestrians. Internalized pedestrian walkways within the superblock provide further opportunities for pedestrian activity that does not conflict with uses on the perimeter public sidewalks.

The project provides extensive seating opportunities within the stairs, on-site walkways and plaza, and in some cases along the project perimeter. However, the graphic devices used for seating are unclear in places, and there is no single plan showing the location of all seating opportunities. One additional long seating bench in the Market Walk area, near the potential mural area, should be provided. With clarifications on the types and locations of pedestrian seating opportunities on a single plan, and another long bench in the Market Walk, this guideline could be met.

*Without the above information and additional seating, this guideline is not yet fully met.*

**B5. Make Plazas, Parks and Open Space Successful.** Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.

**Findings:** The revisions made following the first hearing dramatically improved the public open spaces on the site, including both grand stairs and the on-site public plaza. These features have a good orientation to the main entries, building lobbies, windows and balconies, allowing the Yamhill Alley, Market Walk and Plaza to succeed for residents and visitors alike.

However, public art should be better integrated into the project, through discussion of a way to enliven the blank ground floor west façade of the grocery store. Staff suggests an appropriate base material instead of metal panel and a permitted Original Art Mural be installed in the six blank infill bays on the west grocery store wall. Further consideration of this issue should be given at the second hearing.

*Therefore, this guideline is not yet met.*

**B6. Develop Weather Protection.** Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

**B6-1. Provide Pedestrian Rain Protection.** Rain protection is encouraged at the ground level of all new and rehabilitated commercial buildings located adjacent to primary pedestrian routes. In required retail opportunity areas, rain protection is strongly recommended.

**Findings for B6 and B6-1:** Rain protection is provided at the ground level of almost all commercial buildings adjacent to the primary pedestrian routes. Large main residential and retail entrances have larger horizontal 'eyebrow roofs' that provide rain protection. Projecting weather protection should also be provided along the entire Belmont façade of the grocery store, as well as the detached micro retail building east of SE 11<sup>th</sup> Avenue.

*Therefore, barring further consideration of ground floor canopy protection along SE Belmont at the grocery and detached micro retail spaces, these guidelines are not yet met.*

**B7. Integrate Barrier-Free Design.** Integrate access systems for all people with the building's overall design concept.

**Findings:** All public areas of the project are designed with accessibility for all people in mind. The basements and upper floors, all retail entries, and residential lobbies are all accessible either directly from the sidewalk or through elevator.

*Therefore, this guideline is met.*

**C1-1. Integrate parking.**

**A.** Integrate parking in a manner that is attractive and complementary to the site and its surroundings.

**b.** Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

**Findings:** The open parking area and entry gates on the East Block should be revised to offer more enclosure and urbanity to the streetscape, consistent with the urban character of the project and Belmont-Morrison commercial corridor. While the primary garage entries and loading bays are screened with attractive screening devices, the open parking area along Belmont is not. This issue requires further discussion, and/or a condition of approval, per the discretion of Design Commission vis-à-vis this guideline.

*Therefore, this guideline is not yet met.*

**C1. Enhance View Opportunities.** Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.

**C2. Promote Quality and Permanence in Development.** Use design principles and building materials that promote quality and permanence.

**C1-2. Integrate Signs.**

**a.** Retain and restore existing signage which reinforces the history and themes of the district, and permit new signage which reinforces the history and themes of the East Portland Grand Avenue historic district.

**b.** Carefully place signs, sign supports, and sign structures to integrate with the scale, color and articulation of the building design, while honoring the dimensional provisions of the sign chapter of the zoning code.

**c.** Demonstrate how signage is one of the design elements of a new or rehabilitation project and has been coordinated by the project designer/ architect. Submit a Master Signage Program as a part of the project's application for a design review.

**C4. Complement the Context of Existing Buildings.** Complement the context of existing buildings by using

and adding to the local design vocabulary.

**C5. Design for Coherency.** Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

**C3-1. Design to Enhance Existing Themes in the District.** Look to buildings from throughout the district for contextual precedent. Innovation and creativity are encouraged in design proposals, which enhance overall district character.

**Findings for C1, C2, C4, C5 and C3-1:** The project does orient windows, entrances, balconies and other building elements to surrounding points of interest and activity for the majority of the project. Parking is generally hidden underground and away from direct view, with some exceptions. The use of brick, concrete, steel and glass is common throughout the Central Eastside in industrial, commercial and residential buildings. The Central Eastside is a rich resource for inspirational materials and design approaches to create simple, utilitarian, beautiful buildings. The neighborhood is also notable for the wide variety of building types and ages. Simple box-like forms, straightforward use of a limited palette of quality materials, projecting canopies, overhead coiling garage-type doors, and simple punched window openings are effective and contextual architectural moves incorporated into the project.

*Therefore, these guidelines are met.*

**C6. Develop Transitions between Buildings and Public Spaces.** Develop transitions between private development and public open space. Use site design features such as movement zones, landscape elements, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.

**Findings:** The project does establish transitions between buildings and public spaces in several locations where buildings are not placed directly at the lot line. Landscape elements, movement zones, gathering places and seating opportunities are provided. Stormwater planters are integral to the interior walkways and spaces of the dedicated public open space required by the superblock regulations.

*Therefore, this guideline is met.*

**C7. Design Corners that Build Active Intersections.** Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.

**Findings:** The project has five primary public street corners, and four additional corners created by the intersection of the Yamhill Alley with 10<sup>th</sup> and 11<sup>th</sup> Avenues. The project addresses the corners with articulated storefront facades with projecting canopies, stair towers with extensive glazing at the residential lobbies, and extensive ground floor retail. Stairs, smaller retail building elements, and sidewalk extensions are also used to highlight and support active intersections. Areas of less intense activity are generally located towards the middle of the block.

*Therefore, this guideline is met.*

**C8. Differentiate the Sidewalk-Level of Buildings.** Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.

**C9. Develop Flexible Sidewalk-Level Spaces.** Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

**Findings for C8 and C9:** The sidewalk levels of the buildings are mostly retail and differentiated in materials, design, placement, and other details. Sidewalk-level spaces are generally of a size and nature that a variety of types of businesses could locate at the site over time. The larger tenant spaces could be subdivided in the future if necessary and provided with additional street-level entries.

*Therefore, these guidelines are met.*



**C10. Integrate Encroachments.** Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.

**Findings for C10:** The only significant encroachment into the public right-of-way beyond projecting ground floor canopies is a large trellis-like projecting sign support structure on the west façade of the South Block in 10<sup>th</sup> Avenue. This element appears disconnected and is visually obtrusive to the composition of the building at presents itself along SE 10<sup>th</sup> Avenue. The structure is of a scale and size that is not typical of sign supports on newer buildings in Portland, and should be eliminated or reconsidered. Incorporating this sign support structure into the sign application itself would be another approach, as at present the sign support structure is poorly integrated into the overall design.

**C11. Integrate Roofs and Use Rooftops.** Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective storm water management tools.

**Findings:** The roof forms of the buildings are broken down into various heights, lengths and shapes. Lower rooftops of the two largest buildings are provided with eco-roofing, accessible tenant gardens, patio spaces and exposed stormwater facilities. The orientation and placement of the rooftops are designed to frame and enhance views of the city beyond, most strikingly for views to the west of the downtown skyline from the upper-floor residential units.

The revised proposal does include rooftop equipment information, but additional details are needed to show the size of the equipment and whether or not the rooftop mechanical is adequately screened. The taller, spread out units on the East Block should be corralled more closely together in the center of the rooftop and have some screening, as well. Only one of what appears to be two North Block rooftop units is shown, sizes are not indicated for the units, and it's unclear what the height of the units are in relation to the screening wall(s). Similarly, dimensions for the RN series unit is not shown and screening versus equipment height sections have not been provided for the South Block.

*Absent further refinements and information regarding rooftop equipment, this guideline is not yet fully met.*

**C12. Integrate Exterior Lighting.** Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

**Findings:** There are at least thirteen different individual lighting fixtures proposed on the building exterior, including both contemporary and traditional flood, sconce, pole, arm, tower and wall lights. Three different vertical light pole standards are used throughout the project, including a traditional acorn single-light fixture in the Yamhill Alley, custom vertical light towers in the Market Walk, angled pole arms in the above-grade parking at the East Block, and a 'outdoor floor lamp' for the raised tenant deck at the South Block.

Final revisions to the lighting program have reduced the type of different fixtures, helping to create a unified lighting scheme for the project that integrates with the surroundings.

*Therefore, this guideline is met.*

## **(2) MODIFICATION REQUESTS (33.825)**

### **33.825.040 Modifications That Will Better Meet Design Review Requirements:**

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

**A. Better meets design guidelines.** The resulting development will better meet the applicable design guidelines; and

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

**Findings:** Only two of the original three Modifications are still necessary based on the revised proposal. The remaining necessary Modifications are to Ground Floor Windows and Parking Stall dimensions. The Ground Floor Window Modification was eliminated for the North Building, and the Superblock plaza Modification is no longer necessary. Individual findings addressing each Modification are included below following the bulleted introductory statement:

1. Modification to reduce the amount of **Ground Floor Windows** (33.140.230), normally required to be 50% of the length and 25% of the area of all ground floor walls, are requested as follows:
  - a. On the south elevation of the south building (hardware store) windows are only 3% of the length and 2% of the area;
  - b. On the east elevation of the north building (grocery store) windows are only 45% of the length; and
  - c. On the north elevation of the north building (grocery store) windows are only 21% of the area.

**Findings for Ground Floor Windows:** The purpose of the Ground Floor Window standard is 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.”* (33.140.230.A)

On the south elevation of the South Block, the proposed garden retail structure occupies just over half the total street frontage along Taylor. The intention with this structure is to have outdoor plants and other merchandise on display and visible from the sidewalk. Because the structure is open-air with metal bars or fencing, it does not meet the Ground Floor Window standard. Nevertheless, due to the open nature of the structure and views allowed in and out from the sidewalk, there is a visual connection and pleasant experience created for pedestrians comparable to what would occur with a retail display window. On the east portion of the South Block facing Taylor, the service areas and loading bay for the hardware store are located on a relatively blank façade. Following discussion at the earlier DAR it was determined that Taylor is an appropriate place to cluster back-of-house activities and loading, as it abuts the less active industrial development to the south. When the length of the outdoor display provided at the garden retail space is added to the small window area adjacent to the corner at 11<sup>th</sup>, approximately 58% of the length and 38% of the area of the ground floor zone is successfully activated, consistent with the original standard and better meeting guideline C8, Differentiate the Sidewalk Level of Buildings.

*Therefore, for the purposes of the Modification to the south elevation of the south building (hardware store), these criteria are met.*

2. Modification to reduce the minimum width of 90° **parking stalls** (33.266.130.F.2/Table 266-4) from 8'-6" to 8'-4" for 38 stalls where a structural column protrudes into part of the stall, and from 8'-6" to 8'-2" for 124 stalls provided in a stacking mechanical parking machine.

**Findings for Parking Stalls:** Portland Transportation staff has reviewed the proposal for all potential transportation-related impacts, including the above Modification to parking stall dimensions. As noted at the first hearing, and verified in their written response (Exhibit E.2), Portland Transportation finds that the regulatory intent of ensuring safe movement of vehicles in parking areas is satisfied. Further, containing additional parking underground and within mechanical parking units helps eliminate the need for surface parking, consistent with guideline B1, Reinforce and Enhance the Pedestrian System.

*Therefore, for the purposes of the Modification to parking stall dimensions, these criteria are met.*

### **(3) ADJUSTMENT REQUESTS (33.805)**

#### **33.805.010 Purpose**

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in

compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue providing certainty and rapid processing for land use applications.

### **33.805.040 Approval Criteria**

The approval criteria for signs are stated in Title 32. All other adjustment requests will be approved if the review body finds that the applicant has shown that either approval criteria A. through F. or approval criteria G. through I., below, have been met.

The following adjustment is requested:

1. Allow parking access to SE Belmont Street, a Parking Access Restricted Street.
- A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

**Findings:** The purpose of the zoning standards related to parking access restricted streets is not explicitly stated in Chapter 33.510. The only parking-related purpose PBOT staff is able to reference is noted in Zoning Code Section 33.510.261.A and is stated as follows: “The parking and access regulations implement the Central City Transportation Management Plan by managing the supply of off-street parking *to improve mobility, promote the use of alternative modes*, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City”.

PBOT staff will concentrate the review of this Adjustment request based on the above referenced *italicized* items. Further, the applicant submitted a professionally prepared analysis completed by a registered traffic engineer to address the issues related to locating a new garage access along the site's SE Belmont frontage. The following includes PBOT's assessment of the submitted analysis.

The proposed residential driveway (to serve up to 39 residential units [on the eastern site block] as analyzed by the applicant's traffic consultant) on SE Belmont currently serves the former Oregon Electric building. Access to SE Belmont is sought due to the split zoning challenges associated with the site; specifically, the Central Employment (EXd) portion of the site allows residential parking while the General Industrial 1 (IG1) portion of the site prohibits residential parking. Continued use of the existing driveway is proposed due to zoning, one-way traffic flow and turning movement configurations, and topographic considerations associated with the property that limit alternative access options.

The traffic analysis included traffic volume counts and observations as well as a trip generation analysis to determine whether there was a more viable option for the proposed access point, with another potential location being located along the site's SE 11<sup>th</sup> Ave frontage. Based on the vehicular data collected, the traffic volumes (both in number and composition) and the observed 85th percentile speeds (29 mph) are consistent with the City's classifications of SE Belmont and SE 11<sup>th</sup> Ave as documented in the City Transportation System Plan (TSP). Further, the traffic volumes suggest (and field observations by the applicant's traffic consultant confirmed) that both streets are operating under capacity and will continue to do so upon site redevelopment.

A potentially confounding issue related to maintaining the current access point from SE Belmont is the proximity of a Tri-Met bus stop (serving Tri-Met bus route #15 [Belmont/NW 23<sup>rd</sup>]) located at the SEC of SE Belmont/SE 15<sup>th</sup> Ave and a short distance from the subject driveway. The submitted traffic analysis took this into consideration. In communication with the transit agency, the applicant's traffic consultant was advised that Tri-Met would not support re-locating the bus stop (and shelter) either east or west of the current location. Vehicles leaving the driveway on SE Belmont St could experience obstructed intersection sight lines associated with a bus stopped at the existing bus shelter and/or with the shelter itself.

A comparison of benefits/conflicts/tradeoffs was provided to determine the more feasible residential use access point on the subject site, with SE Belmont and SE 11<sup>th</sup> Ave as the only real options. Arguably, neither frontage was determined to be a clear better alternative. Accordingly, the applicant's traffic consultant prepared potential mitigation measures to retain the access point along the SE Belmont frontage that PBOT staff concurs with. The applicant, PBOT staff and Tri-Met staff will need to collaborate to develop a frontage improvement/shelter configuration that maximizes available intersection sight distance for persons using the Belmont driveway. A potential frontage improvement would be to construct a curb extension along the SE Belmont frontage (at SE 11<sup>th</sup> Ave). Said curb extension (along SE Belmont

directed towards SE 11<sup>th</sup> Ave) could result in multiple improvements including lengthening the existing bus pullout area, developing a greater separation between the bus at the stop and a vehicle attempting to enter/exit the proposed new parking garage and shortening the distance across the SE 11<sup>th</sup> Ave crosswalk for the benefit of pedestrians.

By requiring the applicant to construct a curb extension along the site's SE Belmont frontage (at SE 11<sup>th</sup> Ave/eastern block) and to work with Tri-Met staff to develop a shelter configuration that maximizes available intersection sight distance, PBOT staff determines that this will result in *improved mobility and the promotion of use of alternative modes*. PBOT therefore supports the applicant's Adjustment request, subject to conditions, which are recommended in order to satisfy this approval criterion.

*Therefore, with a condition of approval requiring a curb cut extension at SE 11<sup>th</sup> & Belmont on the eastern block, as well as coordination with Tri-Met staff to develop a shelter configuration that maximizes available intersection sight distance, this criterion can be met.*

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

**Findings:** Portland Transportation staff has reviewed the proposal for conformance with the street classifications and overall transportation impacts, and has determined the proposal is consistent with the desired character of the area. *Therefore, this criterion is met.*

- 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; and

**Findings:** Only one Adjustment has been requested. *This criterion does not apply.*

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

**Findings:** There are no city-designated scenic or historic resources on this site. *This criterion does not apply.*

- E. Any impacts resulting from the adjustment are mitigated to the extent practical; and

**Findings:** Any impacts resulting from the adjustment can be mitigated for through a condition of approval as noted above under findings for criterion A. *With the condition of approval as noted, this criterion can be met.*

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

**Findings:** This site is not within an environmental zone. *This criterion does not apply.*

## DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

## CONCLUSIONS

The applicant has proposed a groundbreaking, exciting project in Portland's Central Eastside that has the potential to energize and transform the immediate vicinity. The program will bring needed housing and essential retail services to the neighborhood, and create new off-street public space. The applicant is to be commended for their responsiveness to many of the issues raised in the Design Advice Request process, including refining various building design elements and materials, bringing the Yamhill Alley down to grade at 11<sup>th</sup> Avenue, and incorporating public art into the project to better fit into this dynamic area. There is great potential here to create a truly memorable, urban place that reflects the authenticity, form, and character of the Central Eastside.

There are a few relatively minor outstanding Design Review areas for discussion, but staff expects these to be resolved prior to or during the July 17<sup>th</sup> hearing. Unfortunately, there is a significant outstanding concern

regarding the street dedications on the site. Barring a specific written letter of support from the Central Eastside Industrial Council for a narrowed roadway width and curb extension along SE 10<sup>th</sup> Avenue, the project will need to dedicate 3 feet along this street, seriously cutting into the west edge of the entire project.

With further discussion before Design Commission on the minor outstanding Design Review concerns, and assuming the roadway dedication issue can be resolved, staff would recommend support for the project. At this time, however, there are outstanding issues to resolve prior to approval.

## **TENTATIVE STAFF RECOMMENDATION**

(May be revised upon receipt of new information at any time to the Design Commission decision)

Staff cannot recommend approval of Design Review for the LOCA/Goat Blocks project at this time due to findings that the following guidelines are not yet met:

- A3, Respect the Portland Block Structures;
- A4, Use Unifying Elements;
- A5-4, Incorporate Works of Art;
- B4, Provide Stopping and Viewing Places;
- B5, Makes Plazas, Parks and Open Spaces Successful;
- B6, Develop Weather Protection;
- B6-1, Provide Pedestrian Rain Protection;
- C1-1, Integrate Parking; and
- C11, Integrate Roofs and Use Rooftops.

The list of minor 'punch-list' items with regards to Design Review approvability, to be presented at the July 17, 2014 hearing, are as follows:

1. NEW SHEET - Site Plan of superblock focusing on spatial alignments and relationship of Yamhill Alley/Plaza to the historic Yamhill lot lines and block structure on the blocks immediately to the west (A3);
2. NEW SHEET - Seating and bike rack plan with locations/type of all outdoor seating, updated exterior short term bike rack detail and 2' rack spacing diagram (B4);
3. NEW SHEET - Overhead 'utility bridge' details and wrapping plaza wooden table/bench feature details;
4. NORTH BLOCK - Bring back full canopy along the Belmont frontage, change upper floor windows to a dark color such as gray, black or bronze (A4, B6, B6-1);
5. EAST BLOCK - Add street canopy at detached micro retail on Belmont, provide gated vs. open parking area entry along Belmont, provide ecoroof atop mechanical parking structure (A4, B6, B6-1, C1-1);
6. PUBLIC SPACES - Create Original Art Mural on west façade grocery building, consider stucco/concrete base for mural vs. metal panel but retain brick piers to create segmented mural frame, add one long bench in Market Walk near mural, replace corten steel bike racks with another material (A4, A5-4, B4, B5); and
7. ROOFTOP MECHANICAL - Corral and screen units on East Block, show both units with sizes and screening/equipment sections for North Block, RN series unit size and screening/equipment sections for South Block (C11).

Staff recommends **Approval** of the **Modification** to reduce the Ground Floor Window area on the south elevation of the south building (hardware store), with windows occupying only 3% of the length and 2% of the ground floor wall area (33.140.230).

Staff recommends **Approval** of the **Modification** to reduce the minimum width of 90° parking stalls (33.266.130.F.2/Table 266-4) from 8'-6" to 8'-4" for 38 stalls where a structural column protrudes into part of the stall, and from 8'-6" to 8'-2" for 124 stalls provided in a stacking mechanical parking machine

Staff recommends **Approval** of the **Adjustment** to allow parking access onto SE Belmont, a Parking Access Restricted Street (33.510.265.F.6.b), subject to a condition of approval requiring a curb cut extension at SE 11<sup>th</sup> & Belmont on the eastern block, as well as coordination with Tri-Met staff to develop a shelter configuration that maximizes available intersection sight distance.

Unfortunately, a staff report recommending full approval cannot be issued until the following areas resolved:

1. Letter from the Central Eastside Industrial Council voicing clear, specific support for the narrowed roadway & 2.7' curb extension along the SE 10<sup>th</sup> Avenue site frontage, in lieu of dedicating 3' to public right-of-way;
2. Minor punch list items noted above (#1-#7); and
3. Condition of approval regarding eco-roof or other methods to integrate uncovered parking area on East Block.



=====

**Procedural Information.** The application for this land use review was submitted on March 11, 2014, and was determined to be complete on May 5, 2014.

*Zoning Code Section 33.700.080* states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on March 11, 2014.

*ORS 227.178* states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant waived the 120-day review period, as stated with Exhibit A.3 unless further extended by the applicant, **the 120 days will expire on May 4, 2015.**

**Some of the information contained in this report was provided by the applicant.** As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the recommendation of the Bureau of Development Services with input from other City and public agencies.

**This report is not a decision. The review body for this proposal is the Design Commission who will make the decision on this case.** This report is a recommendation to the Design Commission by the Bureau of Development Services. The review body may adopt, modify, or reject this recommendation. The Design Commission will make a decision about this proposal at the hearing or will grant a continuance. Your comments to the Design Commission can be mailed, c/o the Design Commission, 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201 or faxed to 503-823-5630.

You will receive mailed notice of the decision if you write a letter received before the hearing or testify at the hearing, or if you are the property owner or applicant. You may review the file on this case by appointment at our office at 1900 SW Fourth Ave., Suite 5000, Portland, OR 97201. Please call the file review line at 503-823-7617 to schedule an appointment.

**Appeal of the decision.** The decision of the Design Commission may be appealed to City Council, who will hold a public hearing. If you or anyone else appeals the decision of the Design Commission, City Council will hold an evidentiary hearing, one in which new evidence can be submitted to them. Upon submission of their application, the applicant for this land use review chose to waive the 120-day time frame in which the City must render a decision. This additional time allows for any appeal of this proposal to be held as an evidentiary hearing.

**Who can appeal:** You may appeal the decision only if you write a letter which is received before the close of the record for the hearing, if you testify at the hearing, or if you are the property owner/applicant. **Appeals must be filed within 14 days of the decision. An appeal fee of \$5,000.00 will be charged** (one-half of the application fee for this case, up to a maximum of \$5,000.00).

Additional information on how to file and the deadline for filing an appeal will be included with the decision. Assistance in filing the appeal and information on fee waivers are available from the Bureau of Development Services in the Development Services Center, 1900 SW Fourth Ave., First Floor. Neighborhood associations recognized by the Office of Neighborhood Involvement may qualify for a waiver of the appeal fee provided that the association has standing to appeal. The appeal must contain the signature of the Chair person or other person authorized by the association, confirming the vote to appeal was done in accordance with the organization's bylaws.

Neighborhood associations, who wish to qualify for a fee waiver, must complete the Type III Appeal Fee Waiver Request for Organizations Form and submit it prior to the appeal deadline. The Type III Appeal Fee Waiver Request for Organizations Form contains instructions on how to apply for a fee waiver, including the required vote to appeal.

**Recording the final decision.**

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- *By Mail:* Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope; *OR*
- *In Person:* Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

**Expiration of this approval.** An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

**Applying for your permits.** A building permit, occupancy permit, or development permit must be obtained before carrying out this project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed here.
- All applicable development standards, unless specifically exempted as part of this land use review.
- All requirements of the building code.
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the city.

**The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).**

Mark Walhood

July 8, 2014

#### **EXHIBITS – NOT ATTACHED UNLESS INDICATED**

- A. Applicant's Statements
  1. Original drawing set, received 3/11/14
  2. Original narrative, received 3/14/14
  3. 120-day Extension form, received 3/24/14
  4. First revised narrative, received 5/5/14
  5. Revised drainage report, received 5/5/14
  6. FAR diagrams, received 5/5/14
  7. Completeness drawing set, received 5/5/14
  8. Statement from applicant regarding mechanical parking stall dimensions, with drawings, received 5/8/14
  9. Cover memo received with 5/27/14 drawing set for 6/12/14 hearing
  10. First hearing drawing set, received 5/27/14
  11. Outdated superblock plan from 5/30/14 and mechanical parking section details
- B. Zoning Map (**attached**)
- C. 7/1/14 set Plan & Drawings
  1. Vicinity Map
  2. Overall Area Plan
  3. Program Summary
  4. Zoning Map
  5. Neighborhood Images
  6. Neighborhood Images
  7. Urban Design Diagrams
  8. Urban Design Diagrams
  9. Diagrams

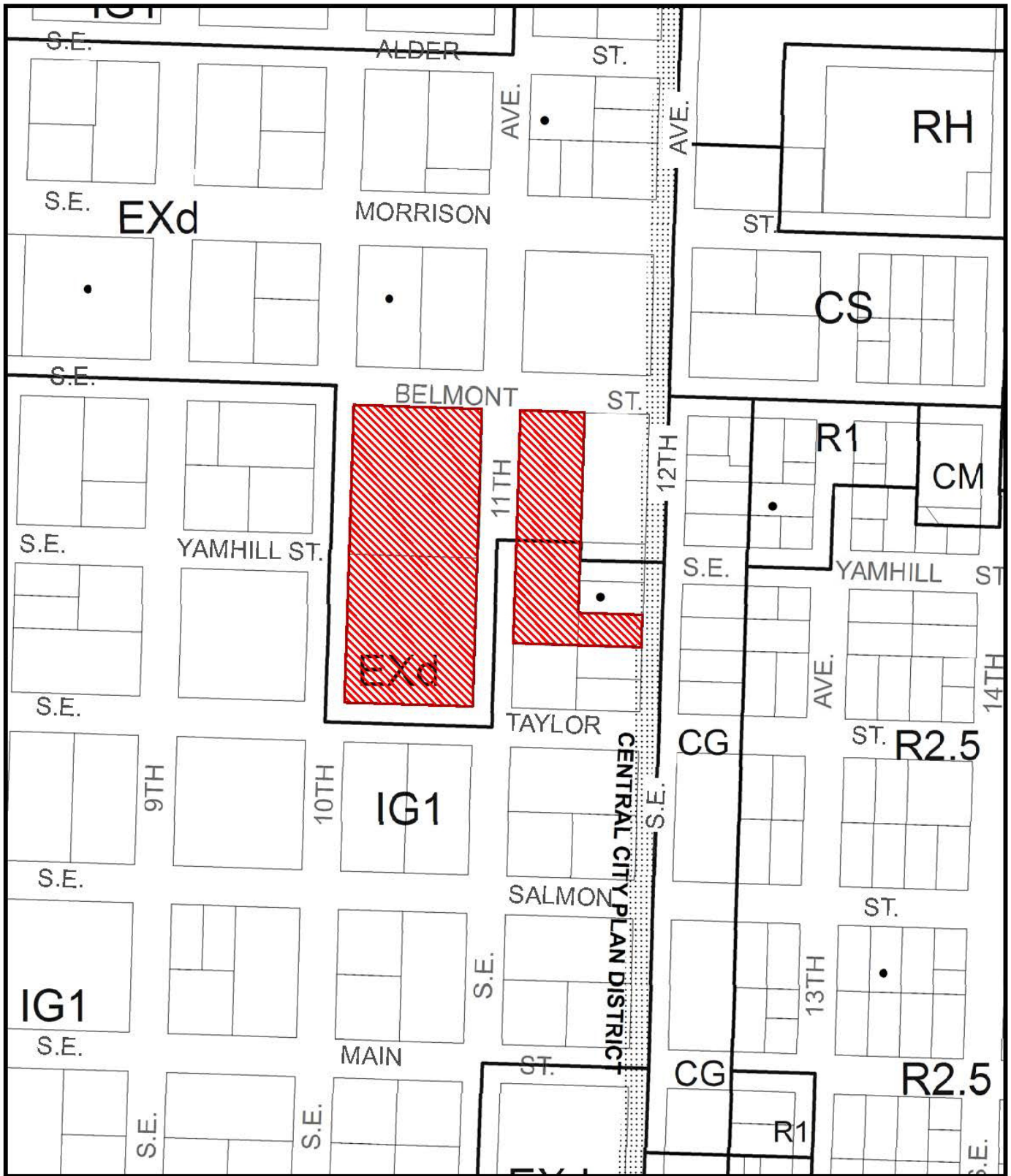
10. Diagrams
11. Cladding Concept Diagrams
12. Site Plan (**attached**)
13. DAR #1 Comments
14. DAR #2 Comments
15. Section through Yamhill Alley – Looking North
16. Section through Yamhill Alley – Looking South
17. Section adjacent to Yamhill Alley – Looking North
18. Section adjacent to Yamhill Alley – Looking South
19. Perspective View of Design Model – SE 10<sup>th</sup> & Belmont (**attached**)
20. Perspective View of Design Model – SE 11<sup>th</sup> & Belmont
21. Perspective View of Design Model – SE 10<sup>th</sup> & Yamhill
22. Perspective View of Design Model – SE 11<sup>th</sup> & Yamhill
23. Perspective View of Design Model – SE 10<sup>th</sup> and Taylor
24. Perspective View of Design Model – SE 11<sup>th</sup> & Taylor (**attached**)
25. Perspective View of Design Model – SE 11<sup>th</sup> & Belmont (**attached**)
26. Perspective View of Design Model – SE 11<sup>th</sup> & Yamhill
27. Perspective View of Design Model – Market Terrace
28. Perspective View of Design Model – Yamhill Alley
29. Perspective View of Design Model – Yamhill Overlook
30. Perspective View of Design Model – Belmont Overlook
31. Superblock Plan – LL1 – Below Grade Parking Plan
32. Superblock Plan – South Anchor Retail/North Parking/10<sup>th</sup> Avenue
33. Superblock Plan – Grocery & Market Terrace Retail
34. OEG Block – Retail & Parking Plan
35. Superblock Plan – Housing & Podium
36. OEG Block – 2<sup>nd</sup> Floor Housing Plan
37. Superblock Plan – Typical Housing Floor
38. OEG Block – 3<sup>rd</sup> Floor Housing Plan
39. OEG Block – 4<sup>th</sup> Floor Loft Plan
40. Superblock – Roof
41. OEG Block – Roof
42. *Page intentionally left blank*
43. Enlarged Plans – Short-Term Bike Parking
44. Enlarged Plans – Long-Term Bike Parking
45. Overall Section 1
46. Overall Section 1
47. Overall Section 2
48. Overall Section 2
49. Overall Section 3
50. Overall Section 3 & 3a
51. Overall Section 4
52. Overall Section 4
53. Overall Section 5
54. Overall Section 5
55. Overall Section 6
56. Overall Section 6
57. Overall Street Elevations – West (**attached**)
58. Overall Street Elevations – South
59. Overall Street Elevations – East (**attached**)
60. Overall Street Elevations – West OEG & North Overall (**attached**)
61. OEG Building Detailed Elevations – North & South
62. OEG Building Detailed Elevation – B&W – North & South
63. Retail Building Detailed Elevation – West/South/East/North
64. Retail Building Detailed Elevation - B&W – West/South/East/North
65. North Building Detailed Elevation – West
66. North Building Detailed Elevation – B&W – West
67. North Building Detailed Elevation – South
68. North Building Detailed Elevation – B&W – South
69. North Building Detailed Elevation – East
70. North Building Detailed Elevation – B&W – East
71. North Building Detailed Elevation – North
72. North Building Detailed Elevation – B&W – North

73. South Building Detailed Elevation – West
74. South Building Detailed Elevation – B&W – West
75. South Building Detailed Elevation – South
76. South Building Detailed Elevation – B&W – South
77. South Building Detailed Elevation – East
78. South Building Detailed Elevation – B&W – East
79. South Building Detailed Elevation – North
80. South Building Detailed Elevation – B&W – North
81. OEG Building Detailed Elevations – West & East
82. OEG Building Detailed Elevations – B&W – West & East
83. OEG Building Detailed Elevations – North & South
84. OEG Building Detailed Elevations – B&W – North & South
85. Retail Building Detailed Elevations – West/South/East/North
86. Retail Building Detailed Elevations – B&W – West/South/East/North
87. Exterior Material Palette – North Building
88. Exterior Material Palette – Market Retail Building
89. Exterior Material Palette – OEG Building
90. Exterior Material Palette – South Building
91. Exterior Material Palette – South Garden Retail
92. Enlarged Sections/Details – Grocery Entry – Northeast
93. Enlarged Sections/Details – Grocery Entry – Northwest
94. Enlarged Sections/Details – Grocery Entry – Market Terrace
95. Enlarged Sections/Details – North Residential – Entry
96. Enlarged Sections/Details – North Residential – Typical Balconies
97. Enlarged Sections/Details – North Residential – Screen Structure
98. Enlarged Sections/Details – North Grocery – Window Storefront
99. Enlarged Sections/Details – North Micro Retail 1 and 2
100. Enlarged Sections/Details – Yamhill Stairs
101. Enlarged Sections/Details – Market Retail A (10<sup>th</sup> Ave. level)
102. Enlarged Sections/Details – Market Retail Frontages (10<sup>th</sup> Ave. level)
103. Enlarged Sections/Details – Market Retail B (Terrace level)
104. Enlarged Sections/Details – South Anchor Retail Entry
105. Enlarged Sections/Details – South Vestibule Entry
106. Enlarged Sections/Details – South Residential Entry
107. Enlarged Sections/Details – South Residential Stair Tower
108. Enlarged Sections/Details – South Residential Stair Tower
109. Enlarged Sections/Details – South Garden Retail & Podium Trellis
110. Enlarged Sections/Details – South Residential Attached Balconies
111. Enlarged Sections/Details – South Residential Inset Balconies
112. Enlarged Sections/Details – South Building at Balconies and Retail
113. Enlarged Sections/Details – South Micro Retail 1 and 2
114. Enlarged Sections/Details – Window Bench & Art Wall – Yamhill Alley
115. Enlarged Sections/Details – OEG Building Residential Corridor
116. Enlarged Sections/Details – OEG Building East Façade
117. Enlarged Sections/Details – OEG Building Lobby and Retail
118. Enlarged Sections/Details – OEG Building – NW Corner
119. Enlarged Sections/Details – Garage Entry and Loading Gate
120. Enlarged Sections/Details – Typical Exhaust Venting
121. Landscape – Site Plan – North and South Block
122. Landscape – Site Plan – East Block
123. Landscape – Precedents
124. Landscape – Precedents
125. Landscape – Application of Notation & Scoring
126. Landscape – Precedents
127. Landscape – Choreography
128. Landscape – Market Entry
129. Landscape – Market Entry – Sections
130. Landscape – Market Entry – Elevations
131. Landscape – Market Walk
132. Landscape – Market Walk – Sections
133. Landscape – Yamhill Entry
134. Landscape – Yamhill Entry – Sections
135. Landscape – Yamhill Entry – Sections

136. Landscape – Yamhill Entry – Elevations
  137. Landscape – Yamhill Alley
  138. Landscape – Yamhill Alley – Sections
  139. Landscape – Yamhill East
  140. Landscape – Yamhill East – Sections
  141. Landscape – Paving, Materials & Furnishings
  142. Landscape – Details
  143. Landscape – Details
  144. Landscape – North and South Block – Planting Plan – Trees
  145. Landscape – North and South Block – Planting Plan – Shrubs
  146. Landscape – North and South Block – Planting Plan – Stormwater & Vines
  147. Landscape – Electrical – Lighting Plan – North
  148. Landscape – Electrical Lighting Plan – South
  149. Landscape – Electrical Lighting Plan – East
  150. *Page intentionally left blank*
  151. Solar Studies
  152. Solar Studies
  153. Vinyl Windows
  154. *Page intentionally left blank*
  155. Civil – Existing Conditions – Plan
  156. Civil – Existing Condition – Plan
  157. Civil – Street Improvement Plan
  158. Civil – Site Grading Plan
  159. Civil – Site Utility Plan
  160. Civil – Stormwater Planter Details
  161. Civil – Street Improvement Sections
  162. Rooftop Mechanical Systems and Details
  163. *Page intentionally left blank*
  164. Rooftop mechanical systems and details
  165. Rooftop mechanical systems and details
  166. Rooftop mechanical systems and details
  167. Perforated sliding screens for North Building – details
  168. Enlarged Sections & Details – Grocery at SE Belmont
  169. OEG Building Detailed Elevation – Parking Structure
  170. OEG Building Detailed Elevation – B&W – Parking Structure
  171. North Building Ground Floor Window Calculations (2 pages)
  172. Superblock Area Diagrams (2 pages)
  173. Light Fixture Cut Sheets (10 double-sided sheets)
- D. Notification information:
1. Request for response
  2. Posting information and notice as sent to applicant
  3. Applicant’s statement certifying posting
  4. Mailed public hearing notice
  5. Public hearing notice mailing list
  6. Request for completeness review documents
- E. Agency Responses:
1. Placeholder for Bureau of Environmental Services response
  2. Placeholder for Development Review Section of Portland Transportation response
  3. Water Bureau
  4. Site Development Section of the Bureau of Development Services
  5. Life Safety Section of the Bureau of Development Services
  6. Urban Forestry Division of Portland Parks and Recreation
  7. Placeholder for Fire Bureau response
- F. Letters
1. Comment letter from Suzanne Stahl, Member of Portland Commission on Disability, provided by applicant with application package, letter dated 3/14/14
  2. FAX comment letter from Kenneth Diener, received 5/30/14
- G. Other
1. Original LU application form and receipt
  2. Incomplete letter, sent 4/10/14
  3. DAR Notes from both 1/9/14 and 2/27/14 sessions, EA 13-224797 DA
  4. Staff e-mail to applicant regarding superblock issues, sent 6/1/14
- H. Hearing Exhibits



1. Original staff report and recommendation, dated 6/2/14
2. Staff cover memo to Design Commission and missing materials memo, dated 6/2/14
3. Hard copy discussion topics from staff presentation for Design Commission, 6/12/14
4. Staff powerpoint presentation, 6/12/14
5. Supplemental superbloc area drawings, received between 6/2/14 staff report and 6/12/14 hearing
6. Project brochure provided by applicant at 6/2/14 hearing
7. Comment letter from Central Eastside Industrial Council, rec'd. 6/12/14
8. Copies of comment letters provided by staff to Design Commission at 6/12/14 hearing, including 6/5/14 letter from AIA Urban Design Panel, 3/14/14 letter from Suzanne Stahl and 5/30/14 letter from Ken Diener
9. 6/12/14 public hearing testimony cards: Bob LeFeber, Ken Diener, Steve Janik, Paddy Tillett, Debbie Kitchen, Michael Redmond & Brian Scott
10. 6/12/14 public hearing testimony card and short written statement from Peter Fry
11. 6/12/14 public hearing testimony card and written statement from Suzanne Stahl
12. 6/12/14 public hearing testimony card and written statement from Susan Lindsey, Buckman Community Association
13. Supplemental narrative from applicant to staff, including summary of changes made with 7/1/14 drawing set, revisions to parking and square footage counts, and information on bike parking and superbloc standard compliance, rec'd. 7/1/14
14. Supplemental Design Review narrative provided by applicant, received 7/1/14



# ZONING



Site



Historic Landmark



This site lies within the:  
**CENTRAL CITY PLAN DISTRICT**  
**CENTRAL EASTSIDE**

File No. LU 14-125908 DZM AD

1/4 Section 3131

Scale 1 inch = 200 feet

State\_Id 1S1E02BD 2400

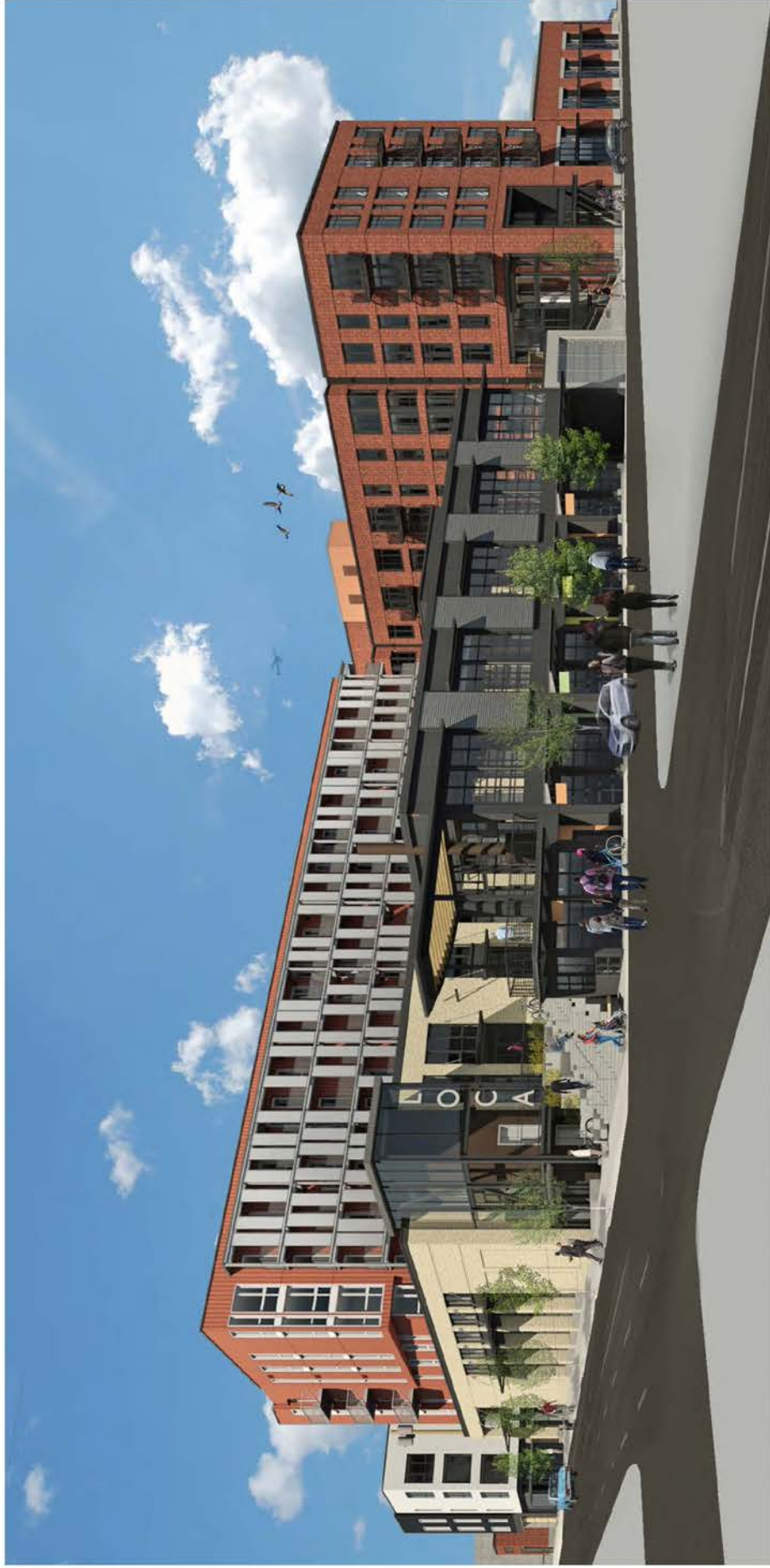
Exhibit B (Mar 12, 2014)





**C.19** Perspective View of Design Model -- SE 10th and Belmont

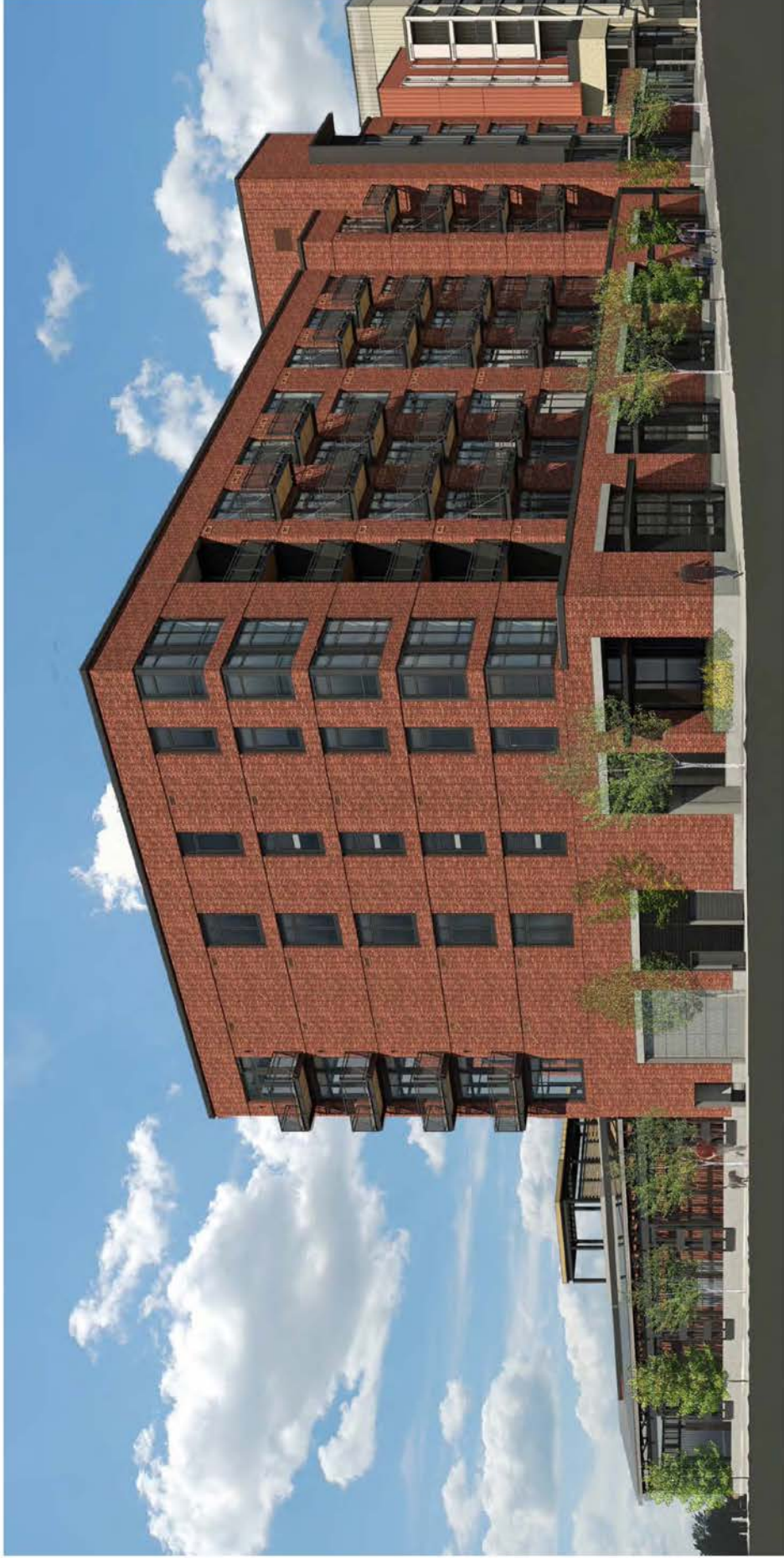
LOCA - THE GOAT BLOCKS / CENTRAL EASTSIDE - PORTLAND, OR



KILLIAN PACIFIC  
ANKROM MOISAN ARCHITECTS, INC.

DESIGN REVIEW EXHIBITS  
06.30.2014







**C.25** Perspective View of Design Model - OEG Site - SE 11th and Belmont

LOCA - THE GOAT BLOCKS / CENTRAL EASTSIDE - PORTLAND, OR



KILLIAN PACIFIC  
ANKROM MOISAN ARCHITECTS, INC.

DESIGN REVIEW EXHIBITS

06.30.2014

