



**City of Portland, Oregon**  
**Bureau of Development Services**  
**Land Use Services**

FROM CONCEPT TO CONSTRUCTION

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

**CASE FILE:** LU 14-125908 DZM AD - LOCA/Goat Blocks  
**Pre-App.:** PC # 13-203772  
**REVIEW BY:** Design Commission  
**WHEN:** Thursday June 12, 2014 @ 1:30 pm  
**WHERE:** 1900 SW Fourth Ave., Room 2500A  
Portland, OR 97201

**Bureau of Development Services Staff:** Mark Walhood 503-823-7806 /  
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### **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

**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:** **DZM AD** (Design Review with Modifications and Adjustment)

**Procedure:** **Type III**, with a public hearing before the Design Commission. The decision of the Design Commission can be appealed to City Council.

**Proposal:** 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 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'. 246 retail parking stalls are proposed, as are 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 3.7% of the length and 3% 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.
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). Given the linear layout of the Yamhill walkway plaza area as proposed, with a width of 24'-0" and a length of just under 200'-0", the proportion of length to width exceeds 8 to 1.
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 but not yet responded. A response is expected prior to the June 12, 2014 hearing and will be brought forward by staff.
- The *Development Review Section of Portland Transportation* has reviewed the proposal but not yet responded. A response is expected prior to the June 12, 2014 hearing and will be brought forward by staff.
- 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 but not yet responded. A response is expected prior to the June 12, 2014 hearing and will be brought forward by staff.

**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 6/2/14 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).

However, the internalized public and semi-public spaces of the Yamhill Alley and the Market Walk are not designed in a manner that reflects the 200-foot block pattern of the central city. The north and south blocks both have typical 200-foot square dimensions, but the historic 60-foot width of the street has been reduced to as narrow as 24-feet wide. Although a narrower dimension for the Yamhill Alley may be appropriate, the precise orientation and layout of this primary superblock through-passage needs further refinement to be reflective of the Central City pattern. The stairs and elevator necessary to access the Yamhill Alley and Market Walk from 10<sup>th</sup> and Belmont, respectively, also create an awkward situation that does not reflect the traditional Central City street pattern.

Although the proposal meets this guideline along the existing perimeter public streets, the proposal does not yet adequately respect the central city block pattern in the Yamhill Alley and Market Walk public spaces. This is further addressed in the Modification to the superblock plaza ratio standard, later in this document.

*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, 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.

However, there are concerns about how the buildings within the project create a unified whole in their composition and materials. There are projecting balconies, similar window systems, and elevated entry and elevator/stairwell towers on all of the buildings but their design and materials could benefit from further unification. This might be as simple as using all black vinyl windows on the upper floors

(eliminating the white vinyl in the North Block), expanding the use of balconies on the East Block, or other similar methods.

The public spaces on the site could also benefit from more unifying features. No less than five different paving materials are used in the public spaces, with zones of distinct paving in the Yamhill Alley and Market Walk. Thirteen different outdoor light fixtures are proposed on the private property, with an entirely different fixture palette for each building. A trellised cable element with vines is shown in imagery for the Yamhill Alley but details are not provided. Overall the public spaces interior to the site could use further refinement and simplification to achieve a unified whole for the overall project.

Public art is shown throughout the project, including on walls of buildings at grade along Belmont, 11<sup>th</sup>, and both the Yamhill Alley and Market Walk. Custom light fixtures are proposed in the Market Walk, and a statue is shown at the intersection of the Yamhill Alley and the Market Walk. However, no information is provided in the application on the specifics of these art installations, or that RACC has been engaged. There is concern that the public art, especially at the ground floor walls, will come of as disconnected and applied, as opposed to integrated, with the project. Along the Belmont frontage the art is applied to basement garage window openings in an awkward manner that does not relate to the wall panels elsewhere. And while a sculpture and custom light poles have great potential to enhance the project, no significant details are provided for consideration. If the Regional Arts and Culture Council (RACC) is to be used for some or all of the art a preliminary memo from RACC agreeing to work with the applicant should be provided, identifying the specific areas for future public art. There is insufficient information in the record at this time to find that the various public art pieces are the unifying force for the project that they should be.

Although the project does have some unifying elements, further information and refinements are needed with regards to unifying the various buildings, public spaces, and public art into the overall 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.

However, there is insufficient information in the file regarding the Public Art in the project. Public Art shown includes various at-grade wall panels, a free-standing sculpture and custom light poles. Insufficient information has been provided to show that this art will be fully incorporated into the project, including details on material quality, whether or not RACC has agreed to be involved, and how the art reflects the special features of the Central Eastside.

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.

*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.

However, the massing of the North Block buildings along SE Belmont Street erodes the primary corner at SE 10<sup>th</sup> & Belmont with a flight of stairs leading up and away from the street. Most nearby buildings along Belmont typically meet the street lot line for their full length and height, with a strong orientation of the massing at all exterior corners. With regards to the sense of enclosure created along SE Belmont, the project needs further refinement.

*Therefore, this guideline is not yet fully 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:** In many aspects 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.

However, the pedestrian orientation of the superbloc portion of the site is as much inward to the Yamhill Alley and Market Walk as it is outward to the adjacent public streets, and merits further consideration. The level of streetscape vibrancy is relatively less along the west side of SE 11<sup>th</sup> mid-block at both the North and South Buildings, as well as at the Belmont frontage by the grocery store, where public art is offered as mitigation for the lack of windows and exposed basement garage wall along the sidewalk. Ideally the small-scale retail energy being created within the Yamhill Alley and Market Walk should mirrored by similar conditions on the public streets. Activity interior to the site on raised interior walkways should not occur to the detriment of life on the perimeter streets. Vibrancy of the internal walkway systems should not occur at the expense of lively activation of the existing public streets and surrounding neighborhood.

The wall panels being proposed for public art throughout the project also deserve further refinement, as no information on their content, materials, or support from RACC have been provided. Public art panels are being used to help engage and activate the streetscape, and more details are necessary to show how this art engages the streetscape. In particular along the Belmont edge and in other locations where Ground Floor Window Modifications are necessary, the lack of clear windows into interior spaces could dampen the pedestrian experience unless the art is well-considered and engaging.

*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 superblocs 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 superbloc 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.

However, the site is a superblock and therefore requires internal pedestrian connections through the site, as well as a plaza. A total of 6,000 square feet of walkways, landscaped areas, and plaza space must be provided on the site, with 4,600 square feet devoted to a single plaza space. This area must be placed within a public access easement prior to release of building permits for the project. It is critical that these public pedestrian connections on the private land be effective reinforcements of, and enhancements to, the adjacent public sidewalk system.

The applicant has included a superblock plan showing public spaces and the public plaza in their application narrative, but the plan is too small to scale and verify dimensions. A full-sized plan sheet drawn to scale is necessary to evaluate the proposed on-site public walkway(s). Further, the plan includes isolated and secondary spaces within the designated public zone that should be excluded, such as in narrow strips between storefronts and the sidewalk, and at the corner entry to the garden retail. More area than needed is shown as public walkway, but the plaza area has an unfortunate cross-like form at the intersection of the two on-site walkways that does not result in a single protected, convenient, well-defined space. The walkways are only accessible by stairs from two of the three adjacent entries from a public street, creating an undesirable elevated condition as approached from the neighborhood. The large number of paving material types, lighting fixtures, and seating devices could be better designed to express these zones as extensions of the public sidewalk. Overall, the public spaces and walkways interior to the site need further consideration to show that they will improve the overall pedestrian network.

The Belmont-facing edge of the North Block at the pedestrian level also needs further consideration in order for the project to reinforce and enhance the character of this important transit street and the adjacent east-west Belmont/Morrison corridor. The ground level of the main building mass has a scarcity of windows and exposed openings to a below-grade parking garage that may or may not be covered with RACC-approved art, as RACC is sometimes to accept public art locations in such a constrained space. This area of blank wall then transitions to the glassy elevator/stair tower element and stairs up to the Market Walk. Although the stairs create a nice urban gesture with interesting perimeter planters and great seating opportunities, elevating the retail activity up and into the site above a flight of stairs creates a less than successful pedestrian environment, weakening the energy along the street. The ground floor level along Belmont needs more activation, cannot meet the Ground Floor Window standard, and it is unclear if RACC will accept such a marginal location for public art as

mitigation.

*Therefore, these guidelines are not yet fully 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.

However, the public spaces on and adjacent to the site need further refinement to ensure a safe, comfortable pedestrian experience. Activity along the public streets is somewhat less than possible because of the focus on orienting much of the retail activity, especially the smaller-scale retail activity, at a finer and denser scale along the internal versus perimeter walkways. The edges along 11<sup>th</sup> Avenue and Belmont at the North Block for the grocery store could use additional indoor-outdoor visual connections from the sidewalk level.

*Therefore, 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 only adjacent public parks, plazas or open spaces are the walkway and plaza on the interior of the superblock portion of the site, as required by Chapter 33.293, Superblocks. This area, totaling at least 6,000 square feet by code, is located on private property but will be placed within a public access easement. The applicant has identified 12,400 square feet of public area on these internalized walkways, with a designed plaza area of 4,550 square feet. However, this area includes isolated segments of land between storefronts and the public streets, and at the corner of SE 10<sup>th</sup> & Taylor which are not necessary to be

included. The central plaza proportions and design extends across the intersection of the two internal walkways and does not create a plaza space with a clear identity and relation to the adjacent site. Too many types of paving materials and lighting fixtures further confuse the interior open spaces.

The building edge along Belmont, especially, could use further 'eyes on the street' and visual connections from interior building activity and pedestrians. Public art is proposed extensively in wall areas along the perimeter streets and the interior walkway system as a way to engage the pedestrian, but it is unclear how much of this will be accepted by RACC as an appropriate location for public art. In other areas where non-RACC public art appears to be identified along expanses of otherwise blank wall, it is still unclear what is proposed. Some of the elevations show what looks like the same vertical metal garden boxes used on the south garden retail building being used along the Yamhill Walkway, but this is unclear.

Beyond the wall panels, public art is also proposed in the form of custom light fixtures at the Market Walk, as well as a freestanding sculpture of some kind in the plaza. Details on these elements should be provided for further consideration, to ensure they are successful.

*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 all commercial buildings adjacent to the primary pedestrian routes. Large main residential and retail entrances have larger horizontal 'eyebrow roofs' that provide rain protection.

*Therefore, these guidelines are 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. 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.

**C1-1. 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.

**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, C1-1, 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 materials, projecting canopies, overhead coiling garage-type doors, and simple punched window openings are effective and contextual architectural moves incorporated into the project.

However, additional refinements are necessary to ensure the individual buildings and public spaces in the project achieve the level of quality, design coherency and contextual responsiveness that they must to meet these guidelines. Further, significant additional information is necessary to adequately evaluate the proposal, including revised and supplemental drawings, material samples, and other details.

For this set of findings, the discussion will continue with four areas of discussion, matching how the staff presentation and hearing discussion will be organized: **North Block/Market Building, South Block, East Block, Public Spaces and Missing Information.**



**North Block/Market Building**

The large building with the grocery store on the North Block has at least 8 different exterior materials, not including the various steel channel elements as flashing or other exposed structural members. There are sliding perforated metal screens, three types and colors of Morin profile metal panel, steel plates with exposed fasteners, and fritted or translucent glass. This creates an overly complicated composition that should be simplified significantly with fewer exterior materials. The design of the relatively low-slung masonry base could be better integrated with the upper floors in terms of massing, materials and composition, as there are few material, alignment and compositional similarities between the two. The mezzanine or transom windows on the masonry building base give the building base a suburban appearance and proportion, and these windows could benefit by integration into a larger consolidated window bay. The garage entry area should have inviting walls and ceiling conditions closest to the sidewalk. The white vinyl windows on the upper floors detract from the punched window opening effect and attract unnecessary visual attention: black vinyl windows as used elsewhere in the project could help to both unify the overall project buildings and let the corrugated metal panel be more cleanly expressed in the design. The hooded exhaust vents could be improved in their design and placement on the building, and in many cases they would work better corralled together. Steel plate details, metal panel details, fritted glass, and other methods used to signify entry places should be reduced in number and simplified.

Signage is not included in this application, with the exception of a text contained within fritted glass at the elevator entry to the grocery store along Belmont. This sign measures approximately 3'-0" wide by 21'-0" tall, or just precisely at the threshold where design review is or is not required. The use of this zone for project signage should be clarified, including details of the sign element and its accurate size.

The Market Building is simplified and more successful, with a simple metal panel and wood composition. Wood is used to nice effect and applied as a screen on the west façade, and as an entry marker and surround at the doors on the Market Walk. However, the durability of the metal panel at grade along 10<sup>th</sup> Avenue is a concern. Concrete or another more durable material in the sidewalk zone facing 10<sup>th</sup> Avenue might be a successful alternative skin material in these locations.

**South Block**

The South Block building has a more limited palette of materials than the North Block, including a brick ground floor and east-west bar along the Yamhill Alley, with a profile metal panel used on the north-south wing of the upper floors. Dark vinyl windows are used to good effect to help emphasize the punched nature of the window openings, in keeping with patterns nearby in the district. However, the use of a light-colored wood at the ground floor window bays and at the entry vestibule for the hardware store is foreign to the building design and feels artificial. A darker stained wood, additional window area, or simple black profile metal panel as used elsewhere on the building would be more appropriate and integrated. The upper-floor exterior vents and louvers should be further concealed within balconies where possible, or ganged together with adjacent louvers to create a smaller, more regular

opening/pattern in the wall. The sign support structure on the 10<sup>th</sup> Avenue side is over-scaled and has an applied feeling, and should be removed from the building or modified. The temple-like gable-roofed garden center annex on the south edge of the building has improved from the wood version shown at the DAR, but insufficient information on the building's details and materiality has been provided with which to evaluate the structure. The vertical metal garden boxes applied to the south side of the garden retail element are unclear in their size and design, and more information should be provided on these elements along with information on design intent and materials.

### **East Block**

The East Block generally has a simplified, attractive form and appearance, with effective engagement at the sidewalk level through large windows at both retail spaces and the tenant lobby. The ground floor transom windows have been refined and organized since the DAR, and the stucco, metal panel and wood materials make an orderly, pleasing composition. However, there is some concern that the extensive use of wood at the ground floor may not hold up well over time. Also, the darker interior with fiber cement plank siding and projecting metal window surrounds that faces east towards the neighborhood and partially wrapping onto the Belmont façade feels less resolved. One option might be to treat the interior façade more simply as a reverse coloration of the main façade but otherwise the same. The building could also benefit from additional balconies on all facades, especially the east façade facing closest to the nearby residential area. The condition at the throat of the driveway entry along Belmont, including all side elevations and details for the small retail building and mechanized parking structure are needed. The size and extent of rooftop equipment is unclear, and may require additional screening on this smaller building. Upper-floor louvers are shown as dark on the white stucco but notes indicate they will be painted (white?) to match. Upper-floor louvers may benefit from re-location into the darker metal portion of the façade, or some other method to reduce their visual impact and improve coherency.

### **Public Spaces**

The public spaces have too many surface paving materials, light fixture types, and an awkward relationship to the adjacent public sidewalks. Elevating the interior walkways with a flight of stairs from two of the three adjacent public sidewalks is an unfortunate condition that would be improved by at least an at-grade connection in alignment with Yamhill Street. Cor-ten steel can be problematic when used so extensively at the pedestrian zone, as occurs in the planters straddling the stairs. The main public plaza interior to the site is constrained in size and layout by the narrow dimension of the Yamhill Alley, and although a vista is provided east from the top of the stairs down to 10<sup>th</sup> Avenue, the orientation to the historic Yamill right-of-way and views westwards needs more work. The entry sequence from 10<sup>th</sup> Avenue to the Yamhill Alley is confusing and too busy with a variety of different elements and functions. Bike parking should be integrated better into the on-site public spaces in locations where it will be accessible but not in conflict with pedestrian circulation and site access.

### **Missing Information**

Significant additional information is needed to evaluate the proposal, including missing information on the submitted drawing set, notes and clarifications, and material samples. Metal panel is used extensively throughout the project but specific gauge and backing material, if any, are not provided in the details. Specifics of various materials, such as paving blocks, wood siding, rooftop surfaces, planters, etc. are not included in the drawing set. Information on the side walls and ceilings at garage and loading bays, the small retail building and parking structure on the East Block abutting Belmont, and elements such as the projecting trellis/sign support on the South Block are not provided. Instead of including an extensive list in this staff report, a separate punch list has been created detailing the missing information (Exhibit H.2).

**SUMMARY FINDING (C1, C2, C1-1, C 1-2, C4, C5 & C3-1):** Although the project effectively draws inspiration, materials and design concepts in part from the surrounding district, further refinements are needed to the material quality and architectural coherency of the proposal. Similarly, the public spaces could benefit from additional consideration to ensure compatibility and quality in context with the neighborhood. Finally, significant additional information is necessary to evaluate the proposal and ensure a high level project, consistent with the intent of these guidelines.

*Therefore, these guidelines are not yet 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 integratd 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 or 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.

However, the roof plans do not adequately identify or label rooftop mechanical equipment, no rooftop screening is identified, and the surface materials of the uppermost rooftops at the North Block and South Block are unknown. Equipment atop the East Block in particular is a concern, due to the likely visibility of this equipment from residential neighborhoods nearby and uphill to the east. Further details are needed regarding the size and type of rooftop mechanical equipment, rooftop surface materials themselves, and any proposed screening to fully evaluate the proposal against this guideline.

*Therefore, 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.

The public spaces internal to the site have an excess variety of light fixtures, including standing pole lights, spots and floods. The type and number of lighting fixtures needs further refinement and simplification, to ensure that exterior lighting is sufficient and integrated but not overwhelming. One or two distinct pole and spot or flood light fixtures should be an improvement, with perhaps only one or two uniquely identifiable fixtures for each building, instead of four or five. Although the light fixtures are shown on the lighting pages, they appear to be missing from the exterior elevations, which should be corrected to show their placement in relation to the pedestrian environment. Night sky and light trespass considerations should also be taken into account.

*Therefore, this guideline is not yet fully 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:** The applicant has requested Modifications to Ground Floor Windows, Parking Stall dimensions, and superblock regulations. 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 3.7% of the length and 3% 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.*

On the north and west elevations of the North Block, additional refinements are necessary to meet the regulatory intent of the standard as noted above. Public Art is shown as part of the method being used to mitigate for blank ground floor walls, but no information on the art itself, including any agreements made to date with RACC, have been provided. In both locations, the public art panels are integral to the pedestrian-level appearance of the building, and should be refined and clarified in order to evaluate the request. If any agreements with RACC have been made, they should be presented.

*Therefore, for the purpose of Modifications to the north and east elevations of the north building (grocery store), these criteria are not yet 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:** *Staff is still awaiting the formal response from Portland Transportation, which is necessary to evaluate the request for transportation-related issues (parking stall dimensions). An agency response from Portland Transportation, including a recommendation on this Modification, is expected to be brought to the June 12, 2014 hearing.*

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). Given the linear layout of the Yamhill walkway plaza area as proposed, with a width of 24'-0" and a length of just under 200'-0", the proportion of length to width exceeds 8 to 1.

**Findings for superblock regulations:** The purpose of the superblock regulations is 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 vacant street" (33.293.010).

*Insufficient information has been provided to evaluate this request. The exact boundaries and dimensions of the superblock-related public walkway and plaza areas are unclear, as no scalable plan of their boundaries has been provided. Although the applicant has indicated 12,400 square feet of public area with a 4,550 square foot plaza area, the cruciform, fragmented and irregular form of the plaza does not create a successful place. Raised stair access from both the 10<sup>th</sup> Avenue and 10<sup>th</sup>/Belmont locations is not as convenient or pleasant as an at-grade connection from the adjacent public sidewalks into the site, and needs refinement.*

*Therefore, for the superblock plaza Modification, these criteria are not yet 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 to provide 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 parking and access regulation in the Central City is to “*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*” (33.510.261.A).

*Staff is still awaiting the formal response from Portland Transportation, which is necessary to evaluate the request for transportation-related issues (parking stall dimensions). An agency response from Portland Transportation, including a recommendation on this Modification, is expected to be brought to the June 12, 2014 hearing.*

- 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:** The site is located in an EX (E) zone. The desired character of the area *(TBD - awaiting PBOT response)*.

- 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:** *(TBD - awaiting PBOT response)*.

- 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.

A project of this scale, with multiple buildings across a site larger than two full downtown blocks, typically has concerns raised at the first hearing. In this case there are several approvability issues, as well as a need for additional details and information to evaluate the proposal. These include materials and coherency of the different program elements, the quality of the public spaces and public art, the character or the urban edge along Belmont, and lighting. With further discussion before Design Commission and consideration by the applicant, changes should be made to the project to verify that the issues and concerns raised by the design guidelines have been satisfied.

## **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 and approval criteria are not yet met:

- A3, Respect the Portland Block Structures;
- A4, Use Unifying Elements;
- A5, Enhance, Embellish and Identify Areas;
- A5-4, Incorporate Works of Art;
- A7, Establish and Maintain a Sense of Urban Enclosure;
- A8, Contribute to a Vibrant Streetscape;
- B1, Reinforce and Enhance the Pedestrian System;
- B2, Protect the Pedestrian;
- B4, Provide Stopping and Viewing Places;
- B5, Makes Plazas, Parks and Open Spaces Successful;
- C1, Enhance View Opportunities;
- C1-1, Integrate Parking;
- C1-2, Integrate Signs;
- C2, Promote Quality and Permanence in Development;
- C3-1, Design to Enhance Existing Themes in the District;

- C4, Complement the Context of Existing Buildings;
- C5, Design for Coherency;
- C10, Integrate Encroachments;
- C11, Integrate Roofs and Use Rooftops;
- Modification Criteria (Ground Floor Windows at North Block); and
- Modification Criteria (Superblock Plaza Ratio).

Design Review and Modification approvability concerns can be grouped into the following six issues, which will be discussed in more detail at the June 12, 2014 hearing:

1. **Materials and Coherency** (North Block and Market Buildings, South Block, East Block, Public Spaces);
2. **Public Spaces** (Yamhill Walkway, Market Walk, sidewalk presence issues);
3. **Public Art/RACC Art** (defining RACC vs. non-RACC, details and information);
4. **Belmont Edge/Ground Floor Windows** (North Block public street faces);
5. **Lighting** (too many fixture types, over-illumination, project coherency); and
6. **Missing Information** (details and information necessary to review the proposal).

Assuming the Design Review can be approved following refinements by the project team, staff would support approval for the Modification to Ground Floor Windows on the south façade of the South Block. Further consideration is necessary with regards to the Modifications on the North Block at the Belmont and 11<sup>th</sup> frontages.

A formal response from Portland Transportation is still outstanding and is needed to make findings on the following:

- Modification to Parking Stall Width; and
- Adjustment to allow parking access onto Belmont.

=====

**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 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  
June 2, 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
- B. Zoning Map (**attached**)

### C. Plan & Drawings

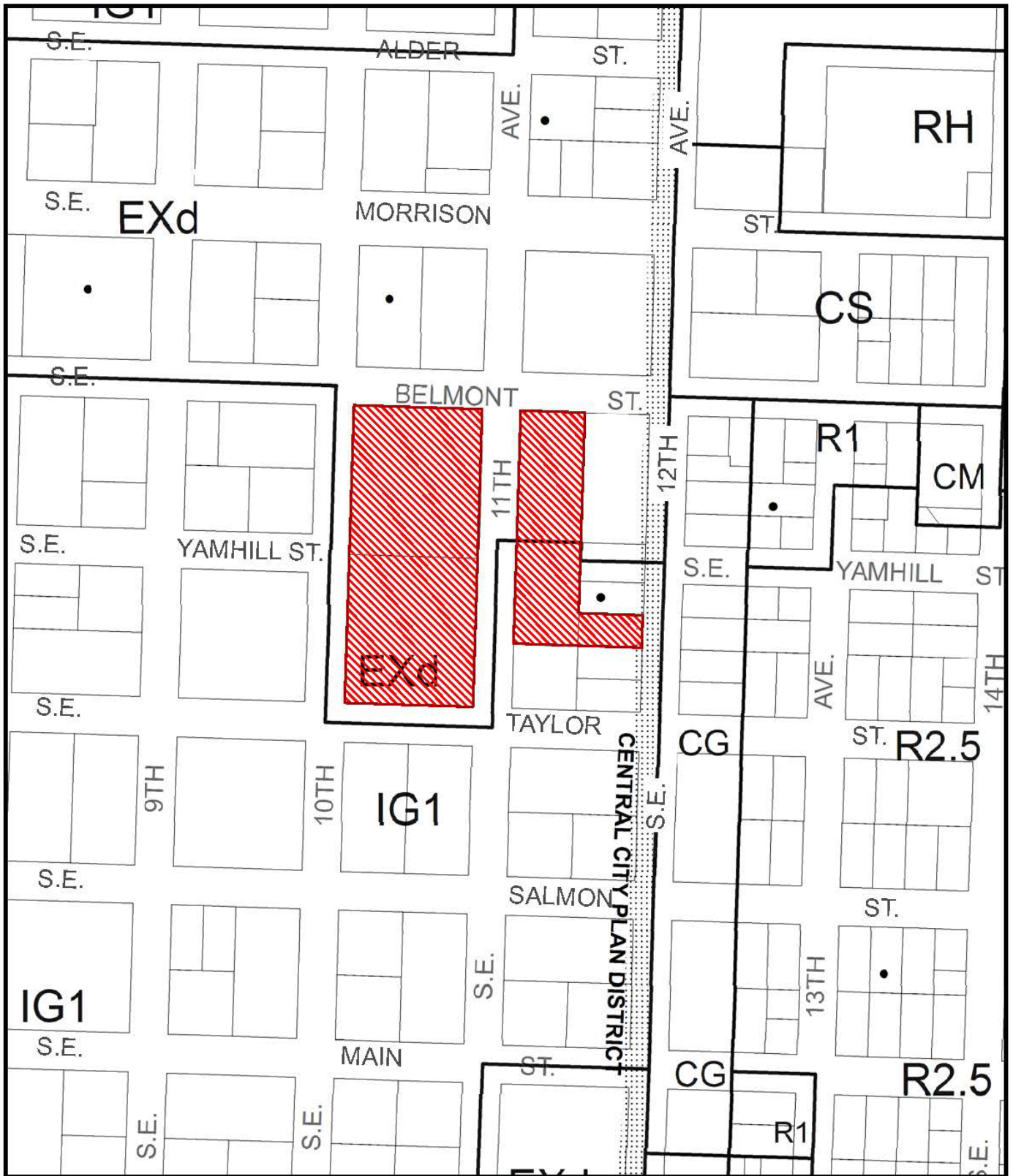
1. Vicinity Map
2. Overall Area Plan
3. Program Summary
4. Zoning Map
5. Neighborhood Images
6. Neighborhood Images
7. Urban Design Diagrams
8. Urban Design Diagrams
9. Diagrams
10. Diagrams
11. Cladding Concept Diagrams
12. Site Plan (**attached**)
13. DAR #1 Comments
14. DAR #2 Comments
15. Section 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
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
25. Perspective View of Design Model – SE 11<sup>th</sup> & Belmont
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. North Building Detailed Elevation – West
62. North Building Detailed Elevation – B&W – West
63. North Building Detailed Elevation – South
64. North Building Detailed Elevation - B&W – South
65. North Building Detailed Elevation – East
66. North Building Detailed Elevation – B&W – East
67. North Building Detailed Elevation – North
68. North Building Detailed Elevation – B&W – North
69. South Building Detailed Elevation – West
70. South Building Detailed Elevation – B&W – West
71. South Building Detailed Elevation – South
72. South Building Detailed Elevation – B&W – South
73. South Building Detailed Elevation – East
74. South Building Detailed Elevation – B&W – East
75. South Building Detailed Elevation – North
76. South Building Detailed Elevation – B&W – North
77. OEG Building Detailed Elevations – West & East
78. OEG Building Detailed Elevations – B&W – West & East
79. OEG Building Detailed Elevations – North & South
80. OEG Building Detailed Elevations – B&W – North & South
81. Retail Building Detailed Elevations – West/South/East/North
82. Retail Building Detailed Elevations – B&W - West/South/East/North
83. Exterior Material Palette – North Building
84. Exterior Material Palette – Retail Building
85. Exterior Material Palette – OEG Building
86. Exterior Material Palette – South Building
87. Exterior Material Palette – South Garden Retail
88. Enlarged Sections/Details – Grocery Entry – Northeast
89. Enlarged Sections/Details – Grocery Entry – Northwest
90. Enlarged Sections/Details – Grocery Entry – Market Terrace
91. Enlarged Sections/Details – North Residential – Entry
92. Enlarged Sections/Details – North Residential – Typical Balconies
93. Enlarged Sections/Details – North Residential – Screen Structure
94. Enlarged Sections/Details – North Grocery – Window Storefront
95. Enlarged Sections/Details – North Micro Retail 1 and 2
96. Enlarged Sections/Details – Yamhill Stairs
97. Enlarged Sections/Details – Market Retail A (10<sup>th</sup> Ave. level)
98. Enlarged Sections/Details – Market Retail Frontages (10<sup>th</sup> Ave. level)
99. Enlarged Sections/Details – Market Retail B (Terrace level)
100. Enlarged Sections/Details – South Anchor Retail Entry
101. Enlarged Sections/Details – South Vestibule Entry
102. Enlarged Sections/Details – South Residential Entry
103. Enlarged Sections/Details – South Residential Stair Tower
104. Enlarged Sections/Details – South Residential Stair Tower
105. Enlarged Sections/Details – South Garden Retail & Podium Trellis
106. Enlarged Sections/Details – South Residential Attached Balconies
107. Enlarged Sections/Details – South Residential Inset Balconies
108. Enlarged Sections/Details – South Building at Balconies and Retail
109. Enlarged Sections/Details – South Micro Retail 1 and 2

- 110. Enlarged Sections/Details – Window Bench & Art Wall – Yamhill Alley
  - 111. Enlarged Sections/Details – OEG Building Residential Corridor
  - 112. Enlarged Sections/Details – OEG Building East Façade
  - 113. Enlarged Sections/Details – OEG Building Lobby and Retail
  - 114. Enlarged Sections/Details – OEG Building – NW Corner
  - 115. Enlarged Sections/Details – Garage Entry and Loading Gate
  - 116. Enlarged Sections/Details – Typical Exhaust Venting
  - 117. Landscape – Site Plan – North and South Block
  - 118. Landscape – Site Plan – East Block
  - 119. Landscape Market Terrace – Section A & B
  - 120. Landscape – Yamhill Alley – Section B & C
  - 121. Landscape – Precedents
  - 122. Landscape – Paving Materials & Furnishings
  - 123. Landscape – Details
  - 124. Landscape – Details
  - 125. Landscape – North and South Block – Planting Plan – Trees
  - 126. Landscape – East Block Planting Plan – Trees
  - 127. Landscape – North and South Block – Planting Plan – Shrubs
  - 128. Landscape – East Block – Planting Plan – Shrubs
  - 129. Landscape – Planting Plan – Stormwater and Vines
  - 130. Landscape – Stormwater Runnels
  - 131. Landscape – Electrical – Lighting Plan – North
  - 132. Landscape – Electrical Lighting Plan – South
  - 133. Landscape – Electrical – Lighting Plan – East
  - 134. *Page intentionally left blank*
  - 135. Solar Studies
  - 136. Solar Studies
  - 137. VPI Vinyl Windows
  - 138. *Page intentionally left blank*
  - 139. Civil – Existing Conditions – Plan
  - 140. Civil – Existing Condition – Plan
  - 141. Civil – Street Improvement Plan
  - 142. Civil – Site Grading Plan
  - 143. Civil – Site Utility Plan
  - 144. Civil – Stormwater Planter Details
  - 145. Civil – Street Improvement Sections
  - 146. Rooftop Mechanical Systems and Details
  - 147. Superblock Walkway/Plaza Easement Area
  - 148. Mechanical Parking Detail Drawings with Width Dimensions (4 pages)
- 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 superbloc issues, sent 6/1/14





# ZONING



Site



Historic Landmark



NORTH

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.57** Overall Street Elevations - West

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



S.E. 10th Ave. Elevation - West Overall 1" = 32'-0"



KILLIAN PACIFIC  
ANKROM MOISAN ARCHITECTS, INC.

DESIGN REVIEW EXHIBITS  
05.27.2014



**C.59** Overall Street Elevations - East

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



S.E. 11th Ave. Elevation - East Overall 1" = 32'-0"



KILLIAN PACIFIC  
ANKROM MOISAN ARCHITECTS, INC.

DESIGN REVIEW EXHIBITS  
05.27.2014





S.E. 11th Ave. Elevation - West OEG Overall 1" = 32'-0"



S.E. Belmont St. Elevation - North Overall 1" = 32'-0"