419 E Burnside Mixed-Use

Design Review Submittal
LU# 14-169513 DZM

June 13, 2014
Revised August 15, 2014
Myhre Group Architects
Trinsic Acquisition Company, LLC

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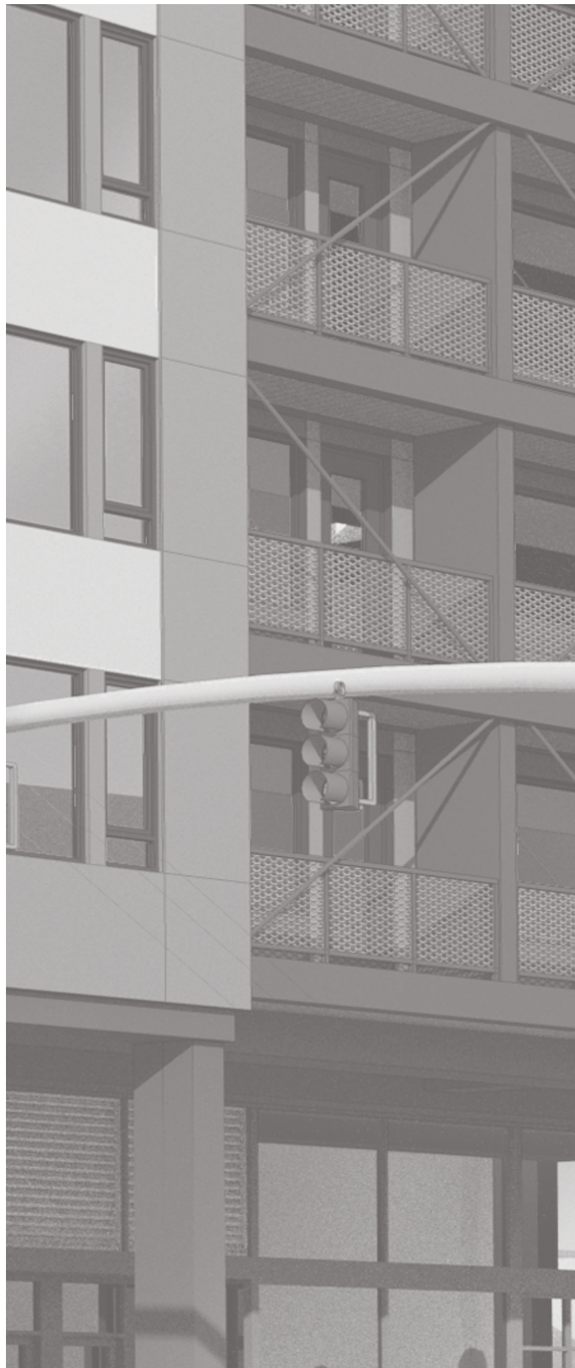
Section 1:

Site Forces &
Neighborhood Context



Neighborhood Character

Section 1:

Site Forces & Neighborhood Context

The Central Eastside has long been a neighborhood with an 'edge.' Over time, the neighborhood has remained true to its roots, whether as a highly-functioning industrial neighborhood or an edgy entertainment district for those employed in the local industries.

While the existing industries located in the neighborhood are evolving due to transit constraints, property values, and access, opportunities are becoming more prevalent for new industries which do not require the infrastructure that existing industries did. An emphasis on small, locally owned manufacturing businesses (both physical & intellectual products) appears to be replacing larger manufacturing facilities.

In the past, individuals accepted a longer commute between their residence and their place of employment. This is no longer the case. Higher traffic volumes and costs of living have increased the demand for walkable neighborhoods that are within a short bike ride to employment opportunities. The Central Eastside is primed for this type of development.

The neighborhood's industrial character and gritty charm are maintained, and there are housing opportunities around the perimeter of the industrial core for those who work in the district, in areas such as the Burnside Bridgehead. Additional goods and services that reflect the unique and non-mainstream character of the east side will support the desire for walkable neighborhoods.

Vicinity Maps

Legend

- Existing Building
- Proposed Project Site

Section 1:

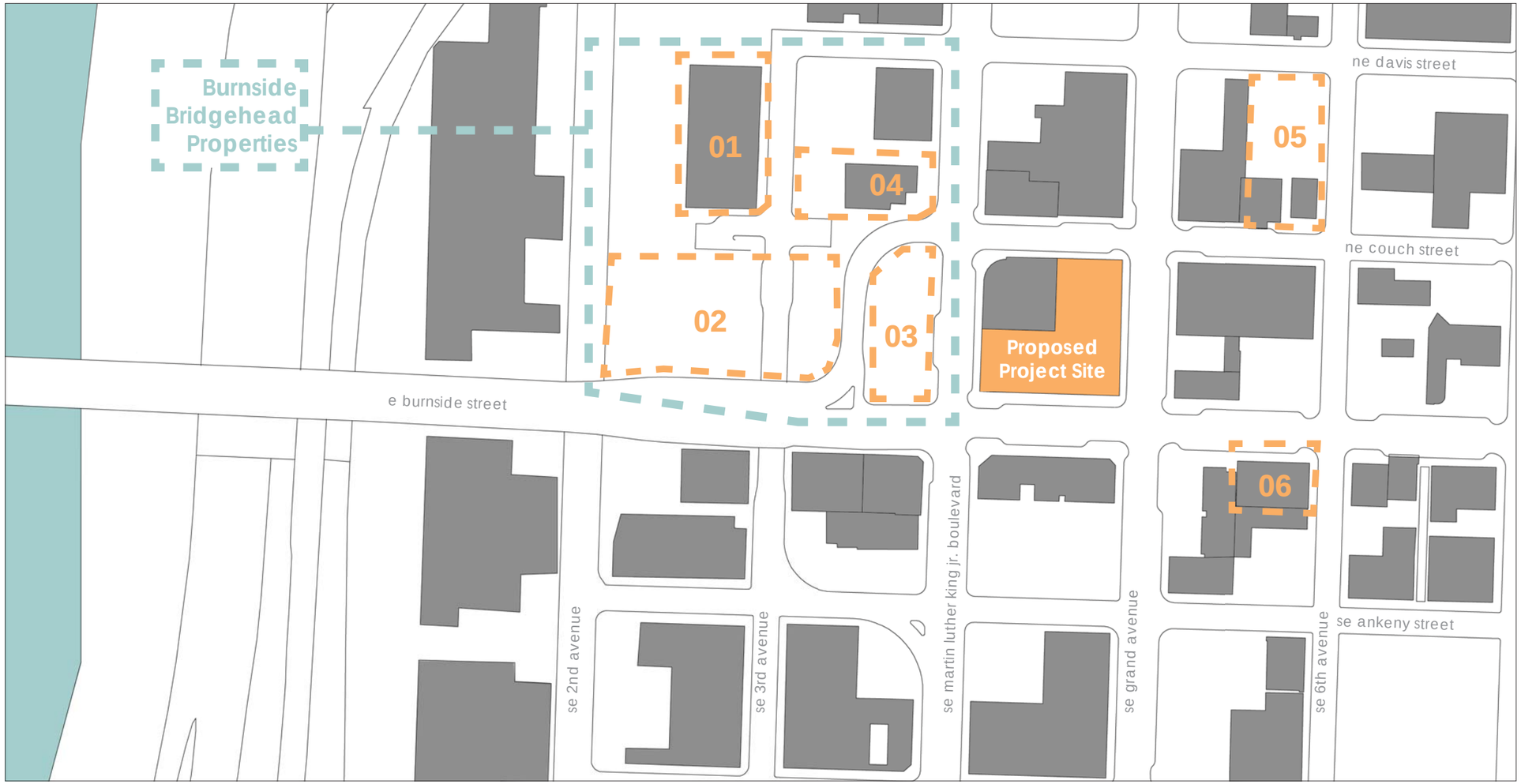
Site Forces &
Neighborhood Context

The Burnside Bridgehead is one of the most critical pieces of real estate slated for redevelopment in Portland's Central City. The significance of the site derives mainly from its pivotal position at the intersection of the two elements that organize the City into four quadrants: Burnside Street, dividing north and south, and the Willamette River, separating the east and west sides. The establishment of the Streetcar Loop and the western terminus of the East Burnside/Couch couplet, both at the eastern edge of the site, promise to reinforce the site's identity as a center of urban activity. A recent emergence of restaurants, boutique retail and creative commercial and industrial start-ups along the lower Burnside corridor and throughout the Central Eastside points to the Burnside Bridgehead as a catalytic hub for similarly vibrant economic and cultural activity. The Burnside Bridgehead represents the opportunity to solidify the vitality of the Central Eastside Industrial District through a largely ground-up development that reinforces its character, scale, and economy.[1]

The redevelopment of the Burnside Bridgehead site offers enormous potential for developing an attainable, sustainable and productive community at a major center of urban life and commerce. The creation of highly flexible, attainable employment and living opportunities at the Burnside Bridgehead will reinforce pedestrian movement, alleviate pressure on transportation networks, and result in 24/7 vibrancy throughout the Central Eastside district.[1]

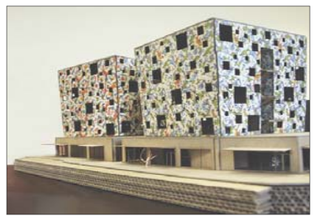
Source: [1]Portland Development Commission Framework Plan, dated June 11, 2010

Neighborhood Development - Present and Future



01 Block 68

02 Block 67



03 Block 76 (The Dumbbell)

04 Block 75

05 Central Eastside Lofts

06 bSide6

Section 1:

Site Forces &
Neighborhood Context

The Burnside Bridgehead has historically been underdeveloped due to its topography and a challenging relationship with the surrounding street infrastructure.[1] However, recent and up-and-coming development appears to have broken this trend.

The redevelopment of the Burnside Bridgehead site offers enormous potential for developing an attainable, sustainable and productive community at a major center of urban life and commerce.[1] A diverse mix of project types, architectural styles, and uses, paired with an influx of housing, will help attain a prime tenet of the Burnside Bridgehead development plan.

Current and future development appears to be a mixture of contextually responsive 'background' buildings as well as progressive thinking 'foreground' buildings. In order to maintain the existing character of the neighborhood, a balance of both types will be equally important.

Source: [1]*Portland Development Commission Framework Plan, dated June 11, 2010*

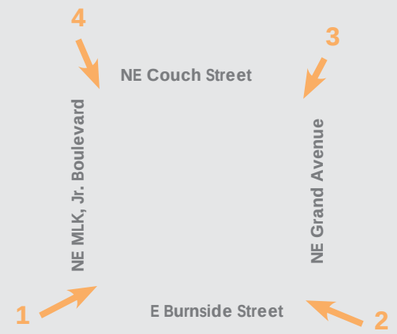
Existing Site Conditions

Section 1:

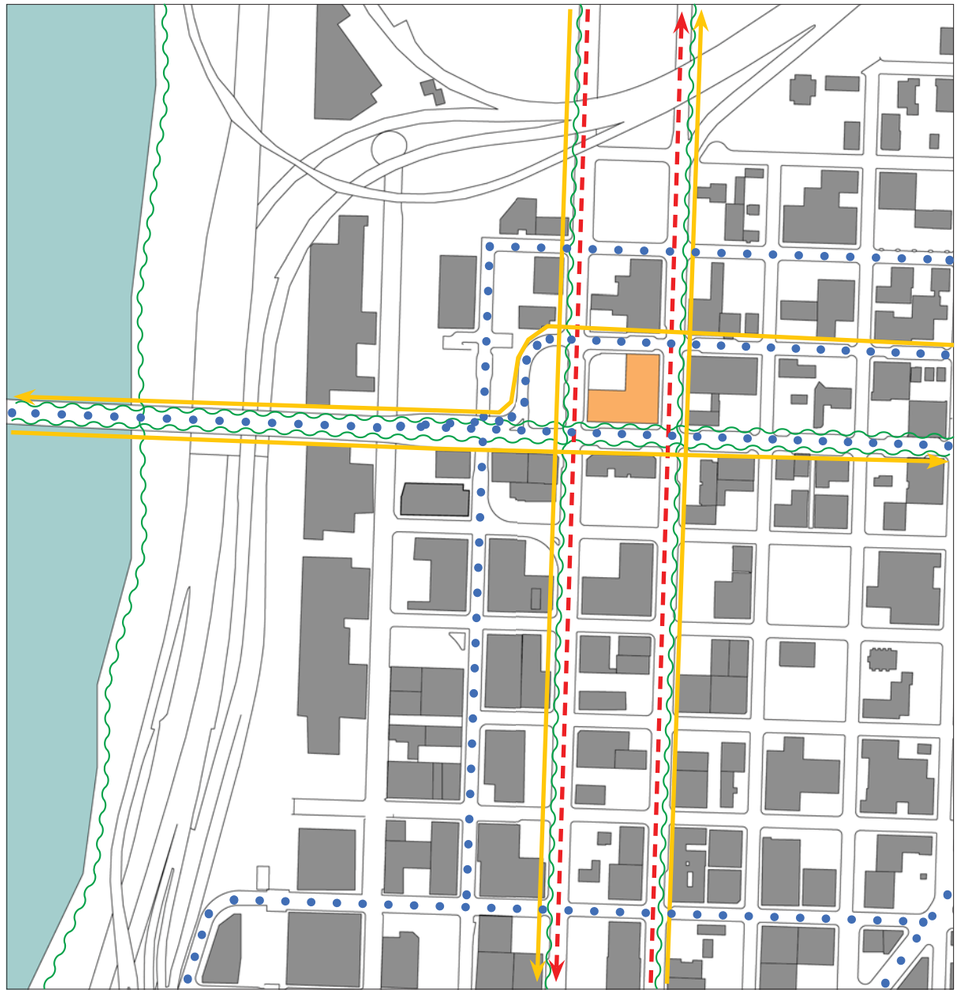
Site Forces &
Neighborhood Context

The proposed project site is currently home to a used car lot on the southern property fronting E Burnside Street and a parking lot serving Central City Concern at the Northeastern portion of the site. The existing used car lot consists of two structures: a single story, open-air parking structure and a two-story administration building.

Central City Concern anchors the corner site to the northwest. Recently remodeled in 2011, and achieving LEED Gold status, this two-story building consists of both substance abuse care as well as short-term housing for recovering addicts.



Site Circulation - Public and Recreational



Legend

- Bicycle
- Bus
- Pedestrian
- Streetcar

Section 1:

Site Forces &
Neighborhood Context

At the geographic center in Portland's city grid, the Burnside Bridge is a key connector between the east and west sides of the Central City. [1]

The Burnside Bridgehead development should facilitate strong connections to surrounding pedestrian, bicycle, transit and vehicular linkages on all sides.[1]

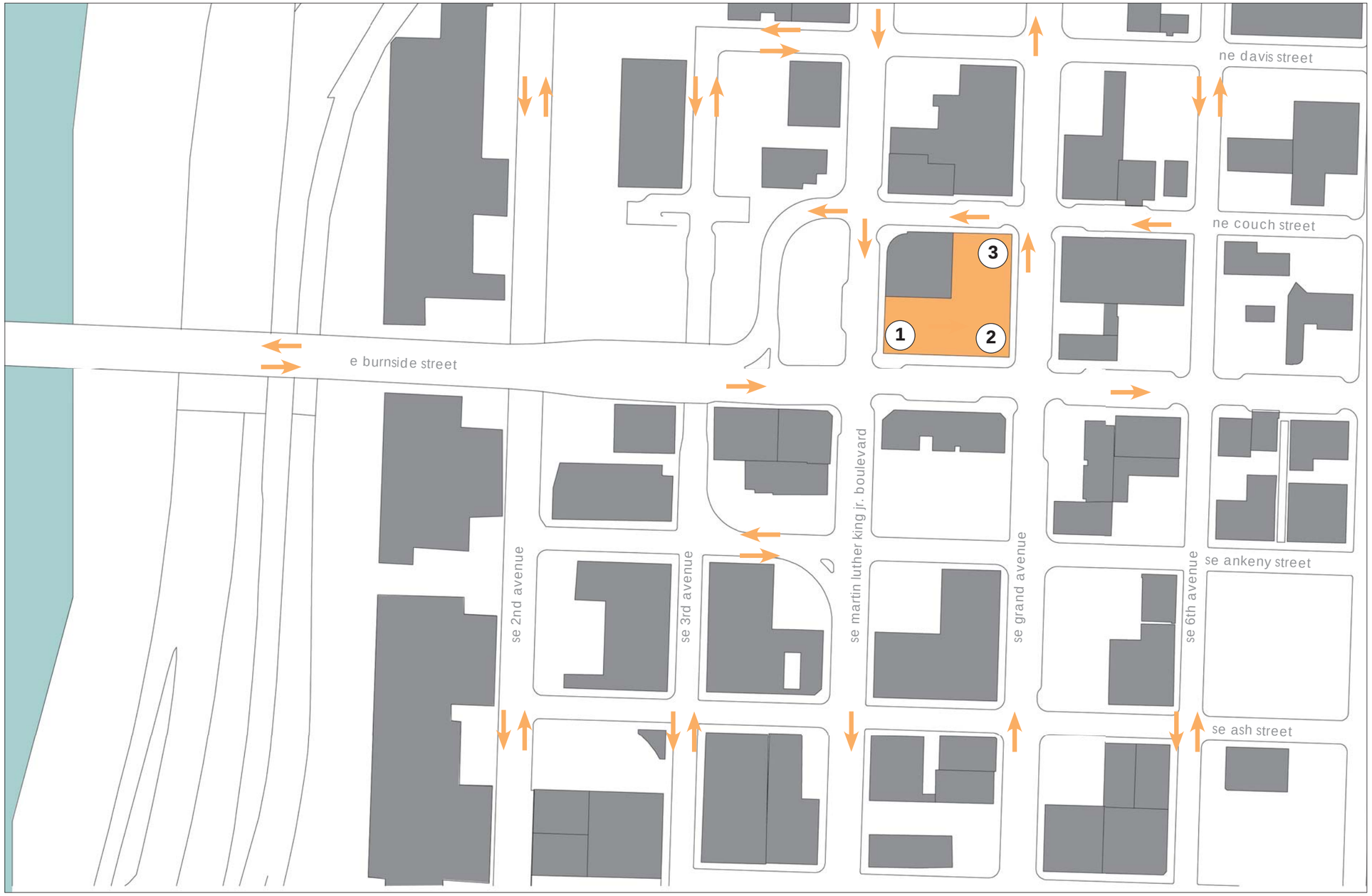
The proposed project site is poised to capitalize on its location at the nexus of major vehicular, streetcar, bus, bicycle, and pedestrian transit nodes.

New street car stops on both Martin Luther King, Jr. Boulevard and Grand Avenue face the site and provide immense opportunities for ground level commercial and retail tenant exposure. The site's adjacency to the streetcar lines, as well as the multiple bus routes on Burnside and Couch Streets, provide convenient opportunities for commuting.

For those who opt to live at this location and work nearby, dedicated bicycle and pedestrian paths provide convenient and safe avenues for a short walk or bike to work or leisure activities.

Source: [1]*Portland Development Commission Framework Plan, dated June 11, 2010*

Site Circulation - Vehicular



Section 1:

Site Forces &
Neighborhood Context

With Portland Bureau of Transportation's goals of both creating a stronger and more convenient link between SE 15th and NW 23rd Avenues along Burnside and to humanize a heavily travelled street, the new eastside Burnside-Couch couplet, completed in 2012, has radically altered the transit circulation around the proposed project site. Due to frequent accidents (both pedestrian and vehicular), inadequate on-street parking, and long pedestrian crossing distances as well as worsening traffic congestion, Burnside and Couch has been changed from a two-way traffic pattern to a one-way traffic pattern. Couch Street now provides vehicular access to the west while Burnside Street provides access to the east.

For the proposed project site, the new couplet has created new frontage exposure onto major arterials leading into and away from downtown. This additional exposure has provided the site with three primary corners, each fronting on-coming traffic.

After evaluating the site forces and major traffic patterns, the project team has assigned a hierarchy of corners in the following order (most important to least important):

1. NE MLK Boulevard and E Burnside Street
2. NE Grand Avenue and E Burnside Street
3. NE Grand Avenue and NE Couch Street

Section 1:

Site Forces &
Neighborhood Context

The proposed project began with evaluating site, surrounding context, programmatic and architectural opportunities and constraints. The following items were identified:

Opportunities

1. Larger development opportunity through an increased site (initial concepts illustrated a half-block concept which has subsequently grown to a three-quarter block project).

2. Create an enhanced pedestrian experience along E Burnside Street through the use of the arcade provision unique to this portion of the City.

3. Create a new vibrant mixed-use building that contributes to and enhances the existing urban fabric by providing active ground floor uses and future residents who will support and grow the new and existing local businesses.

4. Create a contextually-responsive project that addresses the neighborhood's past, current, and future character.

5. Reinforce the Bridgehead gateway with an active, high-density project.

6. Encourage alternative means of transportation through the use of public transportation (buses, streetcar). Provide ample space for bicycle parking and bicycle-related amenities. Provide shared vehicle opportunities (internal car share providers) for residents that choose to not have a vehicle.

7. Support a walkable, pedestrian-oriented neighborhood by providing goods and services readily available to new neighborhood residents.

Constraints

1. Maximizing density within the five floors of wood over post-tensioned concrete podium parameters.

2. Assigning hierarchy to each of the three highly visible corners.

3. Making simple, bold massing moves that create an interesting and diverse building aesthetic, all the while creating a harmonious and consistent building language in a very eclectic district.

4. Maintaining an active ground floor while addressing competing utility & Bureau requirements (e.g. PBOT, BPS, BES).

Section 2:

Lessons Learned

Section 2:

Lessons Learned

D.A.R. No. 1 Comments - October 2013

October 10, 2013 Design Concept

What We Heard From The Design Commission & Staff

- The project will be one of the first buildings seen when crossing over the bridge from downtown and will require high design.
- Any design must coalesce into an idea worthy of this site and not be a formulaic approach to the site.
- The building must reinforce the gateway experience.
- Produce a forward thinking project with simple, strong, and powerful concepts.
- Edit down architectural moves to one or two strong ideas using a limited palette of materials, ultimately creating a unified building.
- Create hierarchy of decision making.
- Concept should not be a graphic idea.
- Respond to the auto orientation, transportation, and circulation of the site forces.
- Utilize the arcade provision unique to this area of Portland.
- Create an identity for the lobby.
- The entire ground floor should be commercial/retail.
- Cover all parking.
- Sublimity is acceptable.
- Massing with metal panels should not be projecting boxes or complex shapes.
- Increase the distance from the adjacent building to the north and the western property lines at inside faces of the building to create a more desirable dwelling experience.

Section 2:

Lessons Learned

D.A.R. Comments No. 2 - March 2014

March 20, 2014 Design Concept

What We Heard From The Design Commission & Staff

- Express the main entry more clearly.
- The massing idea of two buildings with a split in the middle is successful.
- The arcade should be designed to highlight the main entry and create a massing break between the two forms. Whether the arcade spans the entire block or partial block is a decision for the design team.
- The building should be simple. direct, and honest. The design is headed in a good direction and is greatly improved from the first DAR, but the massing moves should be reduced by one more level. The applied white planes in particular take away from the “honesty” of building.
- Don’t be afraid of the building’s scale. Corners can be strong and building elements do not need to be broken up into as many small pieces.
- Reduce building materials and textures and simplify the design. More “muscular” metals should be expressed on the heaver building element and “lacier” textures should be expressed on the lighter building.
- All exterior cladding should be high-quality, long-lasting, and durable.
- Weathered steel should be reduced at the ground level and used authentically, in plate, rather than steel, from.
- The Couch Street facade is very narrow and should be simplified.
- The large oriel on Grand Avenue is not necessary to make this a successful design, and should be scaled down in order to support a simplified building mass and to allow more light and air into the dwelling units.
- Resolve potential conflicts with the existing lighting, signage, and stormwater facility along E. Burnside.
- Locate the utility vault underneath one of the surrounding sidewalks, and maintain as much on-street parking as possible.

Section 2:

Lessons Learned

Initial Design Review Submittal Comments - June 2014

Original Design Review Submittal (June 13, 2014)

Revised Design Review Submittal (Current)

What We Heard From Staff (from July 28, 2014)

- **Staff Comment:** "The proposed oriels and attached frames wrapping the length of the building do not provide for additional light and air to reach the sidewalk, and instead create a minimum of weather protection through their attachment to the larger frames. Based on the Commission's previous comments, staff has concerns regarding the approvability of the proposed oriels and the width Modifications requested."

  Applicant Response: Applicant has agreed to remove the non-standard oriel projections along NE Grand Avenue and NE Couch Street. Projections into the right-of-way that remain in the project are only along E Burnside Street (e.g., the arcade) and a 4'-0" wide balcony at the NE corner of the building, extending into the NE Couch Street right-of-way. The later complies with the standard oriel projection as outlined by the Bureau of Development Services Code Guide, titled *Window Projections into the Public Right-of-Way IBC/32/#1* as well as Section D.3 – IBC *Section 3202.3.2 Encroachments 8' or more above grade*, found in City of Portland Bureau of Transportation Encroachments in the Public Right-of-Way document.

- **Staff Comment:** "[…] the arcades must be designed to be severable. Staff notes that the proposed residential unit layout along Burnside, particularly at the southeast corner, may be negatively impacted if the arcade is someday required to be removed. Staff suggests that the applicant coordinate with PBOT as to the extent of the design for severability to ensure the project, in such an event, would be impacted to the least extent possible."

  Applicant Response: Applicant has received confirmation from PBOT that the above-grade arcade structure and associated below grade foundation elements are NOT required to be severable. Applicant's design proposal does not include any below-grade occupied spaces extending into the right-of-way. This comment is no longer applicable.

Section 2:

Lessons Learned

Original Design Review Submittal (June 13, 2014)

Revised Design Review Submittal (Current)

What We Heard From Staff, Continued...

- **Staff Comment:** "Staff has already noted the number of identified materials proposed as a potential issue with regard to *Central City Fundamental Design Guideline C5 Design for Coherency*. Staff reiterates this concern suggesting simplification of the application of materials, specifically noting that materials should only change when associated with changes in plane or volume, with clear rules established for each material and each color of each material. For example, staff notes that the lattice pattern appearing within the inset portions of the white volume are painterly and do not have a logical reason as to why the color would change as all materials seem to be in the same plane. The Design Commission has repeatedly suggested that new buildings should be composed on 1 or 2 high quality exterior materials (of a single color), with a possible 3rd if exceptionally detailed. The proposed 10 metal panels, 4 fiber cement panels, plus various other materials proposed in the design do not meet this expectation, as they are too many."

  Applicant Response: Applicant has simplified the massing and material palette. Design proposal includes two (2) different metal panels (a flush metal panel and a horizontal box-rib panel), wood soffits and a fiber cement panel (located at the NW corner of the building and exempt from Design Review - will be under the Regional Arts and Culture Council's (RACC) purview) and break metal cladding. The color palette has been simplified to include four colors (charcoal, a medium and light grey and an accent terra cotta color). Applicant has removed the aforementioned lattice pattern from the proposal.

- **Staff Comment:** "Staff also notes that the ground plane, as well as the roof level of the building, lacks overall cohesion. Several different window types appear at the ground level, including large fixed panes of varying widths and heights, sidelights of various widths, horizontal transoms of various heights, roll-up garage doors, sliding doors of various heights, as well as various muntin width due to the introduction of break metal as seemingly random locations. Staff suggests a more orderly and intentional organization of the ground floor fenestration on all façades."

  Applicant Response: Applicant has removed all horizontal sliding doors at the ground floor and replaced them with overhead, full-lite garage doors. Window sizes, types and entry niches have been adjusted, where possible, to create a more ordered configuration.

Section 2:

Lessons Learned

Original Design Review Submittal (June 13, 2014)

Revised Design Review Submittal (Current)

What We Heard From Staff, Continued...

- **Staff Comment:** "In addition, staff recognizes that the grade slopes upward from west to east, however, the ground floor of the white building looks truncated and should be taller along NE Grand and Burnside to provide additional views to the interior and be more cohesive with the western block of the building."

  Applicant Response: Applicant has modified the southeast corner of the building to remove what Staff perceived to be 'heavy massing.' Applicant has repeated the character of the southwest corner of the building (cladding, window configuration and balcony character) at the southeast corner of the site. A corner deck (located at all levels) at the southeast corner creates a visually lighter corner and allows the corner to appear taller. Applicant also surveyed the existing adjacent arcade buildings, at Staff's request. The existing arcades in the immediate context varied in heights depending on the style of architecture, function of the arcade projection and the sites constraints (e.g., slope). The average arcade height of the applicant's proposed design falls within the average arcade height of the immediate context. In addition, several existing arcade structures have equal to or lower arcade heights.

- **Staff Comment:** "At the rooftop, various heights, colors, materials, and patterns combine to create a disorganized elevation on all sides of the building. Staff suggests simplifying this roofline so that is more cohesive and coordinated with building elements below. Staff notes that this rooftop will be visible from many buildings in the immediate vicinity should strive to be as graceful as possible, as viewed from all sides."

  Applicant Response: Applicant has revised the roof design concept to create a more ordered and simplified roof layout. Materials have been simplified to match the buildings primary cladding components.

- **Staff Comment:** "With regard to the break between the two primary building volumes, staff suggests that additional consideration be given to entire vertical extent of this notch between the two buildings as it seems overly complicated and should serve as a simple bridge between the two primary volumes as well as the primary entrance. One suggestion is to remove the projecting balconies from the common areas of the upper floors, as they serve little purpose other than to disrupt the main entrance core of the building."

  Applicant Response: Applicant has removed the Juliet balcony from the 'entry gasket' per Staff's recommendation.

Initial Design Review Submittal Comments - June 2014

What We Heard From Staff, Continued...

- **Staff Comment:** "With regard to the proposed switch to fiber cement on the north and west interior court-facing walls, staff notes that there does not appear to be a logical reason to do this as the program and articulation appear to be relatively the same as the street-facing façades. While the Commission indicated that fiber cement panels may potentially be approvable on these façades, the amount proposed is significantly more than what staff believes the Commission will favor. Staff notes that the high-visibility of the proposed building, due to its location at one of the most important intersections in the City, as well as the low elevation of the existing building at the northwest corner of the block which is expected to remain, demand that this side of the building be treated with the same level of consideration as the street-facing façades. As such, staff strongly suggests that no fiber cement panels be proposed, in order to meet *Guideline C2 Promote Quality and Permanence in Development.*"

  Applicant Response: Fiber cement panel has been provided at the NW corner of the building only. Which is associated with an art wall that would provide a flexible surface for art to be applied to. This section is exempt from Design Commission review (per BDS) and will fall under RACC's purview.

- **Staff Comment**: "With regard to the proposed Architectural Metal Panel 6, the "Weather Steel" color option which is noted to be a "graphic print applied to metal panel", staff strongly suggests eliminating this material from the palette, as was suggested at the 2nd DAR."

  Applicant Response: Applicant has removed the weathered steel graphic print from the proposal, per Staff's request.

- **Staff Comment:** "In addition to the faux weathered steel, the proposed glass-covered (faux?) weathered steel wall at the entrance lacks a coherent design. While it may make sense to wrap true weathered steel with glass in order to protect pedestrian from stains that might be incurred by rubbing up against this material, wrapping a faux weather steel printed metal panel does not make sense. Staff strongly recommends reconsideration of this building element, the materials proposed, with specific attention paid to the details of this primary building entrance."

  Applicant Response: Applicant has removed the weathered steel cladding from the proposal, per Staff's request.

- **Staff Comment:** In order to ensure the metal panel will not be susceptible to oil canning, all metal panel, including parapet coping, must be at least 20 gauge metal, and backed, stiffened, or otherwise strengthened. This must be clearly marked on all detail drawings.

  Applicant Response: The proposed aluminum composite panel, covering the majority of the building, will be a 4mm product (equivalent to an 8 gauge metal panel) and will have intermediate panel bracing. The proposed box-rib panel can be provided in 20 gauge material, if required. However, the inherent nature of a corrugated "box rib" metal panel mitigates oil canning. The applicant would like Staff & the Commission to consider allowing the use of either a 22 gauge or 24 gauge metal product.

- **Staff Comment:** "Staff notes that other buildings in the area, particularly the older arcaded buildings feature recessed windows, which add to the play of light and shadow on the façades, which this building should also strive to achieve. Staff notes that with the proposed play of frames and insets within the frames, recessing the windows another two inches would add an extra layer of interest to the façades without significantly changing the proposed design."

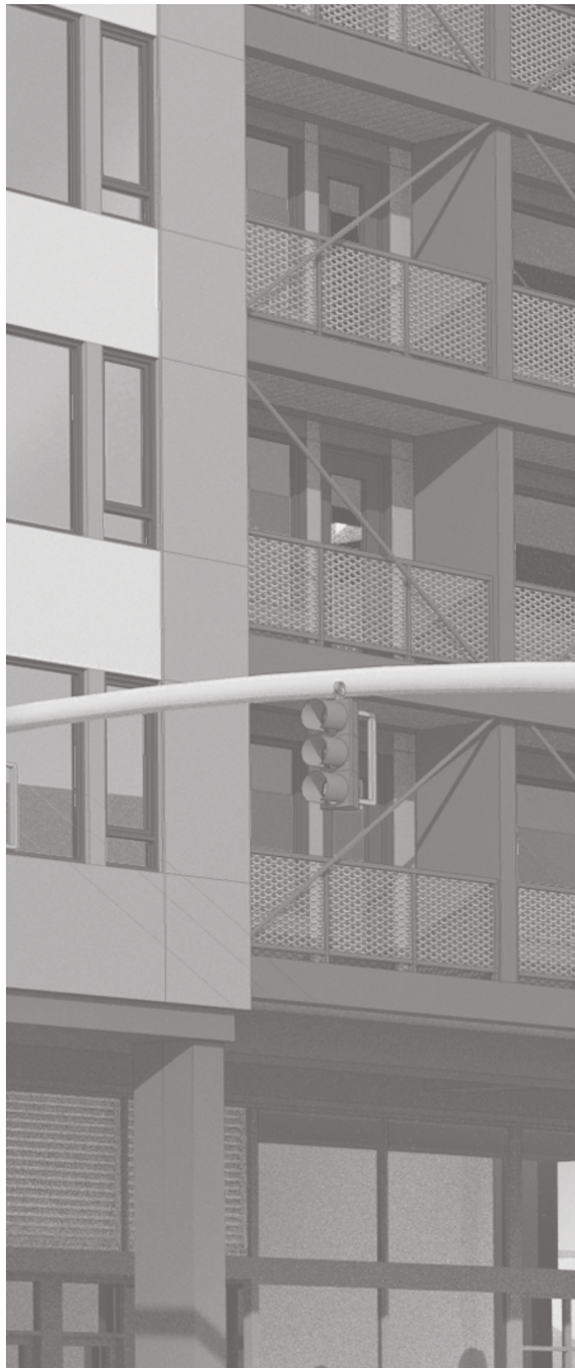
  Applicant Response: The proposed design now includes recessed windows at all elevations. Recesses are assumed to be approximately 3-4" deep.

- **Staff Comment:** "The proposed art wall must be coordinated with the Regional Arts and Culture Council if "art" is the desired solution. Otherwise, this highly visible wall requires a design solution. Staff notes that this wall, labeled as an "art wall" will be a serious point of consideration for at least some members of the Commission. The Commission will expect that there is a plan and timeline in place for the design, installation, and maintenance of any commissioned art. As the proposed art wall occupies a significant portion of this façade, which could otherwise be articulated in some other fashion, demonstrating that an art piece is assured at this location will play a role in the final approval of the proposal."

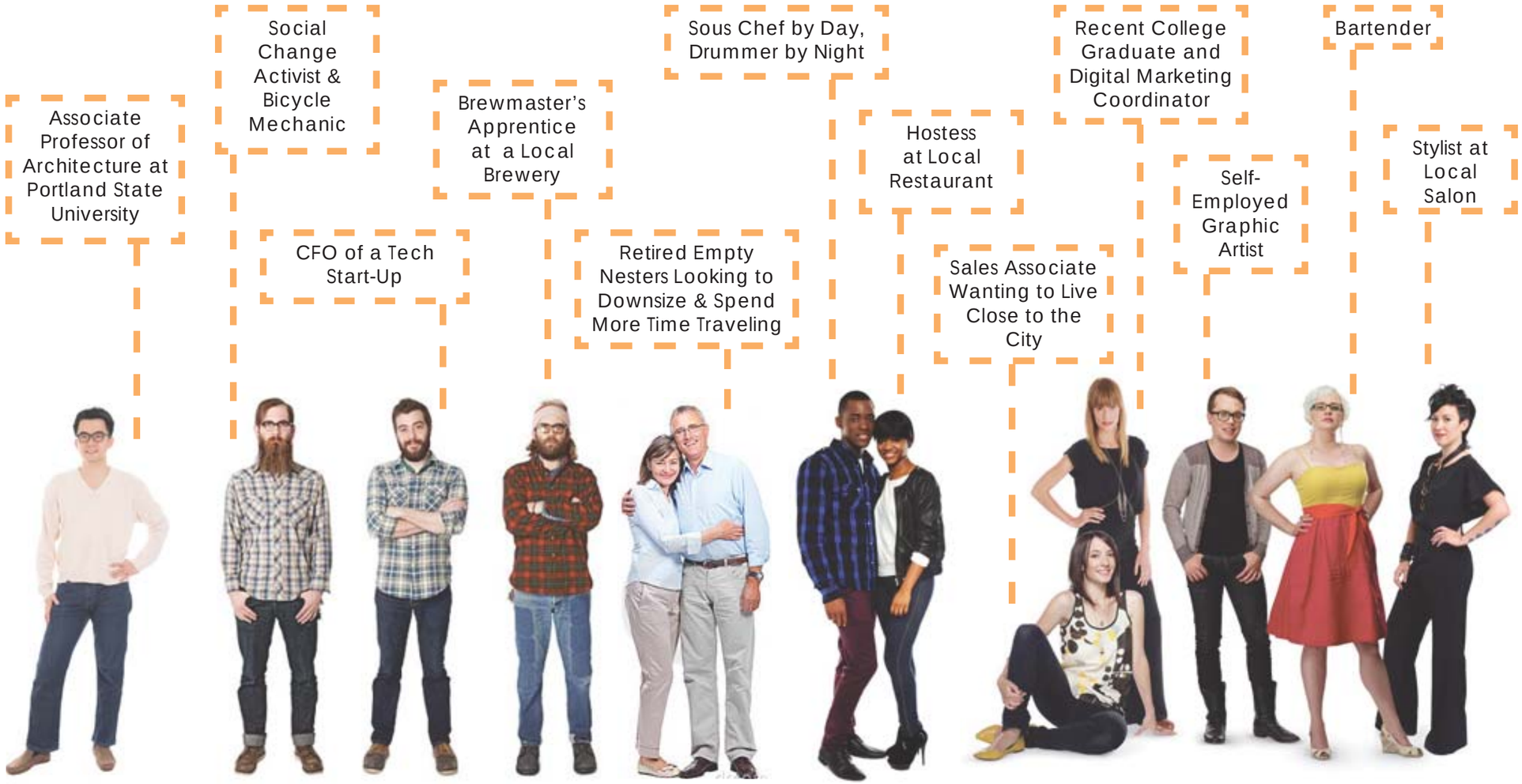
  Applicant Response: Applicant has contacted with RACC and will be providing a letter of engagement prior to the Design Review Hearing.

Section 3:

Design Concept



Target Demographic



Section 3:

Design Concept

- **Primary Age Demographic:** singles and couples aged 25-34.
- **Income Profile:** an overwhelming majority of households (70%) earn less than $75,000 per year. We are designing our units to the highest efficiency which will ensure affordability for our demographic. It is key that we design a viable and constructible project that meets the needs of the target demographic, both spatially and aesthetically.
- **Design Preference & Precedence:** the Central Eastside community prefers to embrace the industrial heritage of the neighborhood while adding a modern spin with subtle yet noticeable moves. This is evident in many of the new restaurants and creative office spaces that have been constructed or rehabilitated in recent years, including Rontom's Bar, the Central Eastside Exchange, bSide6, and 107 SE Washington.
- **Why People Live Here:** (1) to be close to the hippest new restaurants and locally grown retail shops; (2) the neighborhood is still attainable from an affordability standpoint; and (3) it is within walking and biking distance to several of Portland's urban employment hubs.

Demographic data provided by Johnson Economics.

Section 3:
Design Concept

Project Vision

The new 419 E Burnside will respond to existing and planned adjacent development by incorporating a distinctive approach to the building's design while staying in character with surrounding architectural elements. Located at the gateway to and from the Burnside Bridge, the project site is located at one of the busiest traffic junctions in the Central Eastside. 419 E. Burnside will be an active contributor to the new bridgehead pedestrian epicenter, all the while responding to the beloved gritty and edgy character evident in the industrial and historic Burnside neighborhoods. Planned to be six stories tall, 419 E. Burnside is perfectly positioned to pay homage to the unique arcade character that is allowed only in this area of the City. Adopting this contextual and classic design element in combination with simple and understandable urban forms will help unite the existing modern and historical fabrics of the neighborhood.

At the ground level, tall ceilings and expansive storefront glazing, protected by a generous arcade overhang along E. Burnside Street, will provide the opportunities for casual encounters as well as generating an active and energetic pedestrian experience. Ground-floor spaces will include high-traffic corner retail, live-work units for start-up businesses, and ample bicycle parking to welcome pedestrian and non-motorized traffic to the site. Retail signage will be located on the exterior of the arcade to take advantage of the busy street traffic, as well as beneath the arcade to attract the pedestrian eye.

Entering the residential apartments from the ground level will be a unique and inviting experience. At night, tall, brightly lit windows will frame the residential lounge where an iconic fireplace feature will be the envy of passers-by. The hearth will be surrounded by comfortable lounge furniture and bold artwork, with ample lighting which can be adjusted to change the mood from coffee lounge in the morning to whiskey bar at night. This concept of gathering spaces centered around fireplaces will be carried throughout the amenity spaces of the building. No matter what the weather in the northwest may bear, we want the look and feel of our building to be industrial yet inviting from the outside, and comforting, warm and relaxing on the inside.

With a bevy of opportunities and constraints, 419 E. Burnside will attempt to harmonize a strata of existing site and neighborhood challenges and complexities by creating a building that brings people of all demographics together under one roof, to live, work and play in a new catalytic neighborhood, just steps away from downtown.

Section 3:
Design Concept

Design Concepts

We envision the design of 419 E. Burnside will be a modern reflection of the Central Eastside's pragmatic, gritty and edgy character, both programmatically and aesthetically. As such, we've adopted the following juxtapositions as our guiding principles for the design of our project:

Modern + Industrial

Man-made products of the industrial revolution combined with clean lines, textures and patterns.

Sleek + Textured

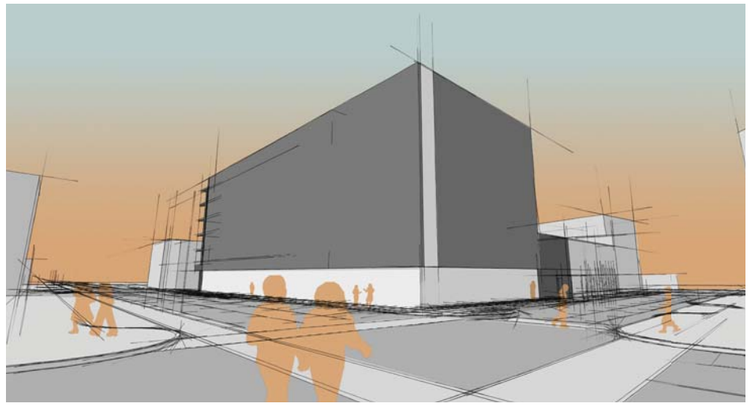
Smooth, polished surfaces combined with ribbed accents.

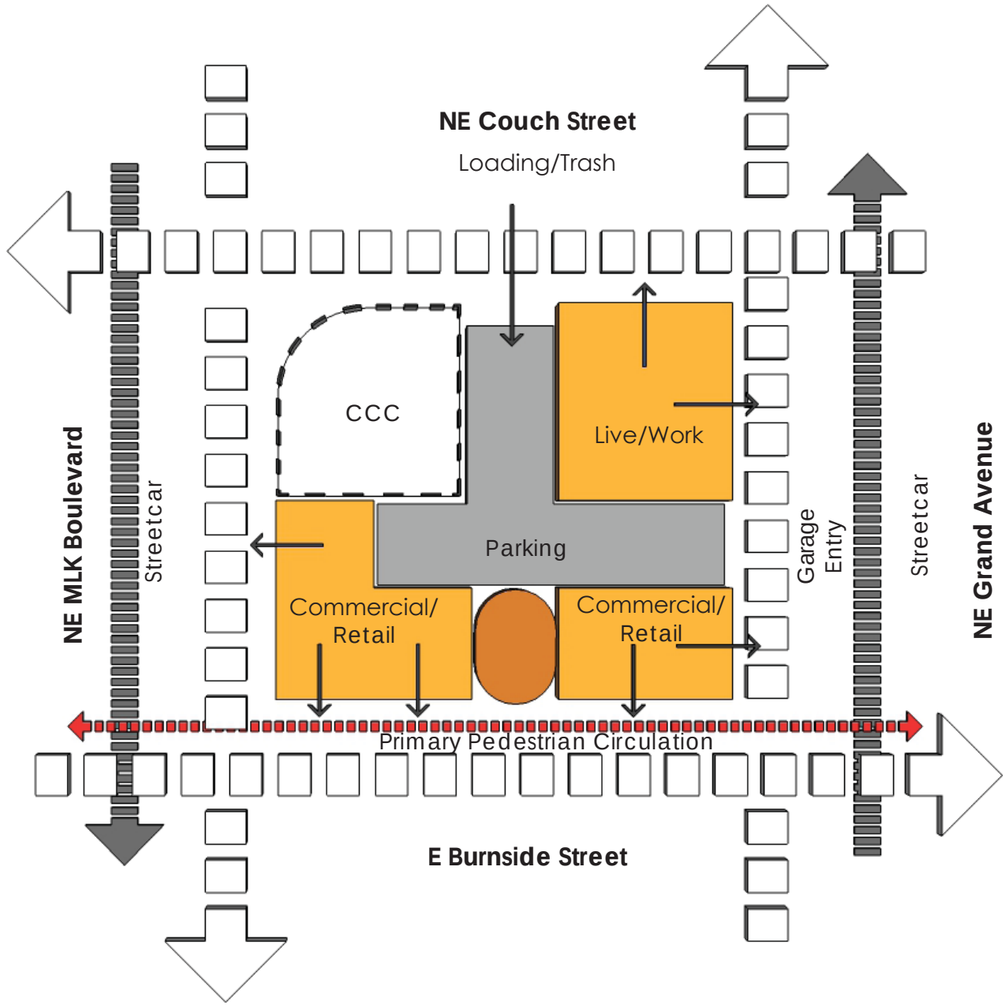
Light + Heavy

Delicate and transparent materials combined with large, bold building masses.

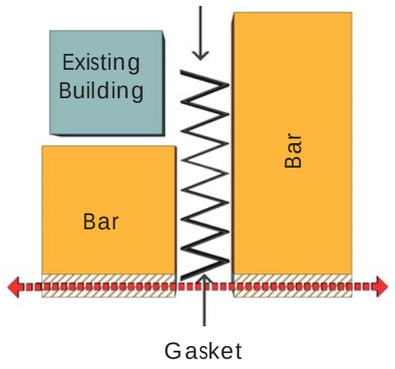
Section 3:
Design Concept

Diagrams - Early Conceptual Diagrams



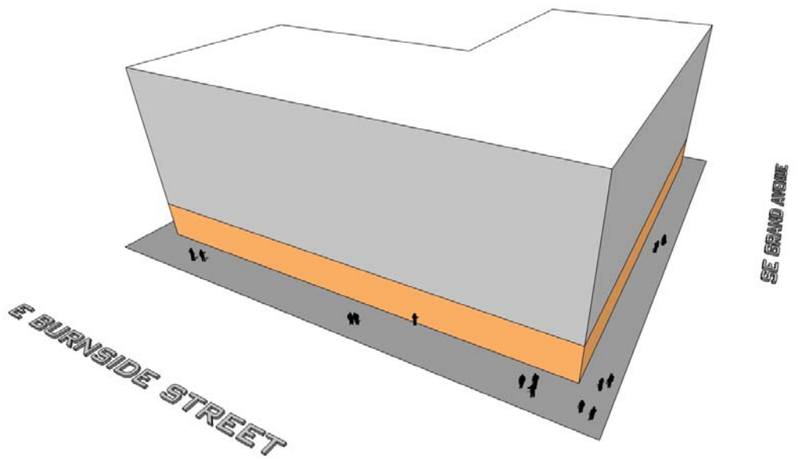


A simple parti diagram of the building, consisting of two programmatic bars separated by a gasket was the initial inspiration for the project. The gasket concept allows for flexibility in massing and material articulation, as well as creating a natural break in the building for functions such as entries, natural light, and service functions. Feeling that E Burnside Street was the primary street frontage, the design team introduced a gasket at the mid-block location, effectively breaking down the scale along E Burnside Street. This gasket is a natural location for the residential entry. The Grand Avenue and MLK Boulevard elevations will remain visually continuous at the pedestrian level to respond to the street car travel.



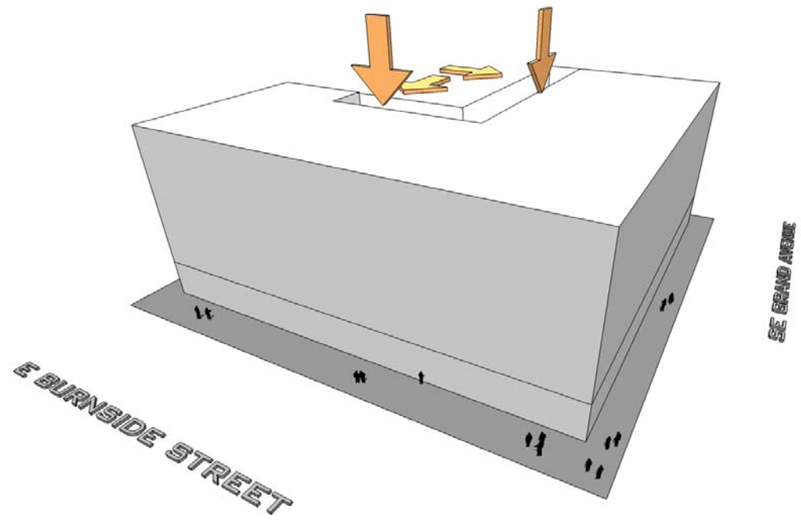
Section 3:
Design Concept

Diagrams - Massing



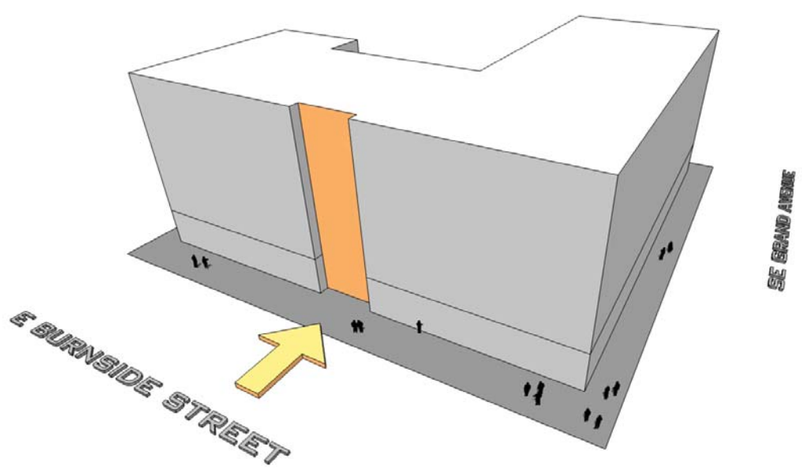
1

Extrusion of the buildable area to maximum allowable height limit for wood construction._ Create active streetscape at pedestrian level.



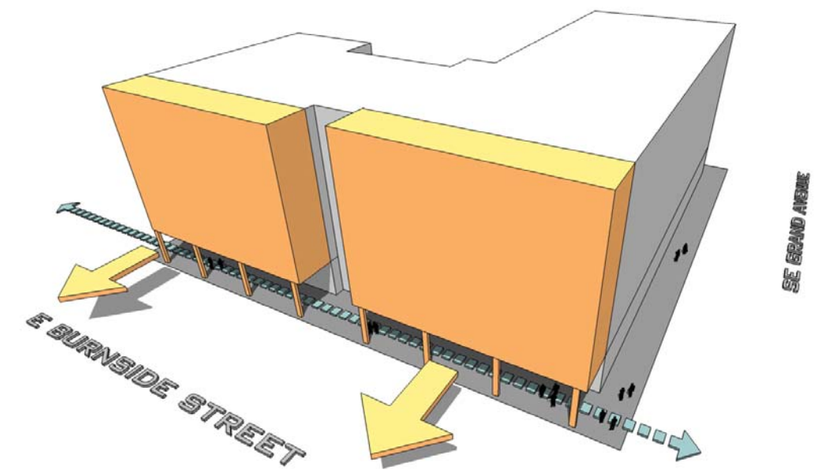
2

Subtract building mass at internal property lines to capitalize on views to the north and west, increase light and air, and maximize amounts of glazing.



3

Divide primary elevation with a 'gasket.' Gasket creates a unique and defined residential entrance that does not get lost under the arcade.

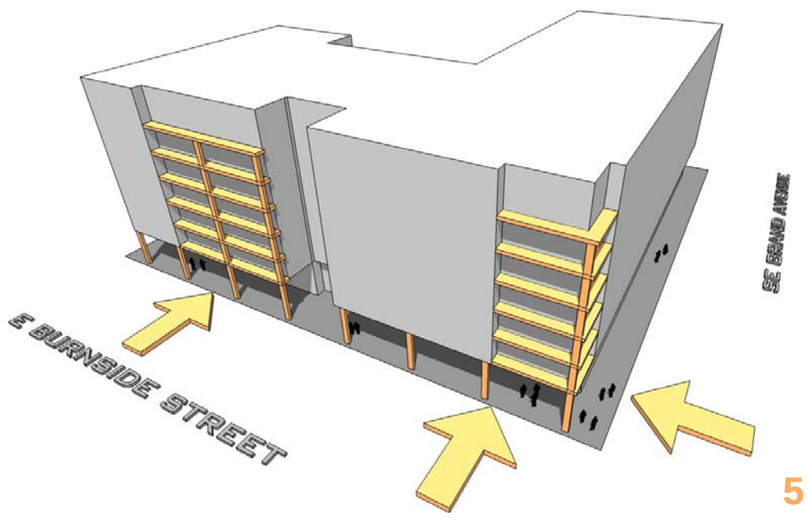


4

Capitalize on site's unique zoning and extrude building over the south right-of-way to maximize allowable buildable area and create a historically-responsive pedestrian arcade with vertical translation (e.g., columns) to the ground.

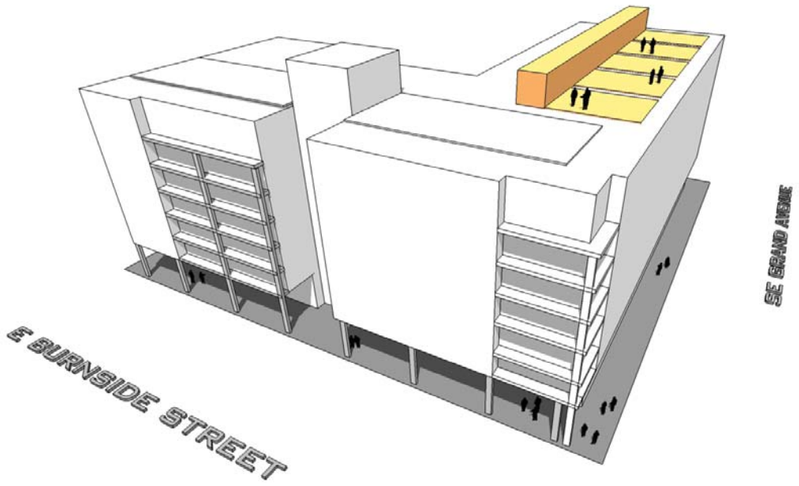
Section 3:
Design Concept

Diagrams - Massing



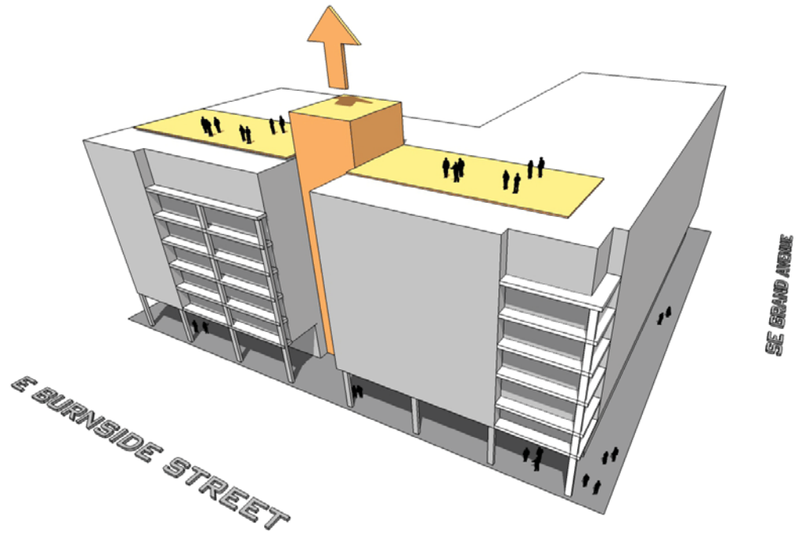
5

Perforate arcade at southwest and southeast corner to provide opportunities for both introverted and extroverted activities along primary pedestrian frontage. Arcade 'grid' will provide a unifying aesthetic along E Burnside Street, as well as provide protection from the elements as well as create semi-private gathering spaces along the busy E Burnside corridor.



7

Private roof patios for the sixth floor residents will add great value to the units with expansive city views. These areas will be separate from the communal roof gathering areas.



6

Extrude circulation core up to provide residential access to the roof patios which encourage interaction among residents with communal gathering spaces, including a fire pit, barbecue area and urban gardening opportunities.

Burnside Bridgehead Goals and Objectives

While the proposed project site is not directly located within the Burnside Bridgehead development opportunity area as identified by the Portland Development Commission (PDC) [refer to previous maps], the project team feels that it is important to recognize and respond to the goals and objectives outlined by PDC in their Framework Plan, dated June 11, 2010. Located immediately east of to the Burnside Bridgehead sites, straddled on two frontages by the new streetcar lines and immersed within the E Burnside Street environment, we believe the proposed project location should be considered part of the E Burnside gateway, whether identified as part of the Bridgehead development area or not.

1. Encourage expanded opportunities for housing and jobs while retaining the character of established residential, neighborhood, and business centers.

RESPONSE: The proposed project includes a mixed-use program, providing active ground floor opportunities consisting of retail/commercial uses at the west and south elevations and live-work/retail uses at the east and north elevations. Ground level uses will complement the existing retail and commercial fabric present in the neighborhood. An increase of high-density housing in the neighborhood will be addressed with five levels of multi-family, market-rate apartments for individuals who desire urban living with an edge and work in the immediate neighborhood.

2. Improve the level, distribution and stability of jobs and income for resident industry, businesses and people.

RESPONSE: The new streetcar lines, coupled with the proposed ground level active uses, will provide additional opportunities and exposure for the neighborhood. By adding housing to the bridgehead, through our project and the other proposed projects, the neighborhood will gain a new active and 24-hour demographic that will require goods and services in the immediate area, providing additional stability for commercial/retail uses as well as existing and new office environments.

3. Enhance the Central Eastside as a near-in job center featuring a diverse industrial base with compatible, supportive and appropriately located commercial and residential activities.

RESPONSE: The proposed project will provide a range of housing opportunities for the growing demographics and employees of the industrial district, including young professionals, retirees, and everything in between. The housing provided will be an urban living experience alternative to the downtown experience, but with the same convenience.

4. Encourage the vitality of existing firms, provide an attractive climate for complementary ventures, and offer a positive environment for adjacent neighborhoods.

RESPONSE: Complementary active ground floor uses such as restaurants, entertainment venues, small retail shops or small businesses will extend the activity from the E Burnside corridor to the bridgehead as well as to the east. Additional housing in the neighborhood will create a new base for existing businesses to draw from.

5. Implement the Willamette River Greenway Plan to preserve a strong working river while promoting recreation, commercial and residential waterfront development south of the Broadway Bridge. Increase accessibility to the river, enhance greenway areas as a public resource, and improve the environmental quality of life for adjacent and nearby neighborhoods.

RESPONSE: Providing a pedestrian arcade along E Burnside Street strengthens the pedestrian experience from East to West, along the public streetscape, ultimately encouraging more connection to the bridgehead area, including the river.

Burnside Arcade Precedence

1 524 E Burnside Street

2 612-616 E Burnside Street

3 723-737 E Burnside Street

4 722-738 E Burnside Street

5 811 E Burnside Street

6 930-938 E Burnside Street

7 1040 E Burnside Street

8 1111 E Burnside Street

Section 3:

Design Concept

Our project is proposing the allowed use of an arcade along E Burnside Street to respond to the unique and historical character already present within this neighborhood.

Currently, there are eight historical and modern examples that have an arcade along E Burnside Street. The current buildings are typically half or quarter block structures.

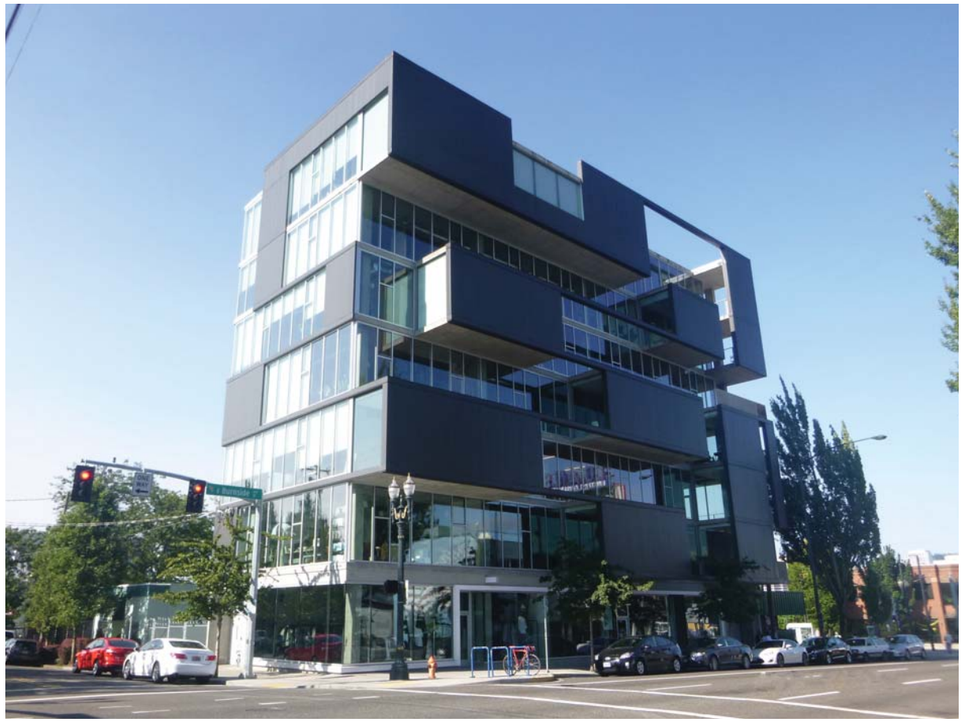
To respond to this typology, our project is proposing to employ a historical arcade application. The proposed arcade will be broken at the mid-block location, creating two distinct arcade sections. The project team feels that breaking the elevation in this manner creates a streetscape that is contextually responsive in terms of building scale and massing, all the while maintaining the arcade character already evident along E Burnside.

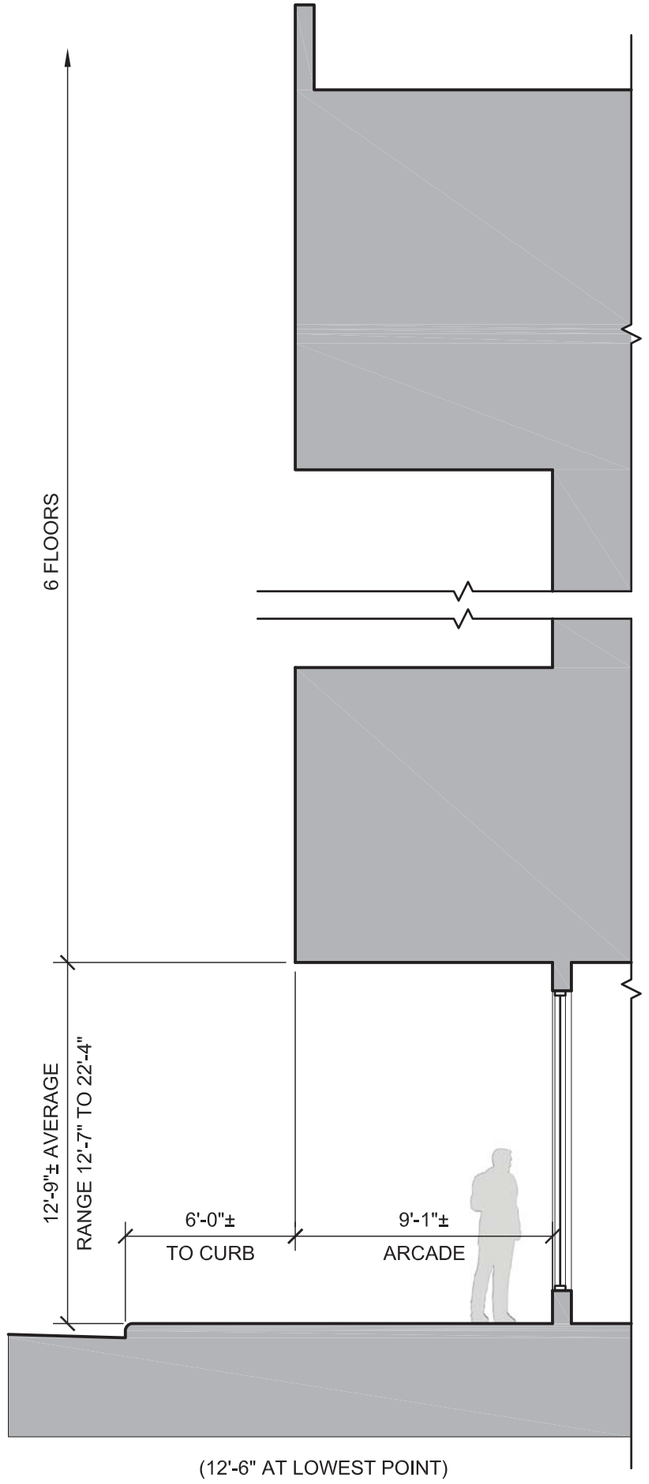
The following pages will illustrate the existing arcade conditions in more detail.

Section 3:

Design Concept

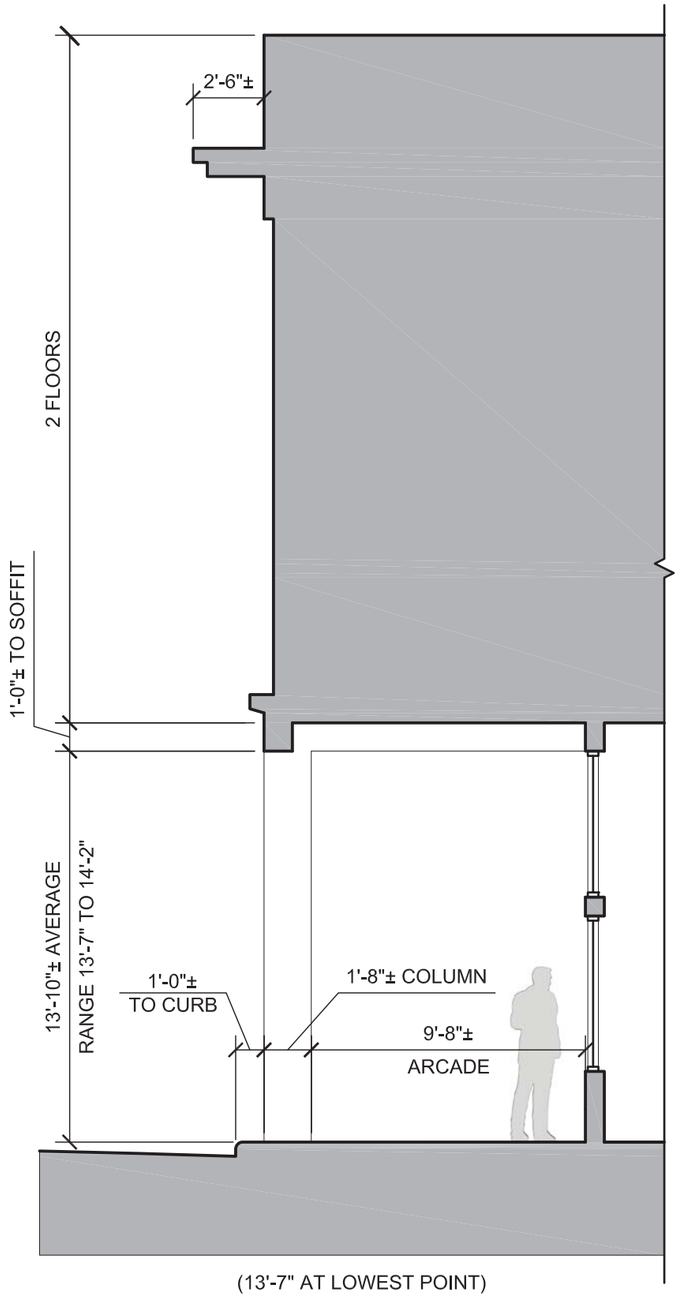
Arcade Condition 1: 524 E Burnside Street (bSIDE6)





- 20,000 sf
- 1/2 block
- Mixed Use - Commercial/Office

Arcade Condition 2: 612-616 E Burnside Street



Section 3:

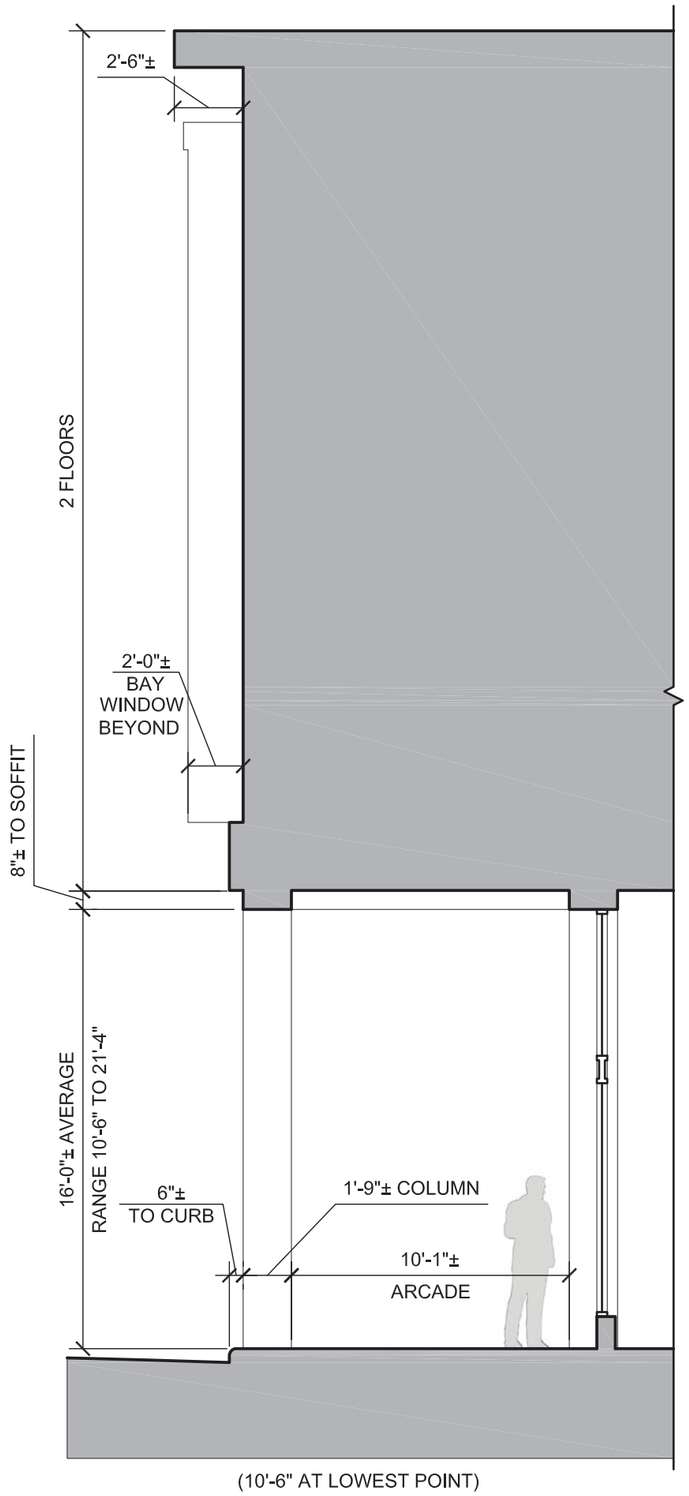
Design Concept

- 6,840 sf
- 1/2 block
- Mixed Use - Commercial/Residential

Section 3:

Design Concept

Arcade Condition 3: 723-737 E Burnside Street (Orleans Building)

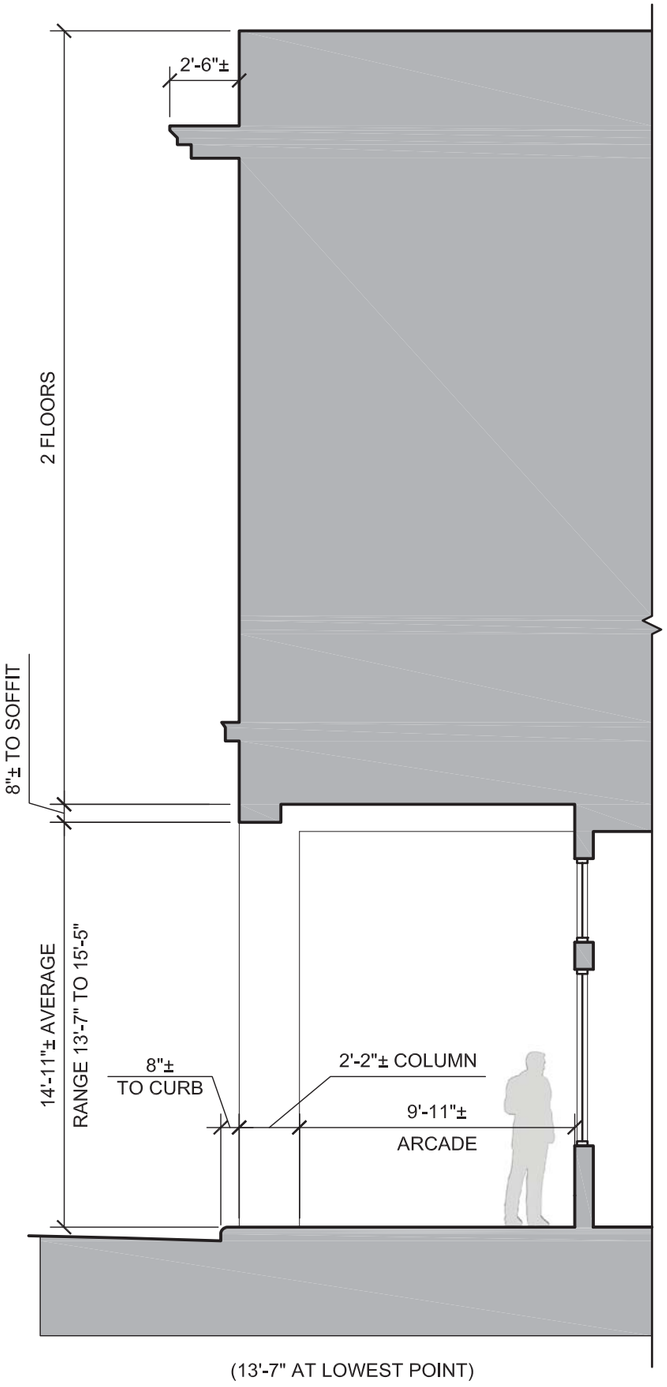


- 28,000 sf
- 1/2 block
- Mixed Use - Commercial/Residential

Section 3:

Design Concept

Arcade Condition 4: 722-738 E Burnside Street

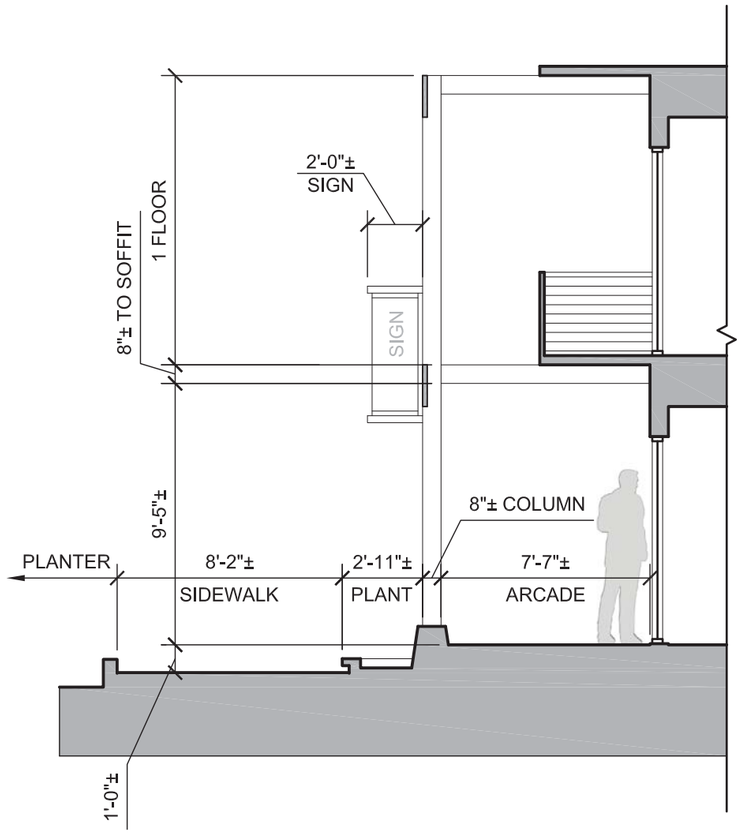


- 14,940 sf
- 1/2 block
- Commercial

Section 3:

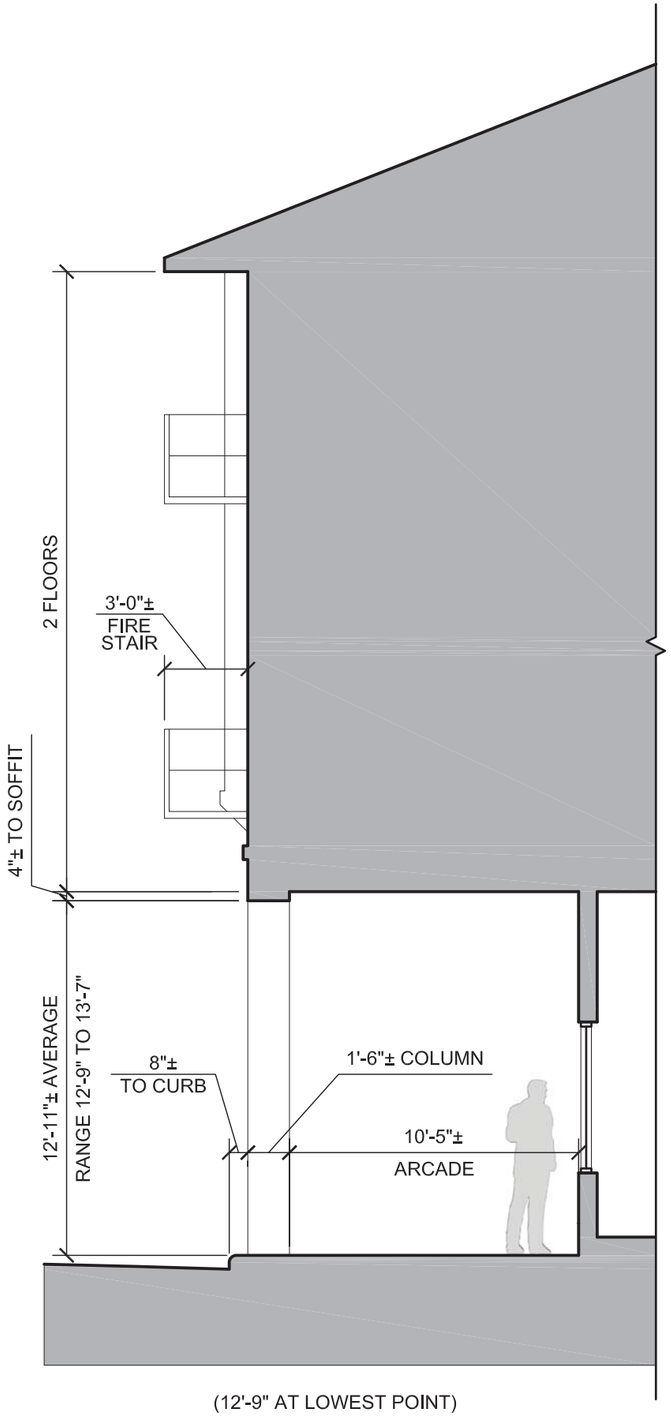
Design Concept

Arcade Condition 5: 811 E Burnside Street



- 11,885 sf
- 1/2 block
- Mixed Use - Commercial

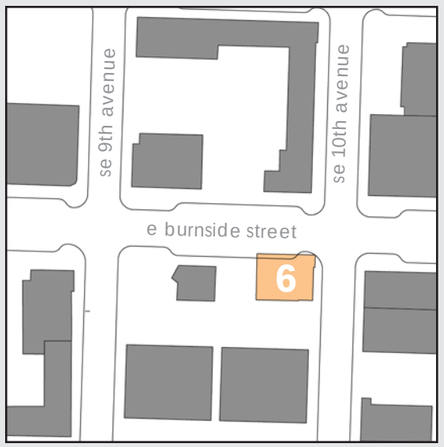
Arcade Condition 6: 930-938 E Burnside Street



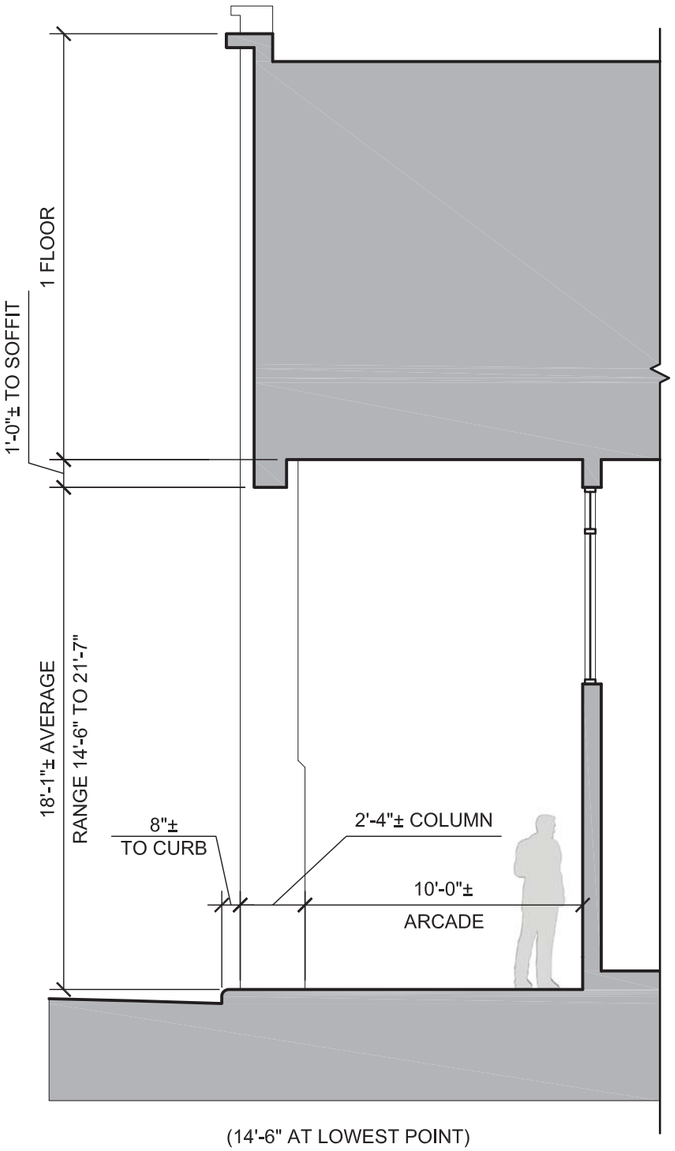
Section 3:

Design Concept

- 2.230 sf
- 1/2 block
- Commercial



Arcade Condition 7: 1040 E Burnside Street

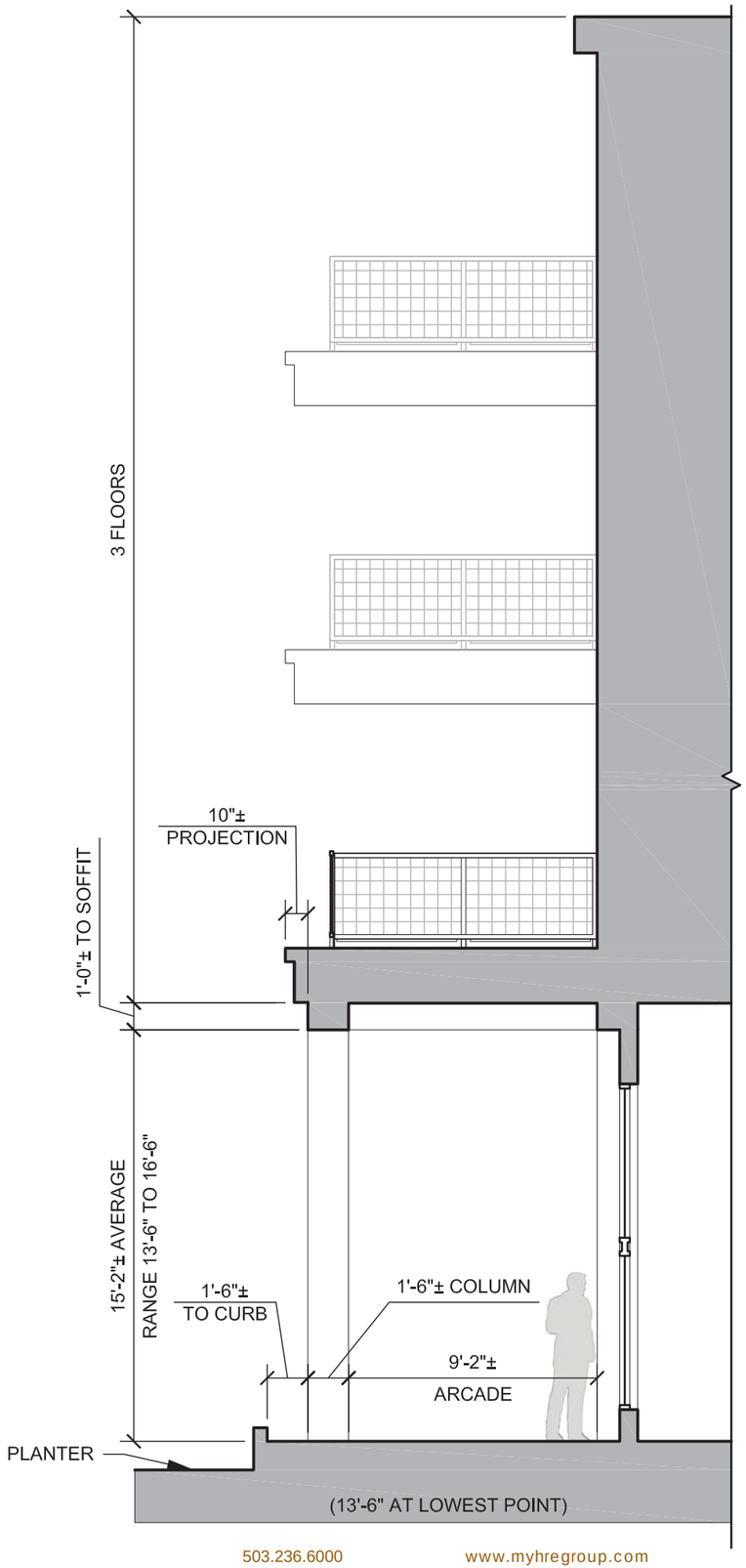


Section 3:

Design Concept

- 18,800 sf
- 1/2 block
- Retail

Arcade Condition 8: 1111 E Burnside Street (The Burnside Rocket)



Section 3:

Design Concept

- 16,233 sf
- 1/2 block
- Mixed Use - Commercial/Office

Site Context: Industrial Character

230 E Burnside Street

123 NE 3rd Avenue

537 SE Ash Street

107 SE Washington Street

109 SE Alder Street

215 SE Morrison Street

Section 3:

Design Concept

The surrounding context of the proposed project demonstrates many examples of monolithic architecture. These buildings focus on the mass as a whole, rather than relying on large push/pulls of the facade to create the perception of separate building elements.

The proposed building nestles itself into the context by applying the monolithic look to specifically the West, North and East facades. This allows more focus to be applied to the southern facade (Burnside Street) which is where the arcade, balconies and main entrance reside.

Section 3:
Design Concept

Design Guidelines Response

Central City Fundamental Design Guidelines

A PORTLAND PERSONALITY

- **A 1 Integrate the River**
- **A 2 Emphasize Portland Themes**
- A 3 Respect the Portland Block Structures
- **A 4 Use Unifying Elements**
- **A 5 Enhance, Embellish, and Identify Areas**
- A 6 Reuse / Rehabilitate / Restore Buildings
- **A 7 Establish and Maintain a Sense of Urban Enclosure**
- **A 8 Contribute to a Vibrant Streetscape**
- **A 9 Strengthen Gateways**

B PEDESTRIAN EMPHASIS

- **B 1 Reinforce and Enhance the Pedestrian System**
- **B 2 Protect the Pedestrian**
- **B 3 Bridge Pedestrian Obstacles**
- **B 4 Provide Stopping and Viewing Places**
- B 5 Make Plazas, Parks, and Open Space Successful
- **B 6 Develop Weather Protection**
- **B 7 Integrate Barrier-Free Design**

C PROJECT DESIGN

- **C 1 Enhance View Opportunities**
- **C 2 Promote Quality and Permanence in Development**
- C 3 Respect Architectural Integrity
- C 4 Complement the Context of Existing Buildings
- **C 5 Design for Coherency**
- **C 6 Develop Transitions Between Buildings and Public Spaces**
- **C 7 Design Corners that Build Active Intersections**
- **C 8 Differentiate the Sidewalk-Level of Buildings**
- **C 9 Develop Flexible Sidewalk-Level Spaces**
- **C 10 Integrate Encroachments**
- **C 11 Integrate Roofs and Use Rooftops**
- **C 12 Integrate Exterior Lighting**
- **C 13 Integrate Signs**

D SPECIAL AREAS

- D 1 Park Blocks
- D 2 South Waterfront Area
- D 3 Broadway Unique Sign District
- D 4 New China / Japantown Unique Sign District

Central Eastside District Special Design Guidelines

A PORTLAND PERSONALITY (Central Eastside District)

- **A 2-1 Recognize Transportation, Produce, and Commerce as Primary Themes of East Portland**
- **A 5-1 Reinforce the Effect of Arcaded Buildings Fronting on East Burnside Street**
- A 5-2 Acknowledge the Sandy River Wagon Road (Sandy Blvd.)
- **A 5-3 Plan for or Incorporate Underground Utility Service**
- **A 5-4 Incorporate Works of Art**
- A 5-5 Incorporate Water Features
- A 6-1 Use Special East Portland Grand Avenue Historic District Design Guidelines
- A 7-1 Maintain a Sense of Urban Enclosure When Single-Story Buildings are Set Back
- A 9-1 Acknowledge the Sandy River Wagon Road at the Sandy Blvd./E. Burnside St. Central City Gateway

B PEDESTRIAN EMPHASIS

- **B 3-1 Reduce Width of Pedestrian Crossings**
- **B 6-1 Provide Pedestrian Rain Protection**

C PROJECT DESIGN

- **C 1-1 Integrate Parking**
- C 1-2 Integrate Signs
- **C 3-1 Design to Enhance Existing Themes in the District**
- C 3-2 Respect Adjacent Residential Neighborhoods
- C 8-1 Allow for Loading and Staging Areas on Sidewalks

*Applicable guidelines are in **bold**.

Section 3:
Design Concept

Central City Fundamental Design Guidelines

SECTION A PORTLAND PERSONALITY

A 1 INTEGRATE THE RIVER

GUIDELINE: 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.

RESPONSE: The proposed mixed-use project, located at the east bridgehead of the Burnside Bridge, will provide hundreds of new residents with convenient pedestrian access to the East Esplanade and the Willamette River. Rooftop amenities have been situated so they take advantage of views to the west, the Willamette River, and the multiple bridges north and south of the project site.

A 2 Emphasize Portland Themes

GUIDELINE: When provided, integrate Portland-related themes with the development's overall design concept.

RESPONSE: The proposed project recognizes the Central Eastside is a neighborhood in transition, currently with an industrial character and gritty charm. With this in mind, the project will include design elements, materials, and detailing that reflect the immediate neighborhood. For example, the proposed arcade is unique to the neighborhood. The arcade is a design element allowed in only one location within the Central City (along E Burnside Street, from the Burnside Bridge to Sandy Boulevard). Additionally, the project seeks to maintain the existing neighborhood industrial charm through the use of industrial materials and detailing, contrasted with newer, more modern materials and detailing. Lastly, a variety of ground floor retail and commercial spaces will be provided with a focus on obtaining tenants that are unique to Portland.

A 3 Respect the Portland Block Structures

GUIDELINE: Maintain and extend the traditional 200-foot block pattern to preserve the Central City's ratio of open space to built space. Where superblocks 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.

RESPONSE: The project site does not exceed 200-feet in any one direction. Therefore, this guideline is not applicable.

A 4 Use Unifying Elements

GUIDELINE: Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

RESPONSE: The proposed arcade along E Burnside Street is the most prevalent element that helps unify the proposed project with the existing neighborhood/district. The use of metal cladding and industrial details, including industrial detailed awnings, help to marry the proposed building to the existing neighborhood context. A consistently detailed, active ground floor comprising of storefront glazing and garage doors, helps unify the various facades of the project.

A 5 Enhance, Embellish, and Identify Areas

GUIDELINE: 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.

RESPONSE: The proposed arcade along E Burnside Street is the most prevalent element that helps enhance the right-of-way and unify the proposed project with the existing neighborhood/district. Furthermore, active ground floor uses (e.g., retail/commercial) line the arcade, helping to create an active and vibrant atmosphere. The use of metal cladding and industrial details, including industrial detailed awnings, help to marry the proposed building to the existing neighborhood context.

A 6 Reuse / Rehabilitate / Restore Buildings

GUIDELINE: Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

RESPONSE: The project will not include the rehabilitation or restoration of existing structures on the site. Therefore, this guideline is not applicable.

A 7 Establish and Maintain a Sense of Urban Enclosure

GUIDELINE: Define public rights-of-way by creating and maintaining a sense of urban enclosure.

RESPONSE: The current conditions of the proposed project site include surface parking, one-story open air parking structure, and one-story miscellaneous support buildings, none of which contributes to an active, pedestrian urban living room. The proposed building and arcade will provide an enhanced sense of urban enclosure along E Burnside Street. The proposed building, coupled with the upcoming proposed Burnside Bridgehead projects, will create an important and vibrant node in a transitioning district.

A 8 Contribute to a Vibrant Streetscape

GUIDELINE: 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.

RESPONSE: The proposed arcade along E Burnside Street will create a new and unique outdoor room for pedestrians to use. Active ground floor uses that line the arcade, such as commercial uses, retail uses and food service providers, will capitalize on sidewalk opportunities, helping attract additional people and patrons to the neighborhood as well as providing amenities for those that chose to live in the neighborhood.

A 9 Strengthen Gateways

GUIDELINE: Develop and/or strengthen gateway locations.

RESPONSE: Although not part of the Burnside Bridgehead project sites, the proposed project will help solidify and benefit from the gateway that will be created at the east end of the Burnside Bridge. The proposed project, along with the other planned bridgehead developments, will establish a strong residential presence, as well as commercial/retail amenities, to catalyze the transitioning neighborhood.

Section 3:
Design Concept

Central City Fundamental Design Guidelines

SECTION B PEDESTRIAN EMPHASIS

B 1 Reinforce and Enhance the Pedestrian System

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

RESPONSE: The proposed pedestrian experience will vary on each side of the building. The east and west elevations, which are both on the streetcar line, will include active ground floor uses with abundant storefront glazing, but limited retail spill-out into the right-of-way. The pedestrian streetscape along E Burnside Street will be highlighted with the use of the arcade and an 18'-0" wide sidewalk. The arcade will encourage spill-out space for the active ground floor uses that border the arcade. This will effectively turn the sidewalk into an active and ever changing outdoor room. Recessed entries will create variety of storefronts for pedestrians along each of the facades.

B 2 Protect the Pedestrian

GUIDELINE: 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.

RESPONSE: On-street parking will remain on all right-of-way frontages, providing additional protection for pedestrians. Additionally, the proposed bulb-out at the southeast corner of the project site (i.e., the northwest corner of the E Burnside Street and NE Grand Avenue intersection) will enhance pedestrian safety by providing additional sightlines for vehicles entering and exiting the proposed garage. The proposed arcade along E Burnside Street will provide pedestrian protection from E Burnside's high volume, high speed traffic and inclement weather. Signage and lighting along the ground floor will also provide way finding and security for pedestrians.

B 3 Bridge Pedestrian Obstacles

GUIDELINE: Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

RESPONSE: The proposed project will provide barrier-free and accessible routes as required by the authorities having jurisdiction. Additionally, the proposed bulb-out at the southeast corner of the project site (i.e., the northwest corner of the E Burnside Street and NE Grand Avenue intersection) will enhance pedestrian safety by providing clear sightlines for vehicles entering and exiting the proposed garage.

B 4 Provide Stopping and Viewing Places

GUIDELINE: Provide safe, comfortable places where people can stop, view, socialize, and rest. Ensure that these places do not conflict with other sidewalk uses.

RESPONSE: The proposed project will incorporate recessed entries, a covered arcade with spill out space in the 18'-0" wide sidewalk for seating and/or vendors, and large windows into the ground floor commercial/retail spaces, collectively creating an interesting street character that encourages stopping and pedestrian viewing opportunities.

B 5 Make Plazas, Parks, and Open Space Successful

GUIDELINE: 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.

RESPONSE: The proposed project does not front a plaza, park or open space. Therefore, this guideline is not applicable.

B 6 Develop Weather Protection

GUIDELINE: 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.

RESPONSE: The proposed arcade along E Burnside Street will provide covered weather protection for pedestrians. Awnings along NE MLK Boulevard and NE Grand Avenues will provide a 2'-0" proposed overhang over the property line along the majority of NE Grand Avenue and NE Couch Street will provide weather protection for pedestrians entering and exiting the ground floor of the building.

B 7 Integrate Barrier-Free Design

GUIDELINE: Integrate access systems for all people with the building's overall design concept.

RESPONSE: The proposed project will provide barrier-free and accessible routes as required by the authorities having jurisdiction.

Section 3:
Design Concept

Central City Fundamental Design Guidelines

SECTION C PROJECT DESIGN

C 1 Enhance View Opportunities

GUIDELINE: 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 facades that create visual connections to adjacent public spaces.

RESPONSE: Rooftop amenity spaces have been oriented to capitalize on the western and southern views of downtown, the west hills and the Willamette River. Balconies have been provided on the southern elevation, along E Burnside Street, to further activate the street as well as take advantage of the southern exposure.

The overall building massing has been broken into two simple masses with an 'entry gasket' separating the two masses. The entry gasket allows natural light into the lobby areas on the upper floors, provides viewing opportunities for residents at each upper floor level. Building facades integrate a structured window rhythm, limiting window types to a few standard sizes and configurations.

C 2 Promote Quality and Permanence in Development

GUIDELINE: Use design principles and building materials that promote quality and permanence.

RESPONSE: The proposed building will utilize a basement and ground floor structural system consisting of cast-in-place concrete, some of which will be exposed at the exterior wall. The exposed concrete responds to the industrial and gritty nature of the Central Eastside. High quality metal panel systems will be used to clad the upper levels of the building.

C 3 Respect Architectural Integrity

GUIDELINE: Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

RESPONSE: The proposed project does not include the modification to existing historical buildings. Therefore, this guideline is not applicable.

C 4 Complement the Context of Existing Buildings

GUIDELINE: Complement the context of existing buildings by using and adding to the local design vocabulary.

RESPONSE: The Central Eastside consists of several different styles of buildings that have housed a variety of industrial uses over time. The majority of buildings in the district exude an eclectic, yet utilitarian and warehouse aesthetic. The proposed building references these themes, but does not copy them.

The proposed project pursues a more modern interpretation of an industrial building. This means simple massing with metal cladding, rather than masonry construction. The proposed building has been broken into two simple masses with an 'entry gasket' separating the two masses on E Burnside Street. The arcade will include historically responsive and industrial characteristics, including metal cladding, metal guardrails and historical awnings. Although broken at the mid-block location, the arcade character will remain consistent along E Burnside Street, creating a cohesive design.

C 5 Design for Coherency

GUIDELINE: 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.

RESPONSE: The proposed project has assembled a coherent mix of uses: residential dwelling units and commercial/retail uses. These two uses have traditionally proven to complement each other.

The proposed building stitches together a consistent ground floor theme, complete with consistent fenestration character. This is intended to help provide coherency for the pedestrian experience.

The use of the same window size and types throughout the building also creates a sense of coherency, even where cladding changes occur.

C 6 Develop Transitions between Buildings and Public Spaces

GUIDELINE: 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.

RESPONSE: The proposed building is located in an urban setting. As such, the transition between building and public spaces occurs at the property line. The proposed arcade along E Burnside Street will serve as a pedestrian circulation zone as well as a transition space from an public outdoor room, defined by the arcade columns, to the interior of the building. The arcade will be detailed such that the sidewalk will look and feel like an extension of the building's ground floor, including large openings in the ground floor walls that will blur inside and outside spaces. Recessed entries along the west and east elevations provide opportunities for pedestrian transitions into the building.

C 7 Design Corners that Build Active Intersections

GUIDELINE: Use design elements including, but not limited to, varying building heights, changes in facade 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.

RESPONSE: Building massing has been broken into two simple masses with an 'entry gasket' separating the two masses. The arcade is broken at the E Burnside Street mid-block and is articulated with the glazed 'entry gasket,' setting it apart from the two primary building masses. Corner activation occurs primarily at the ground level, via operable storefront doors and garage doors. Future tenant signage may be located at the ground floor corners to further define the building corners. To define the corners at the upper floors, larger, 'sliver' windows are included at the corner dwelling units.

Central City Fundamental Design Guidelines

SECTION C PROJECT DESIGN, CONTINUED...

C 8 Differentiate the Sidewalk-Level of Buildings

GUIDELINE: 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.

RESPONSE: The ground floor of the proposed building is differentiated from the upper building elements through the use of continuous storefront glazing. Upper portions of the building consist of a balance of punched window openings and metal cladding, creating a more solid aesthetic.

C 9 Develop Flexible Sidewalk-Level Spaces

GUIDELINE: Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.

RESPONSE: The proposed building includes flexible storefront commercial/retail tenant space(s) along the west and south elevations. This space can be demised into multiple tenants or remain as a single tenant space. Flexible live-work space at the northeast corner of the proposed building may be converted to commercial/ retail, depending on market demands in the future.

C 10 Integrate Encroachments

GUIDELINE: 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.

RESPONSE: The proposed project includes an integrated arcade on the Southside of the building fronting E Burnside Street (separate Encroachment Review Submittal).

C 11 Integrate Roofs and Use Rooftops

GUIDELINE: 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 stormwater management tools.

RESPONSE: The proposed building capitalizes on the large roof area by including two public amenity spaces in addition to several private roof decks for sixth floor dwelling units. A resident terrace, complete with an outdoor kitchen and open flame gas fire pit, is planned for the southwest corner of the roof, offering panoramic views of downtown, the west hills, and the Willamette River.

An urban garden is planned for the southeast corner of the roof. This area will offer raised planter beds for residents who would like to grow their own vegetables.

Private roof decks, accessed from the sixth floor dwelling units, are planned for the east, north, and west portions of the building. These decks will provide a unique amenity for those units, not found elsewhere in the City.

C 12 Integrate Exterior Lighting

GUIDELINE: 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.

RESPONSE: The proposed building will incorporate thoughtful and integrated exterior lighting into the overall design so as to emphasize architectural features, including the arcade.

C 13 Integrate Signs

GUIDELINE: Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.

RESPONSE: Thoughtfully designed signage will be integrated into the overall design. Ground level tenant signage will be provided in dedicated zones.

Section 3:
Design Concept

Central City Fundamental Design Guidelines

SECTION D SPECIAL AREA GUIDELINES

D 1 Park Blocks

GUIDELINE: Orient building entrances, lobbies, balconies, terraces, windows, and active use areas to the Park Blocks. In the South Park Blocks, strengthen the area's emphasis on history, education, and the arts by integrating special building elements, such as water features or public art. In the Midtown Park Blocks, strengthen the connection between the North and South Park Blocks by using a related system of right-of-way elements, materials, and patterns. In the North Park Blocks, strengthen the area's role as a binding element between New China / Japantown and the Pearl District.

RESPONSE: The proposed building does not front the Park Blocks. Therefore, this guideline is not applicable.

D 2 South Waterfront Area

GUIDELINE: Develop a pedestrian circulation system that includes good connections to adjacent parts of the city and facilitates movement within and through the area. Size and place development to create a diverse mixture of active areas. Graduate building heights from the western boundary down to the waterfront. Strengthen connections to North Macadam by utilizing a related system of right-of-way elements, materials, and patterns.

RESPONSE: The proposed building is not located in the South Waterfront. Therefore, this guideline is not applicable.

D 3 Broadway Unique Sign District

GUIDELINE: Provide opportunities for the development of large, vertically-oriented, bright, and flamboyant signs that add to the unique character of this Broadway environment. Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured. Ensure that all signs receive proper maintenance.

RESPONSE: The proposed building is not located within the Broadway Sign District. Therefore, this guideline is not applicable.

D 4 New China / Japantown Unique Sign District

GUIDELINE: Provide opportunities for the development of suitably ornate signs, using motifs, symbols, bright colors, and celebrative forms that add to the atmosphere and character of New China/ Japantown. Size and place signs and their structural support systems so that significant architectural or historical features of the building are not concealed or disfigured. Ensure that all signs receive proper maintenance.

RESPONSE: The proposed building is not located within the New China/Japantown Sign District. Therefore, this guideline is not applicable.

Section 3:
Design Concept

Central Eastside District Special Design Guidelines

SECTION A PORTLAND PERSONALITY

A 2-1 Recognize and incorporate East Portland themes into a project design, when appropriate.

RESPONSE: The proposed project recognizes the Central Eastside is a neighborhood in transition, currently with an industrial character and gritty charm. With this in mind, the project will include design elements, materials, and detailing that reflect the immediate neighborhood. For example, the proposed arcade is unique to the neighborhood. The arcade is a design element allowed in only one location within the Central City (along E Burnside Street, from the Burnside Bridge to Sandy Boulevard).

Additionally, the project seeks to maintain the existing neighborhood industrial charm through the use of industrial materials and detailing, contrasted with newer, more modern materials and detailing. Lastly, a variety of ground floor retail and commercial spaces will be provided with a focus on obtaining tenants that are unique to Portland.

A 5-1 Maintain, continue, and reinforce the effect of sidewalk arcaded buildings fronting on East Burnside Street.

RESPONSE: The proposed project will include an arcade along E Burnside Street. The proposed arcade will be broken at the mid-block location. This will create two distinct arcade masses, with scales that are compatible with the existing neighborhood context.

A 5-2 Acknowledge the historical significance of the Sandy River Wagon Road (Sandy Boulevard) from East Burnside to 7th Avenue with an upgrade of the public right-of-way to be more pedestrian accommodating and which is related to its historical context. New development located adjacent to this diagonal alignment also should acknowledge the historical significance in a creative way that is attractive, informative, and appropriate.

RESPONSE: The proposed project is not located within the area defined above. Therefore, this section is not applicable.

A 5-3 Plan for or incorporate underground utility service to development projects.

RESPONSE: The proposed project will include a below grade transformer vault at the new bulb-out at the southeast corner of the property so as to maximize the amount of active use program (e.g., commercial/retail/ lobby) at the ground floor.

A 5-4 Incorporate works of art into development projects.

RESPONSE: The proposed project will incorporate a public art wall at the north side of the west stair enclosure.

A 5-5 Enhance the quality of public spaces by incorporating water features.

RESPONSE: The project will not include any water features at the ground floor or at the upper level resident common areas. Therefore, this guideline is not applicable.

A 6-1 Projects located within the East Portland Grand Avenue Historic District shall use the special historic design guidelines developed for the historic district.

RESPONSE: The proposed project is not located within the East Portland Grand Avenue Historic District. Therefore, this guideline is not applicable.

A 7-1 Maintain a sense of urban enclosure, through the use of landscaping and other means, when single-story buildings are set back from the property line. Do not set buildings back from the property line within the East Portland Grand Avenue Historic District.

RESPONSE: The proposed building will not be set back from the property line, except at entry door locations and garage entries. Therefore, this guideline is not applicable.

A 9-1 Design the Central City gateway located at East Burnside Street and Sandy Boulevard in a manner that celebrates the significance of the Sandy River Wagon Road.

RESPONSE: The proposed project is not located at or near the intersection of East Burnside Street and Sandy Boulevard. Therefore, this guideline is not applicable.

SECTION B PEDESTRIAN EMPHASIS

B 3-1 Where possible, extend sidewalk curbs at street intersections to narrow pedestrian crossings for a safer pedestrian environment. Maintain large service vehicle turning radii where necessary.

RESPONSE: On-street parking will remain on all right-of-way frontages, providing additional protection for pedestrians. Additionally, the proposed bulb-out at the southeast corner of the project site (i.e., the northwest corner of the E Burnside Street and NE Grand Avenue intersection) will enhance pedestrian safety by providing additional sightlines for vehicles entering and exiting the proposed garage. The proposed arcade along E Burnside Street will provide pedestrian protection from E Burnside's high volume, high speed traffic and inclement weather.

B 6-1 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.

RESPONSE: The proposed arcade along E Burnside Street will provide enhanced weather protection for pedestrians. Awnings along NE MLK Boulevard and NE Grand Avenue will provide weather protection for pedestrians entering and exiting the ground floor of the building along with individual covered entries.

Section 3:
Design Concept

Central Eastside District Special Design Guidelines

SECTION C PROJECT DESIGN

C 1-1 Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

RESPONSE: Parking for the proposed building will be located at the ground floor and in the basement of the building. Parking at the ground level will be completely covered with the upper floor assemblies. Garage doors will maintain an industrial character, but will provide both visual access as well as natural air into the garage.

C 1-2 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. 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. 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.

RESPONSE: Signage on existing site and existing site structures will not be maintained. Therefore, this guideline is not applicable.

C 3-1 Look to buildings from throughout the district for contextual precedent. Innovation and creativity are encouraged in design proposals which enhance overall district character.

RESPONSE: The Central Eastside consists of several different styles of buildings that have housed a variety of industrial uses over time. The majority of buildings in the district exude an eclectic, yet utilitarian and warehouse aesthetic. The proposed building references these themes, but does not copy them.

The proposed project pursues a more modern interpretation of an industrial building. This means simple massing with metal cladding, rather than masonry construction. The proposed building has been broken into two simple masses with an 'entry gasket' separating the two masses on E Burnside Street. The arcade will include historically responsive and industrial characteristics, including metal cladding, metal guardrails and historical awnings. Although broken at the mid-block location, the arcade character will remain consistent along E Burnside Street, creating a cohesive design.

C 3-2 Respect the architectural character and development patterns of adjacent residential neighborhoods.

RESPONSE: The proposed project site is in a transitional area of the Central Eastside. The closest residential single family neighborhood to the project site is ten blocks to the southeast. Therefore, this guideline is not applicable.

C 8-1 On local service streets, adjacent businesses may use the sidewalk area for temporary loading and staging as long as pedestrian access through it is maintained.

RESPONSE: The proposed building is not located on a local service street. Therefore, this guideline is not applicable.

Section 3:

Design Concept

Development Summary

Address(es):	419 E Burnside
Zone Classification:	EX (Central Employment)
Applicable Overlay Zones:	d (Design)
Plan District:	CC (Central City)
Comprehensive Plan:	EX (Central Employment)
Zoning Map:	3031

DEFINITIONS

EX (Central Employment) Zone
This 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 that have predominantly industrial type development. The intent of the zone is to allow industrial, business, and service 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 development standards are intended to allow new development which is similar in character to existing development.

CC (Central City) Plan District
The Central City plan district implements the Central City Plan and other plans applicable to the Central City 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 which address special circumstances existing in the Central City area.

d (Design) Overlay
The Design Overlay Zone 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 or compliance with the Community Design Standards. In addition, design review or compliance with the Community Design Standards ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

DESIGN PARAMETERS

Maximum Floor Area Ratio Allowed in EX:	3:1
Maximum Floor Area Ratio Allowed in CC:	9:1
Proposed Floor Area Ratio:	6.92
Maximum Building Height Allowed in EX:	65'-0"
Maximum Building Height Allowed in CC:	200 ft. max
Proposed Building Height:	Varies

SITE DATA

Site Area:	±25,150 sf

Landscape:

Required:	None
Provided:	Vegetative Green Roof and Urban Gardening At Roof

Vehicle Parking:

Min. Required Residential Parking:	None
Min. Required Commercial Parking:	None
Parking Provided:	81 (includes tandem stalls)
Proposed Residential Parking Ratio:	0.33:1

Bicycle Parking:

Short Term Required:	10
Short Term Provided:	None*
Long Term Required:	238
Long Term Provided:	259

Loading:

Loading Required:	(2) Standard B Stalls or (1) Standard A Stall
Loading Provided:	(2) Standard B Stalls

GROUND FLOOR GLAZING

North

Proposed Linear Glazing:	25%**
Proposed Area Glazing:	26%

West

Proposed Linear Glazing:	84%
Proposed Area Glazing:	66.2%

South

Proposed Linear Glazing:	87.5%
Proposed Area Glazing:	72.7%

East

Proposed Linear Glazing:	77.6%
Proposed Area Glazing:	67.7%

BUILDING DATA

Gross Floor Areas:

Basement Level:	±24,340 gsf
First Floor Level:	±24,175 gsf
Second Floor Level:	±24,100 gsf
Third Floor Level:	±24,100 gsf
Fourth Floor Level:	±24,100 gsf
Fifth Floor Level:	±24,100 gsf
Sixth Floor Level:	±24,100 gsf
Roof Level:	±3,850 gsf
Subtotal:	**±172,865 gsf**

Unit Matrix

	Apartment	Live-Work
First Level	0	3
Second Level	27	-----
Third Level	32	-----
Fourth Level	32	-----
Fifth Level	32	-----
Sixth Level	29	-----
TOTAL	**153**	**3**
Average Unit Size		±665 nsf

**Project team will request, at the recommendation of BDS staff, to pay into City of Portland Bicycle Fund in lieu of providing short-term bicycle parking on site.*

***Project team will request modification of ground floor glazing requirement at this elevation due to structural requirements.*

Vicinity Map

Section 3:

Design Concept

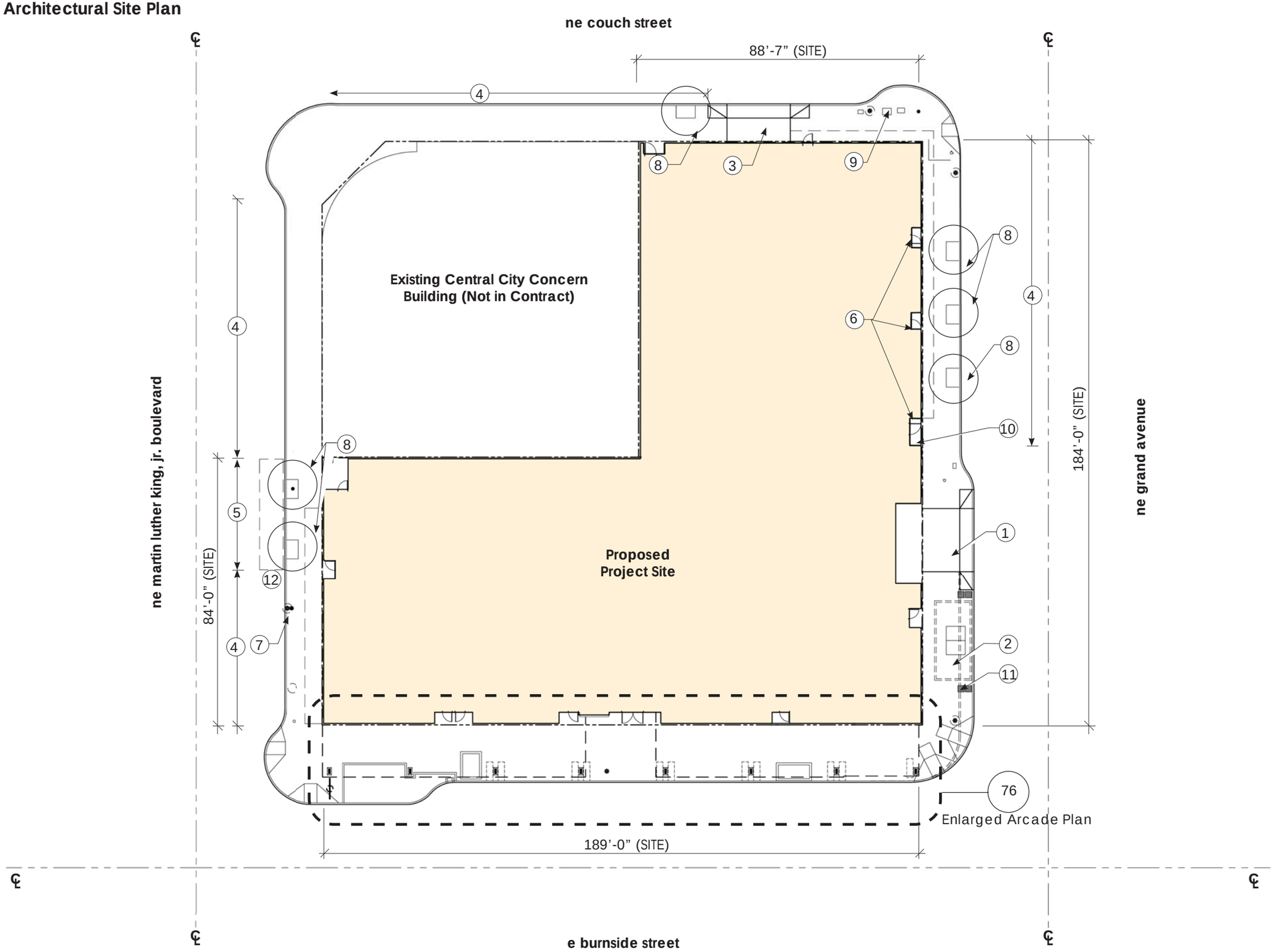
Legend

1 Future proposed Mixed-use projects (Burnside Bridgehead Developments, N.I.C.)
2 Existing commercial / Retail.
3 Existing surface parking.
4 Existing mixed-use.
5 Existing office / Retail.
6 Existing Central City Concern building (N.I.C.).

16' 32' 64' 128'

Section 3:
Design Concept

Architectural Site Plan



Legend

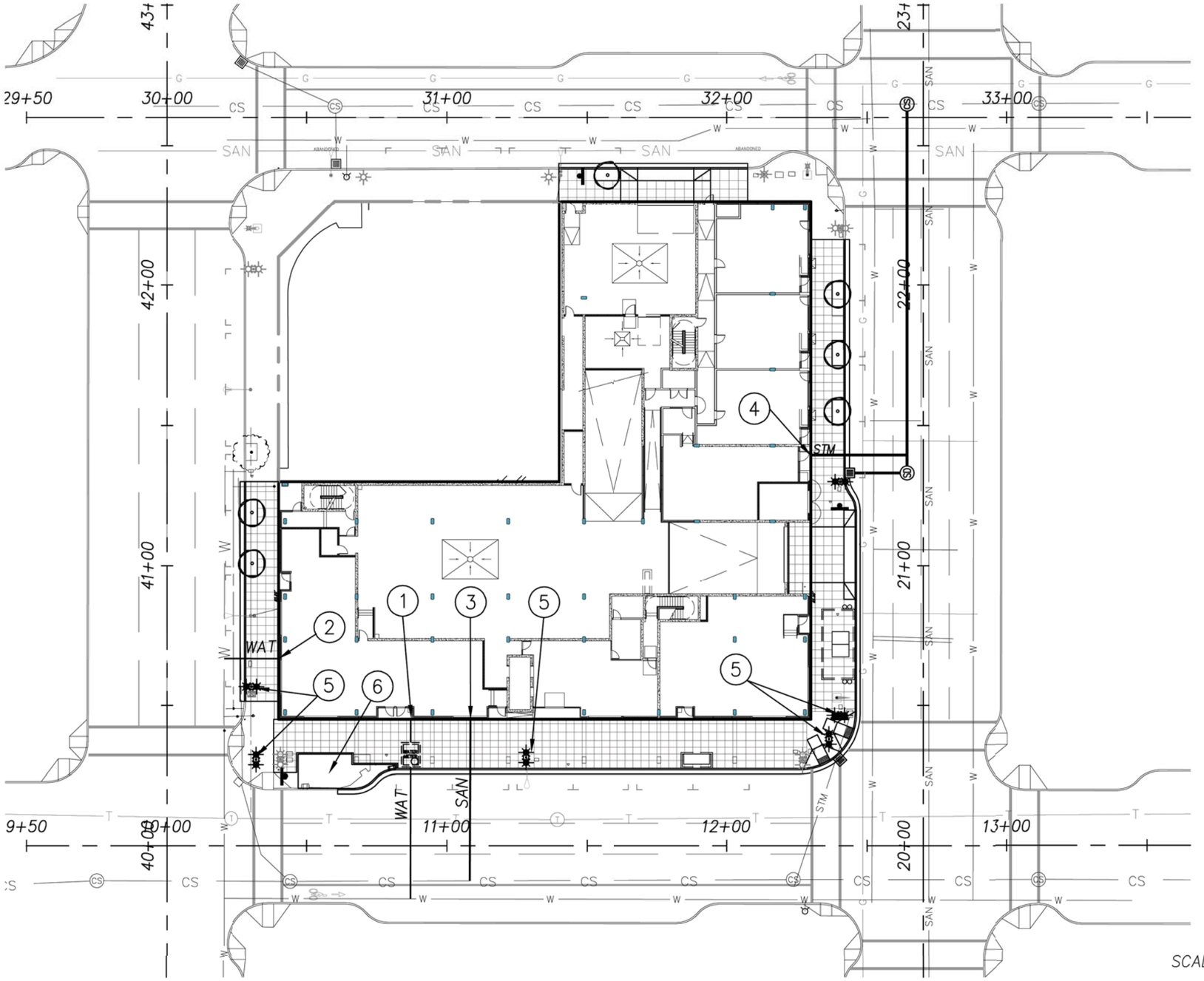
1 Garage entrance.
2 Proposed below-grade transformer vault location.
3 Off-street loading entrance.
4 On-street parking.
5 Proposed on-street loading (standard "A" size).
6 Live-work/Retail entrance.
7 Existing power pole to remain.
8 Street tree.
9 Existing R.O.W. infrastructure to remain.
10 Bike room/Mail entrance.
11 Line of existing curb.
12 Proposed on-street loading stall.
13 Not Used.
14 Relocated freeway signage.

0' 8' 16' 32' 64'

Section 3:

Design Concept

Civil Plan - Site Utility Plan



Legend

1 Proposed domestic water service.
2 Proposed fire water service.
3 Proposed sanitary lateral.
4 Proposed storm drainage lateral.
5 Proposed street light.

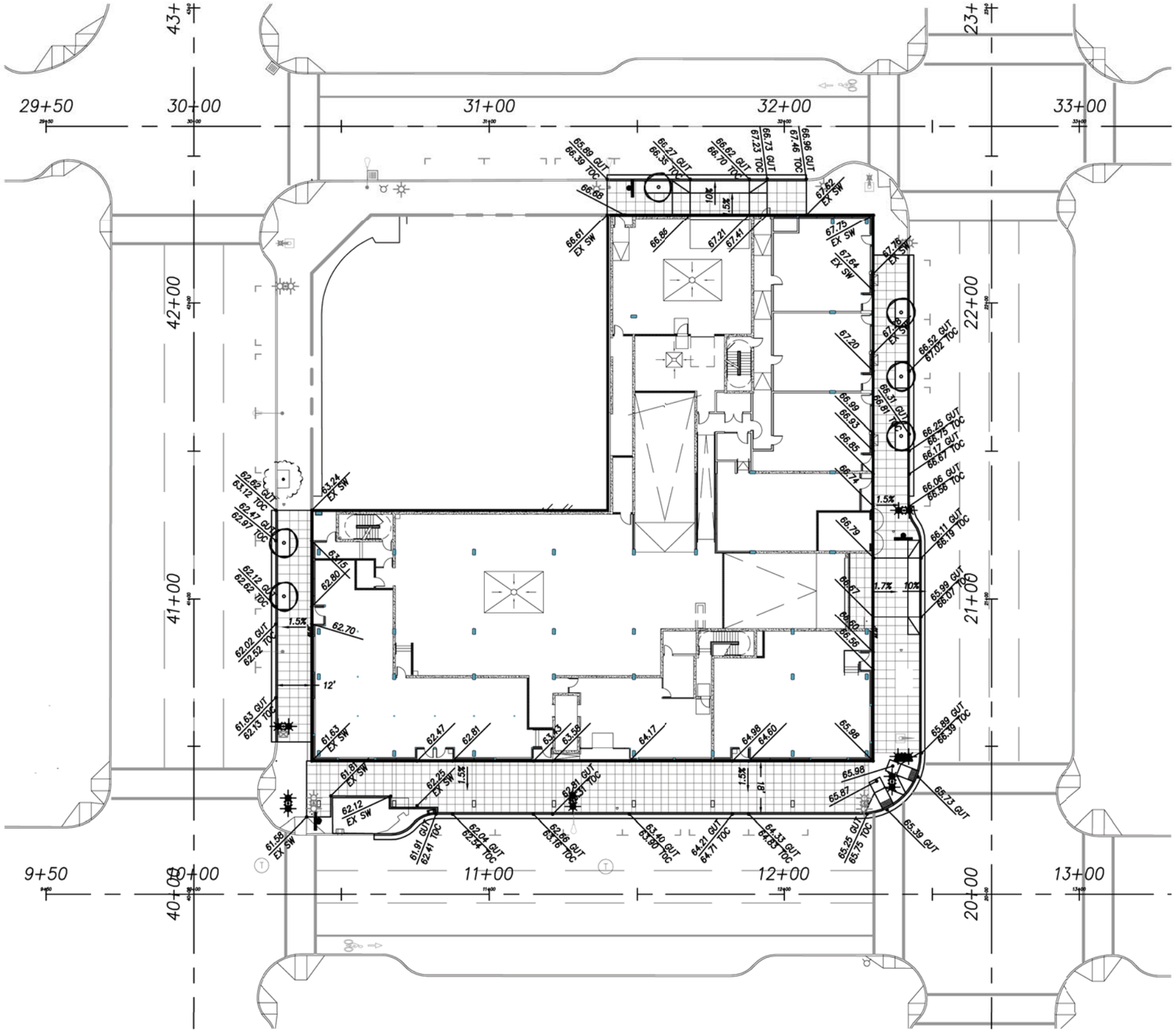
Stormwater narrative:

Private stormwater management will be a combination of stormwater planters located on the second level terrace and green roof. The second level terrace hard-scape will be unable to drain to the planters, a fee-in-lieu will be requested for this area.

Section 3:

Design Concept

Civil Plan - Site Grading Plan

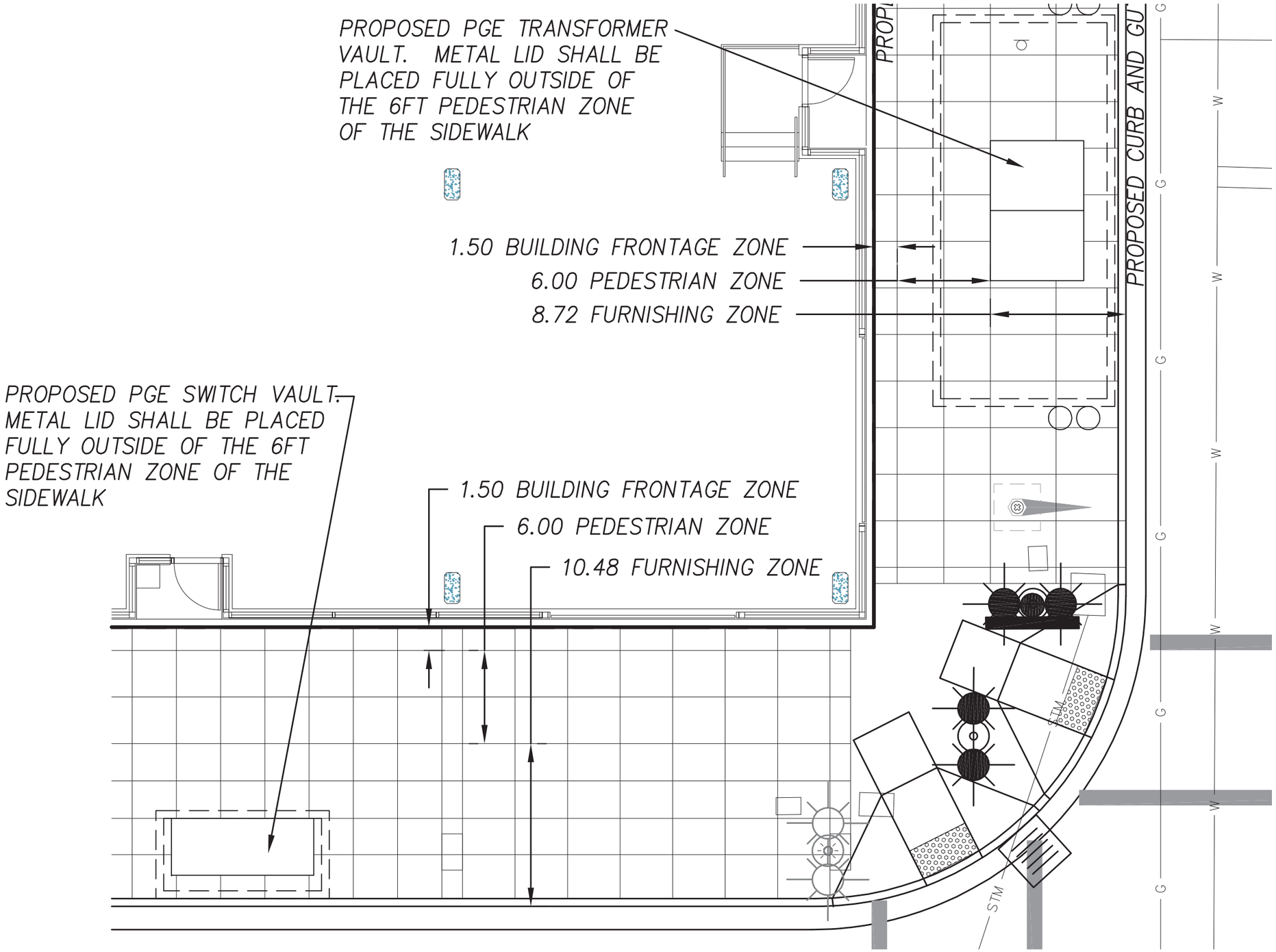


SCALE: 1" = 40'

Section 3:

Design Concept

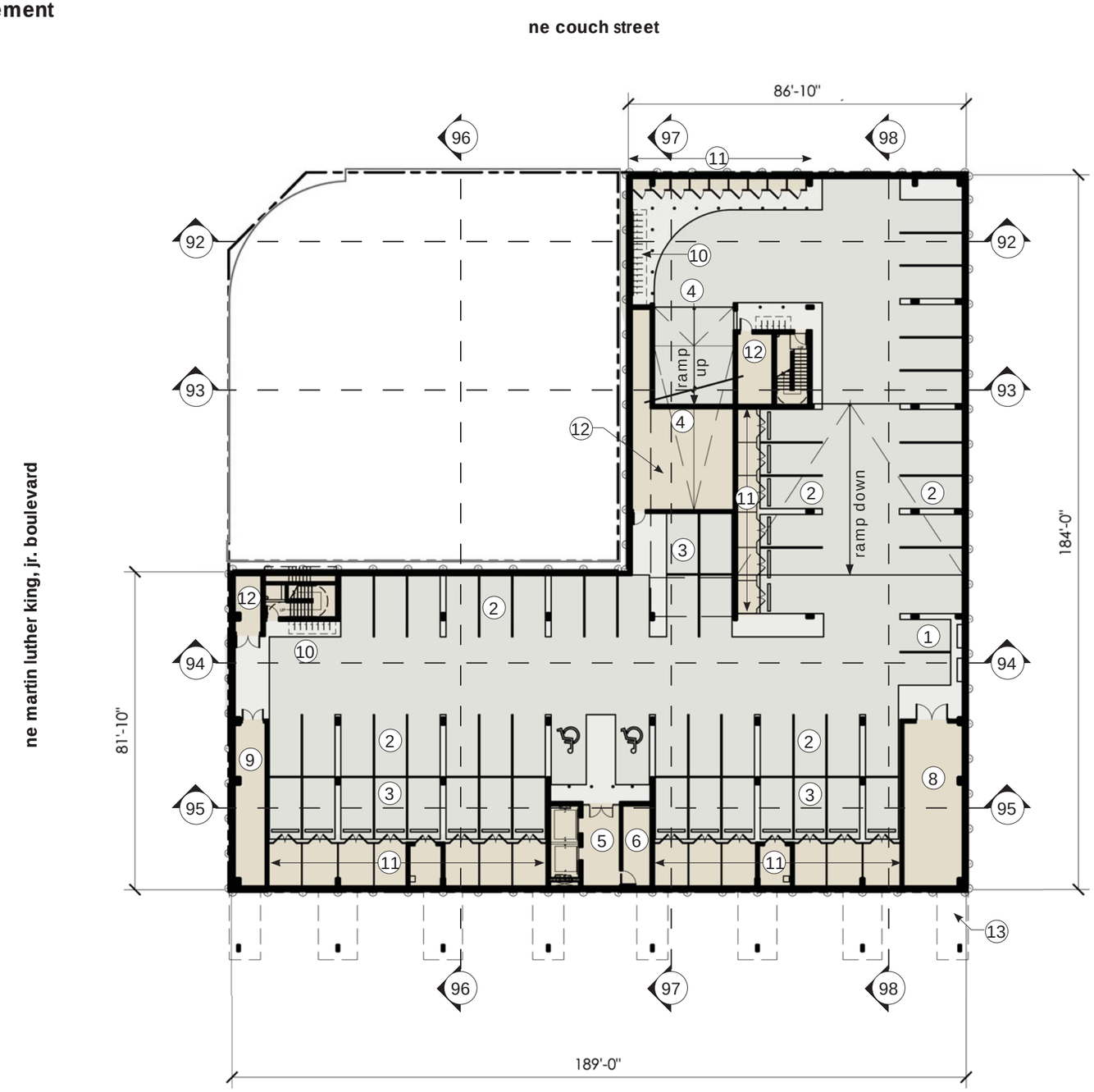
Civil Plan - Enlarged Plan



Section 3:

Design Concept

Floor Plan - Basement



Legend

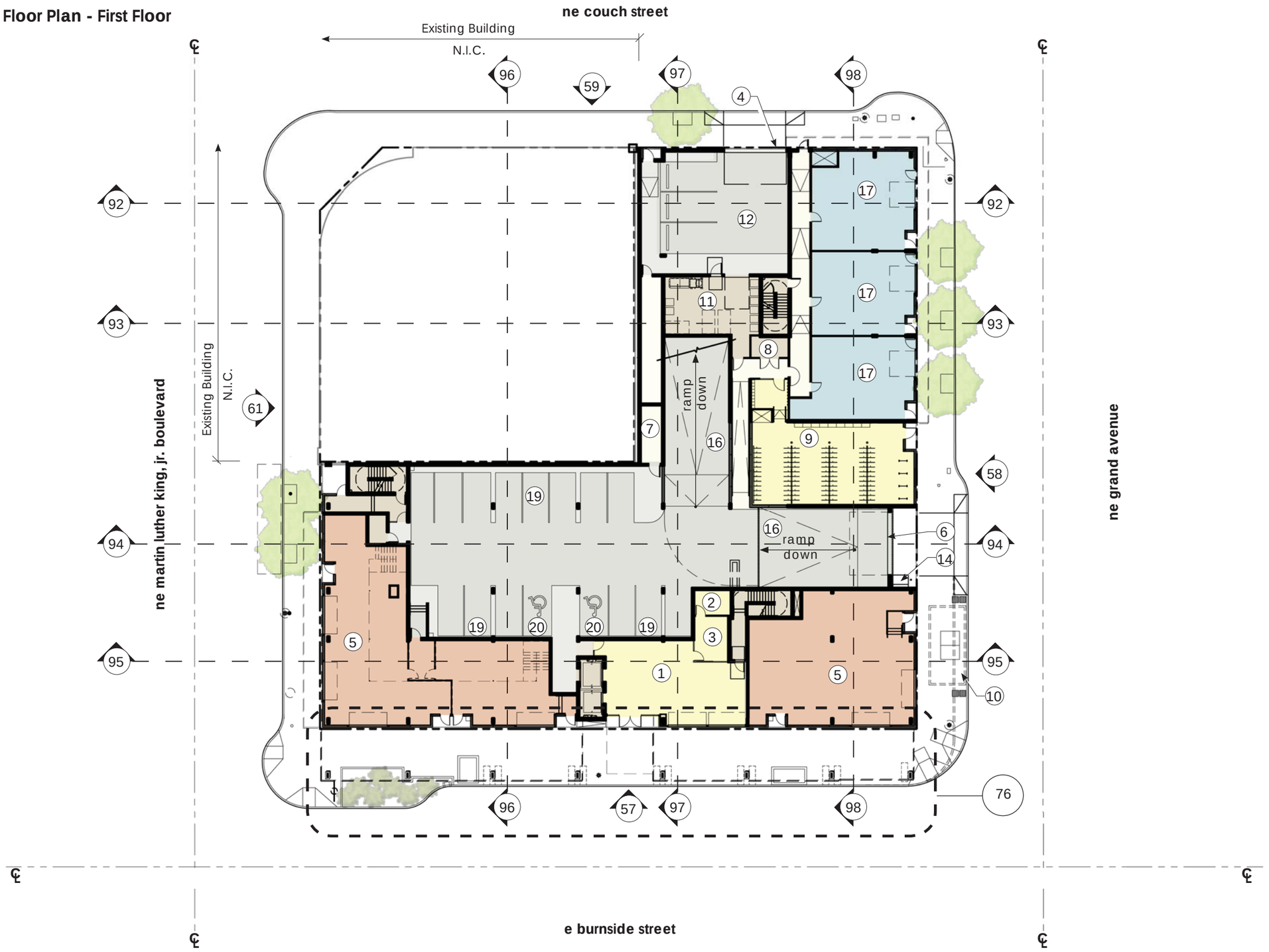
1	Car charging station.
2	Standard parking stall (8’-6”x16’-0”), typical.
3	Tandem parking stall (8’-6”x16’-0”), typical.
4	Vehicle Ramp.
5	Elevator lobby.
6	Mechanical room.
7	Not used.
8	Electrical room.
9	Water and fire control room.
10	Wall mounted vertical bicycle storage.
11	Resident storage.
12	Building storage.
13	Footing for arcade (above).

0' 8' 16' 32' 64'

Section 3:

Design Concept

Floor Plan - First Floor



Legend

1	Residential lobby/lounge.
2	Storage.
3	Leasing office.
4	Loading entrance_.
5	Retail/commercial.
6	Garage entrance.
7	Building Services.
8	Telecom room.
9	Bicycle/mail room.
10	Proposed below grade transformer vault location.
11	Trash/recycle.
12	Off-street loading.
13	Not used.
14	Proposed gas meter location.
15	Not used.
16	Vehicle ramp.
17	Live-work/Retail.
18	Not used.
19	Standard parking stall (8'-6"x16'-0"), typical.
20	Accessible parking stall.

0' 8' 16' 32' 64'

Section 3:

Design Concept

Floor Plan - Second Floor

Legend

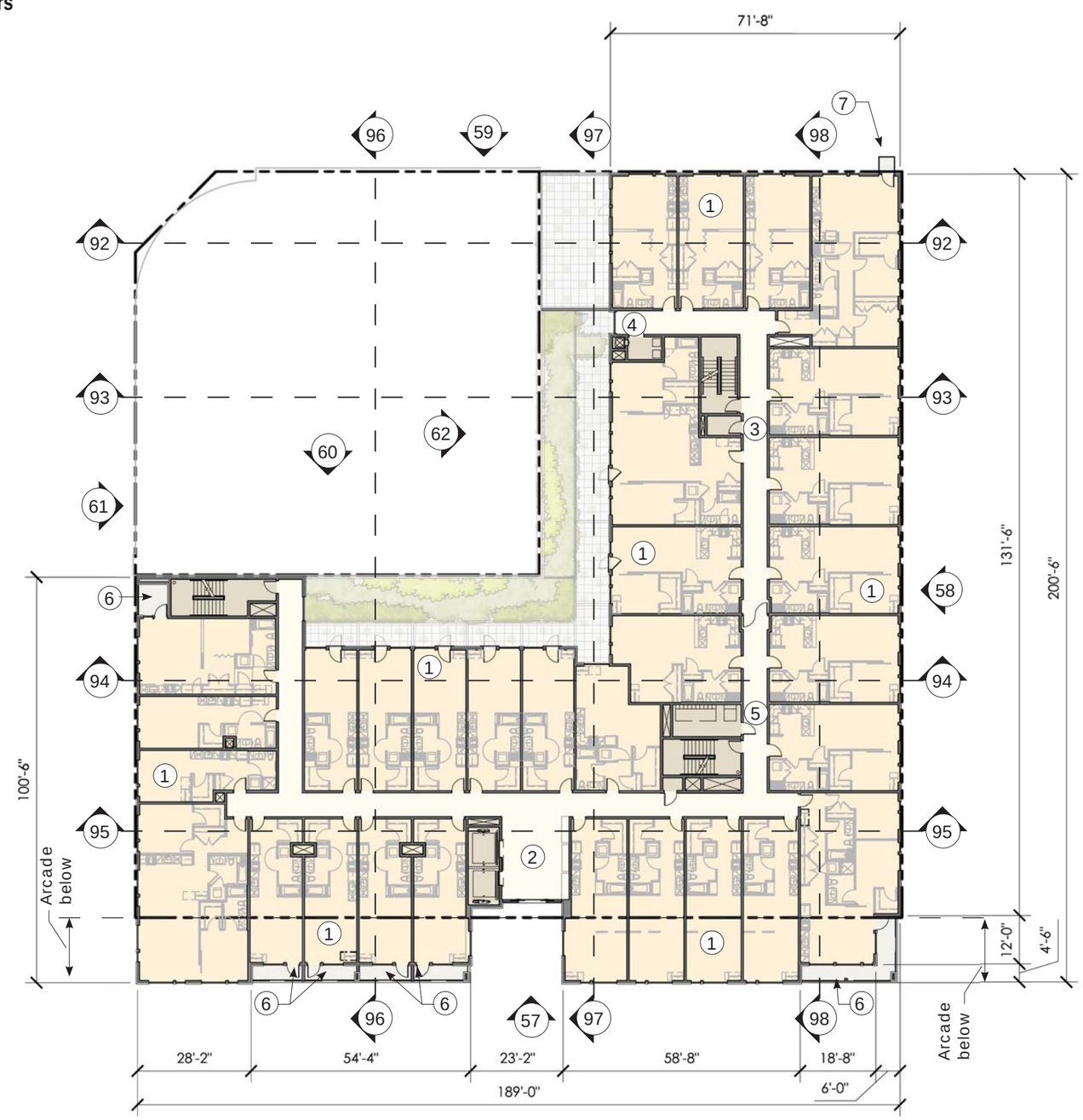
1	Dwelling unit.
2	Club room.
3	Club room patio.
4	Private patio.
5	Private terrace.
6	Elevator alcove.
7	Telecom.
8	Trash/recycle room.
9	Storage.
10	Dwelling unit deck(s).
11	Dwelling unit 4’-0” x 4’-0” deck.

0' 8' 16' 32' 64'

Section 3:

Design Concept

Floor Plan - Third-Fifth Floors



Legend

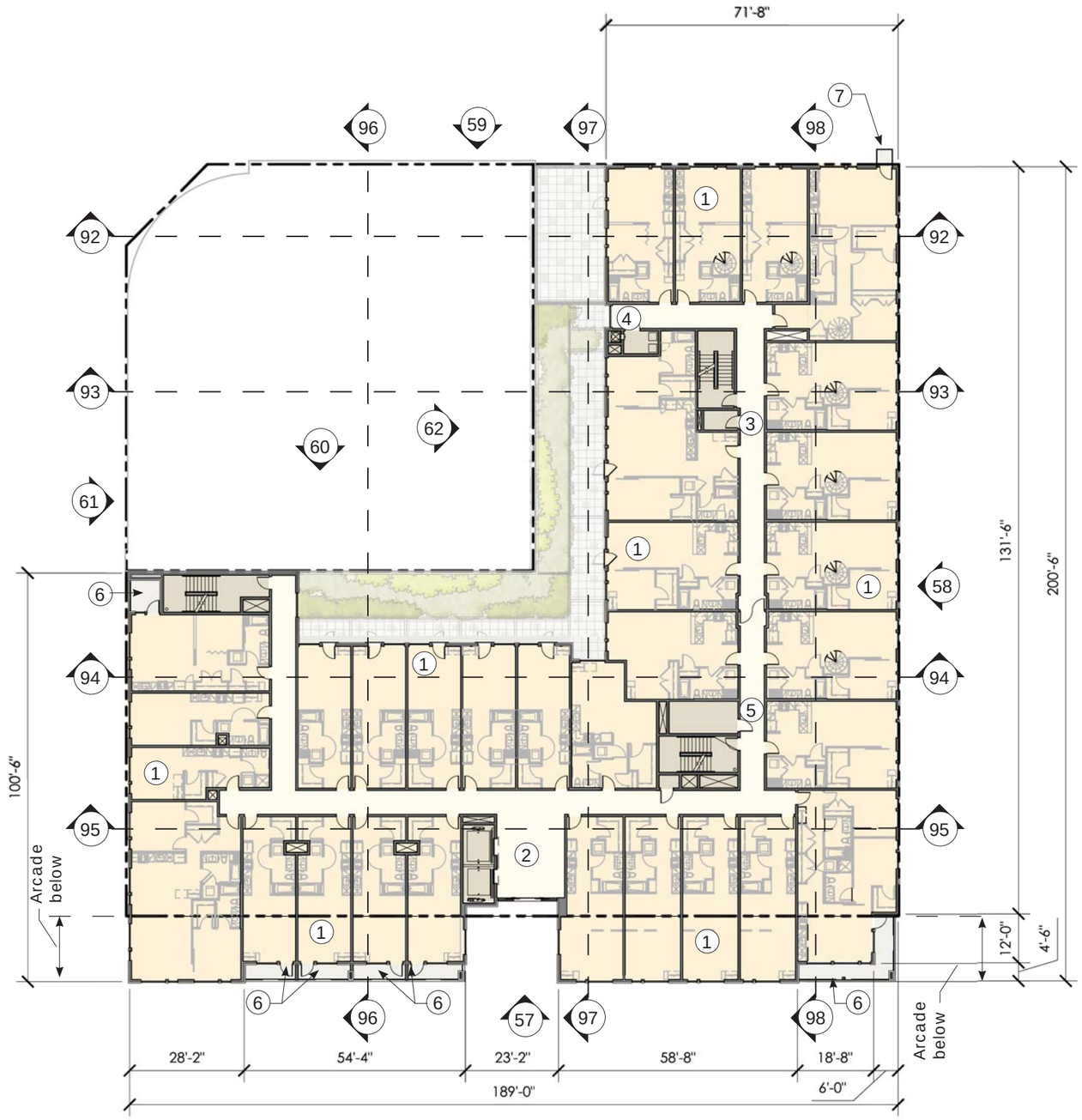
1	Dwelling unit.
2	Elevator alcove.
3	Telecom.
4	Trash/recycle room.
5	Building services.
6	Dwelling unit deck(s).
7	Dwelling unit 4’-0” x 4’-0” deck.

0' 8' 16' 32' 64'

Section 3:

Design Concept

Floor Plan - Sixth Floor



Legend

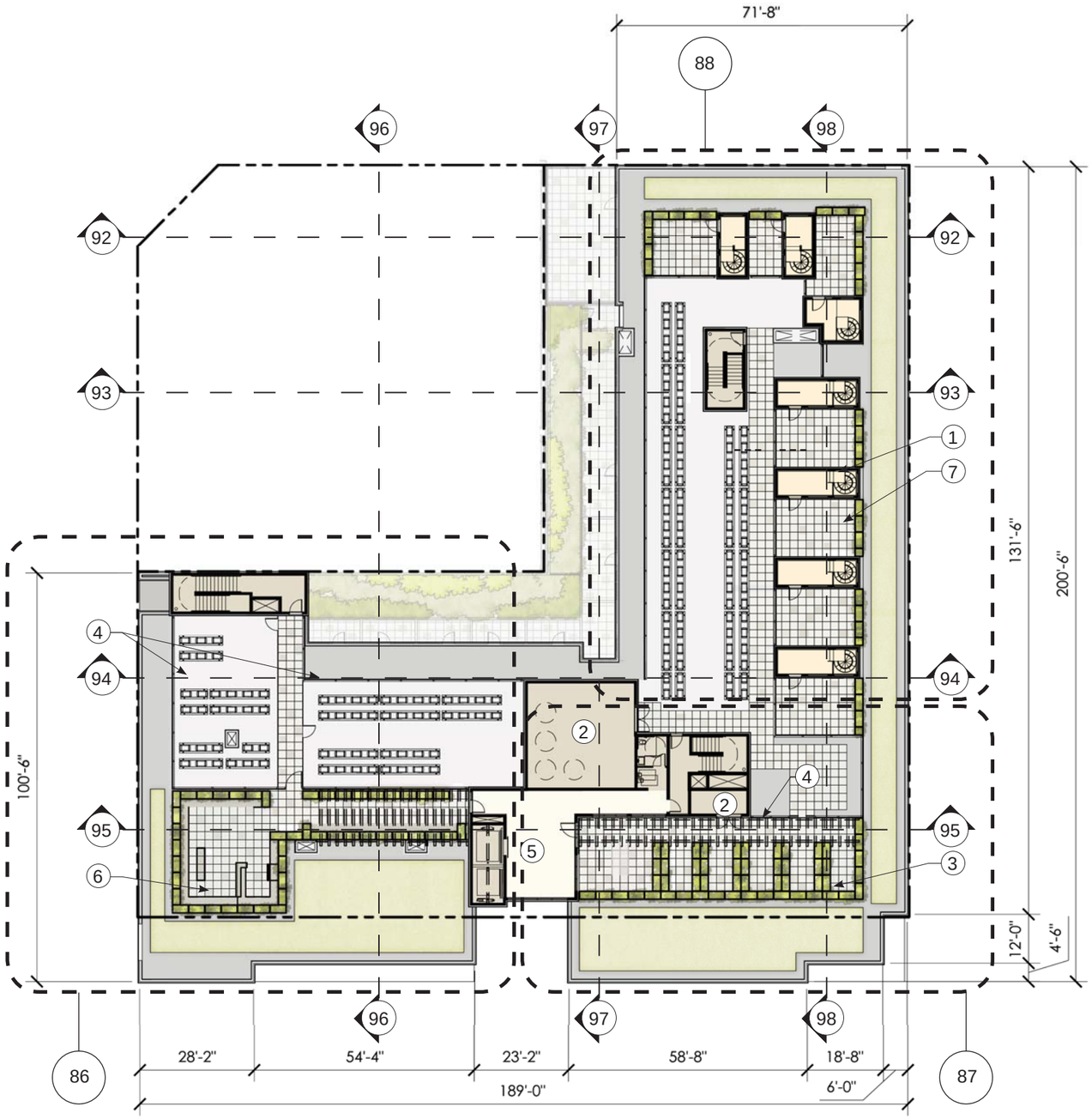
1 Dwelling unit.
2 Elevator alcove.
3 Telecom.
4 Trash/recycle room.
5 Building services.
6 Dwelling unit deck(s).
7 Dwelling unit 4’-0” x 4’-0” deck.

0' 8' 16' 32' 64'

Section 3:

Design Concept

Roof Plan



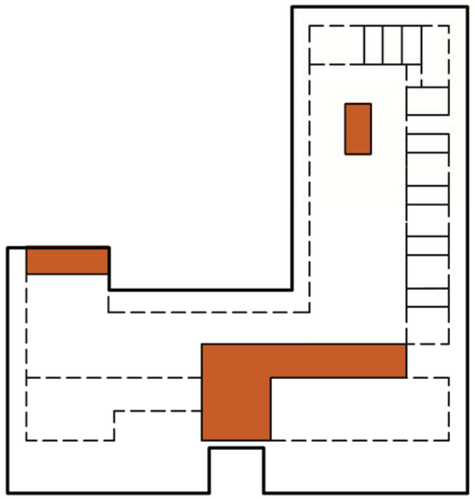
Legend

1 Dwelling unit stair penthouse.
2 Building services.
3 Public urban garden, amenity space.
4 Screened roof mechanical equipment.
5 Elevator alcove.
6 Public terrace, amenity space.
7 Private terrace.

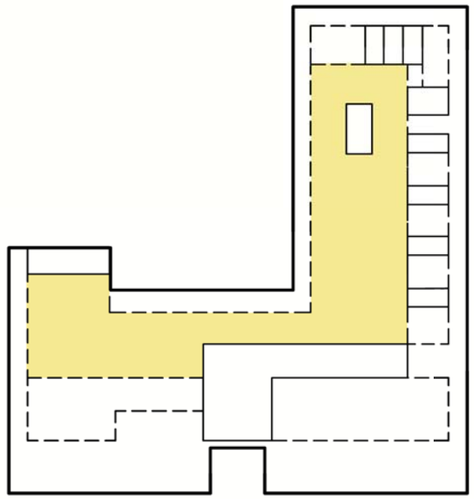
0' 8' 16' 32' 64'

Section 3:
Design Concept

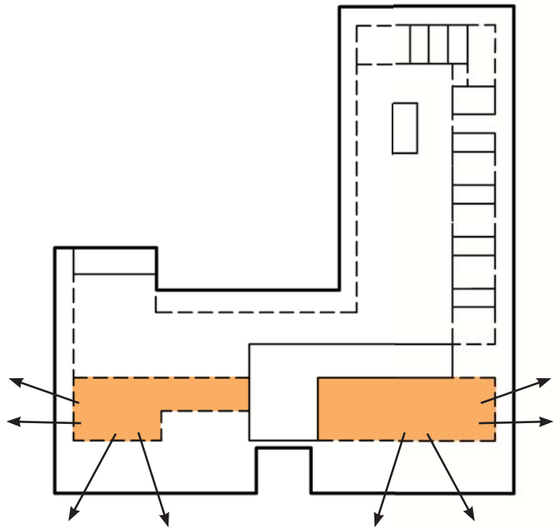
Roof Organization Diagrams



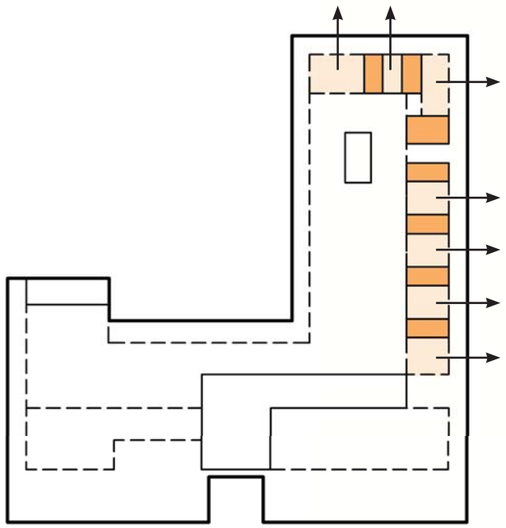
Core/Service/Vertical circulation



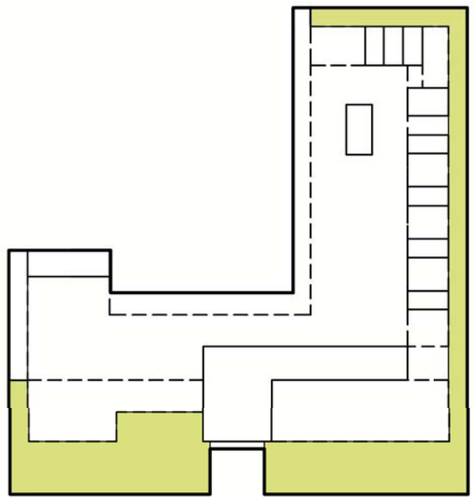
HVAC equipment area



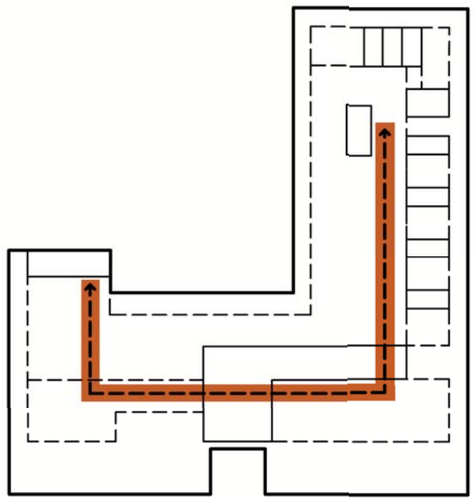
Public/Active edges



Private/Active edge

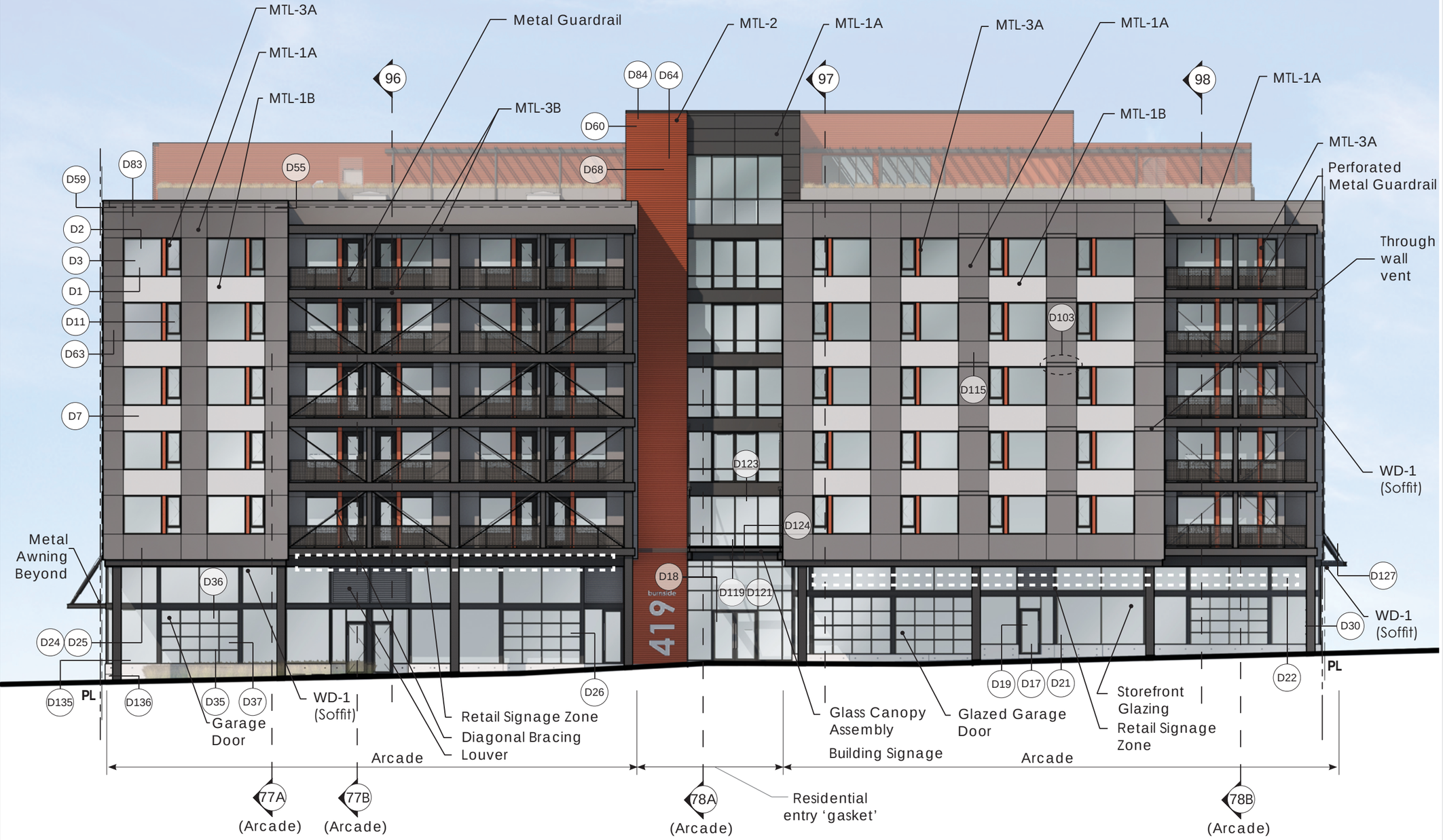


Vegetative roof



Circulation

Exterior Elevation - South



MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

Section 3:

Design Concept

T.O. Stair Enclosure *145.35'*

T.O. Parapet *136.35'*

T.O. Sixth Floor *122.55'*

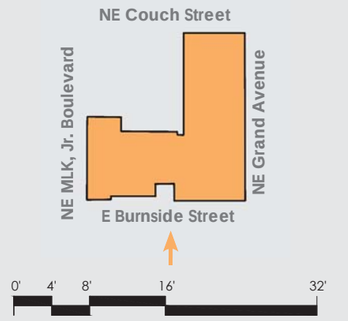
T.O. Fifth Floor *112.35'*

T.O. Fourth Floor *102.55'*

T.O. Third Floor *92.55'*

T.O. Second Floor *82.35'*

T.O. First Floor *varies*



Exterior Elevation - East

MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

Section 3:

Design Concept

T.O. Stair Enclosure
145.35'

T.O. Parapet
136.35'

T.O. Sixth Floor
122.55'

T.O. Fifth Floor
112.35'

T.O. Fourth Floor
102.55'

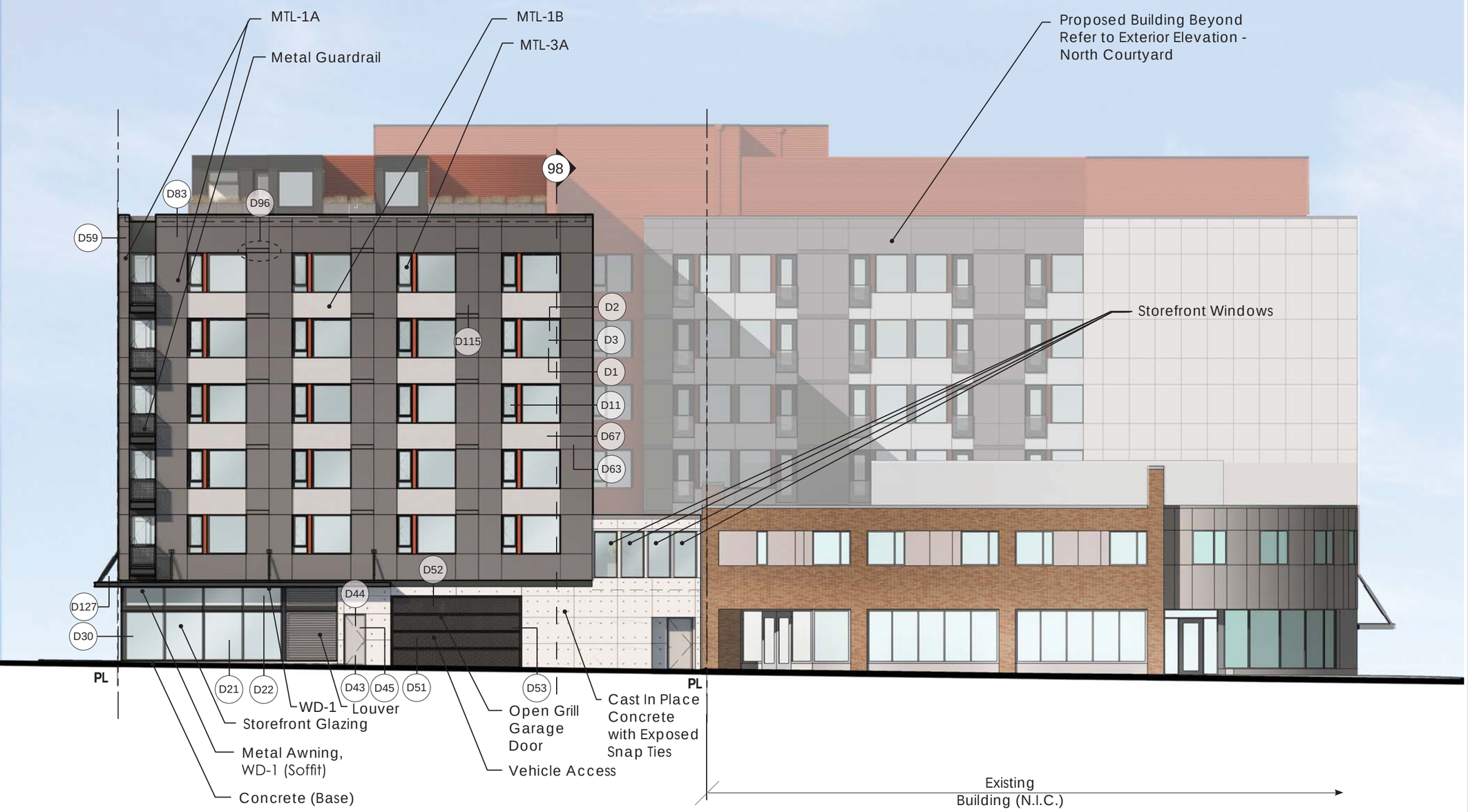
T.O. Third Floor
92.55'

T.O. Second Floor
82.35'

T.O. First Floor
varies

0' 4' 8' 16' 32'

Exterior Elevation - North



MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

Section 3:

Design Concept

T.O. Stair Enclosure
145.35'

T.O. Parapet
136.35'

T.O. Sixth Floor
122.55'

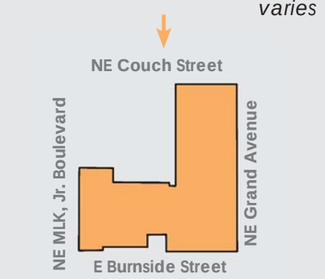
T.O. Fifth Floor
112.35'

T.O. Fourth Floor
102.55'

T.O. Third Floor
92.55'

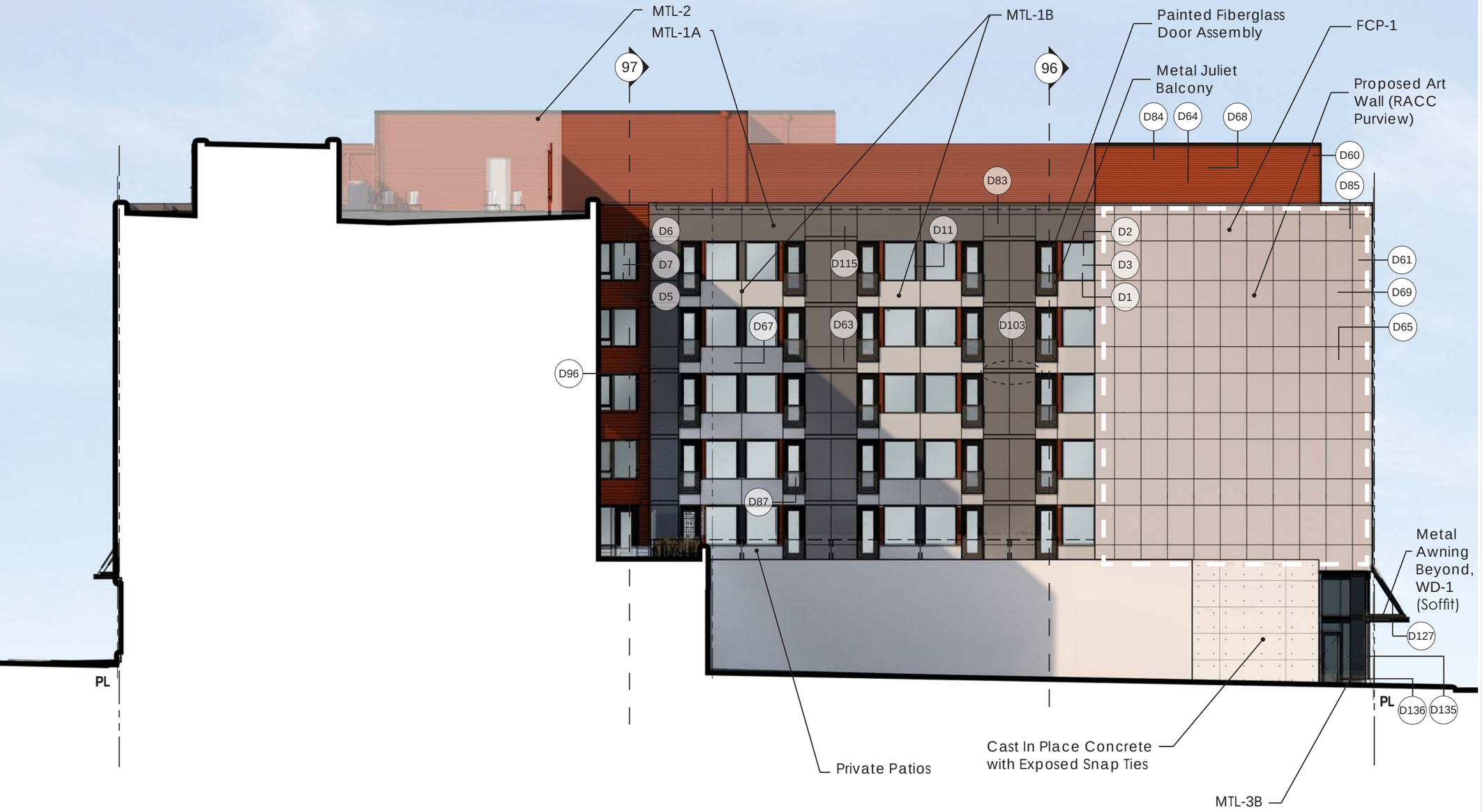
T.O. Second Floor
82.35'

T.O. First Floor
varies



0' 4' 8' 16' 32'

Exterior Elevation - North Courtyard



MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

Section 3:

Design Concept

T.O. Stair Enclosure *145.35'*

T.O. Parapet *136.35'*

T.O. Sixth Floor *122.55'*

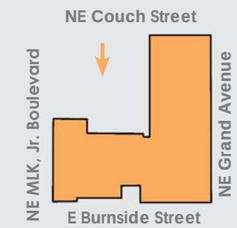
T.O. Fifth Floor *112.35'*

T.O. Fourth Floor *102.55'*

T.O. Third Floor *92.55'*

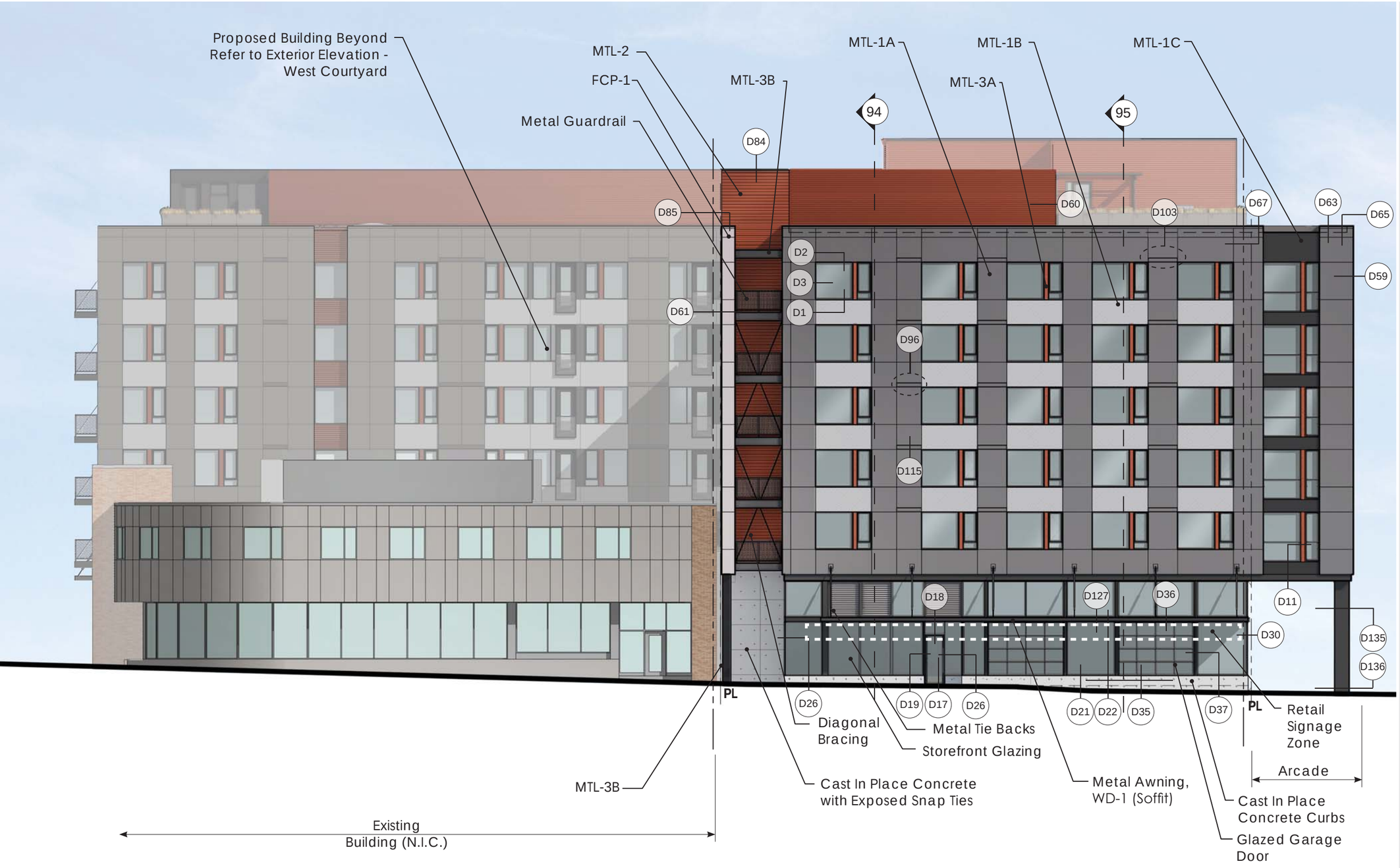
T.O. Second Floor *82.35'*

T.O. First Floor *varies*



0' 4' 8' 16' 32'

Exterior Elevation - West



MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

Section 3:

Design Concept

T.O. Stair Enclosure
145.35'

T.O. Parapet
136.35'

T.O. Sixth Floor
122.55'

T.O. Fifth Floor
112.35'

T.O. Fourth Floor
102.55'

T.O. Third Floor
92.55'

T.O. Second Floor
82.35'

T.O. Mezzanine
71.52'

T.O. First Floor
varies

Exterior Elevation - West Courtyard

T.O. Stair Enclosure *145.35'*

T.O. Parapet *136.35'*

T.O. Sixth Floor *122.55'*

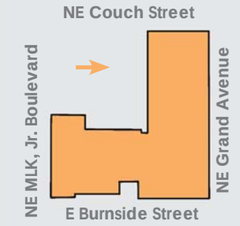
T.O. Fifth Floor *112.35'*

T.O. Fourth Floor *102.55'*

T.O. Third Floor *92.55'*

T.O. Second Floor *82.35'*

T.O. First Floor *varies*



0' 4' 8' 16' 32'

MTL-1 = Architectural Metal Panel | MTL-2 = Box Rib Metal Panel | MTL-3 = Break Metal | FCP-1 = Fiber Cement Panel | WD-1 = Wood Soffit | Refer to Section 4 for additional Material Info.

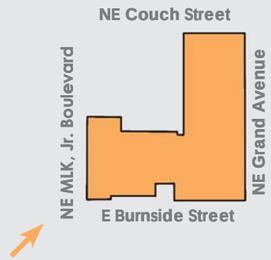
Section 3:

Design Concept

Exterior Perspective

Section 3:

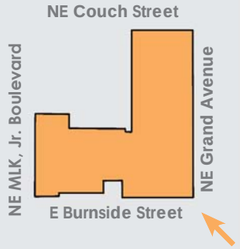
Design Concept



Exterior Perspective

Section 3:

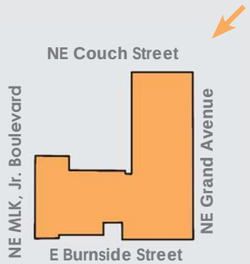
Design Concept



Exterior Perspective

Section 3:

Design Concept



Exterior Perspective

Section 3:

Design Concept

Exterior Perspective

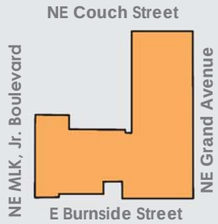
Section 3:

Design Concept

Exterior Perspective

Section 3:

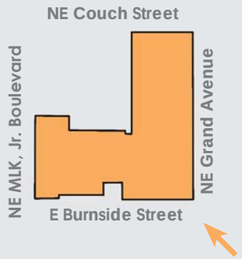
Design Concept



Exterior Perspective

Section 3:

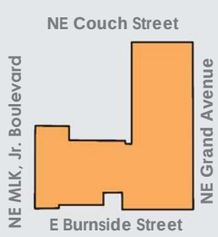
Design Concept



Exterior Perspective

Section 3:

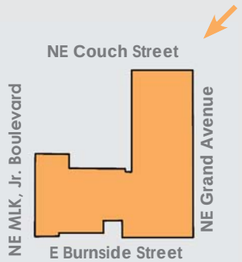
Design Concept



Exterior Perspective

Section 3:

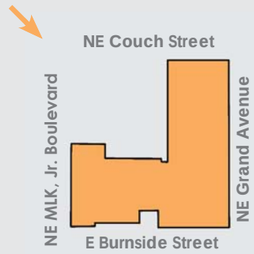
Design Concept



Exterior Perspective

Section 3:

Design Concept



Interior Spaces - Common Spaces

Section 3:

Design Concept

- Bike storage facility with bike/ dog wash and repair stand with tools.
- Club room with fireplace and gourmet kitchen.
- Reading nook with monthly subscriptions of popular magazines and travel books.
- For rent “Guest Suite” which can be rented by tenants for a nightly fee.
- Rooftop deck with raised fire-pits, grill stations and outdoor seating.
- Urban gardens for residents to grow herbs and vegetables on the roof.

Section 3:

Design Concept

- Upgraded appliance package.
- Solid surface countertops and vanities.
- Full-size stack washer & dryer.
- Vinyl wood plank flooring.
- Carpet in sleeping areas.
- Tile backsplashes.
- Moveable and open kitchen storage.
- Farmhouse sinks.
- Upgraded lighting package – pendant lighting in kitchen.
- Warm and cool schemes.
- Patios & balconies on premium units.
- Sliding barn doors.
- Unique and customizable unit entry design.
- In-unit bike storage.

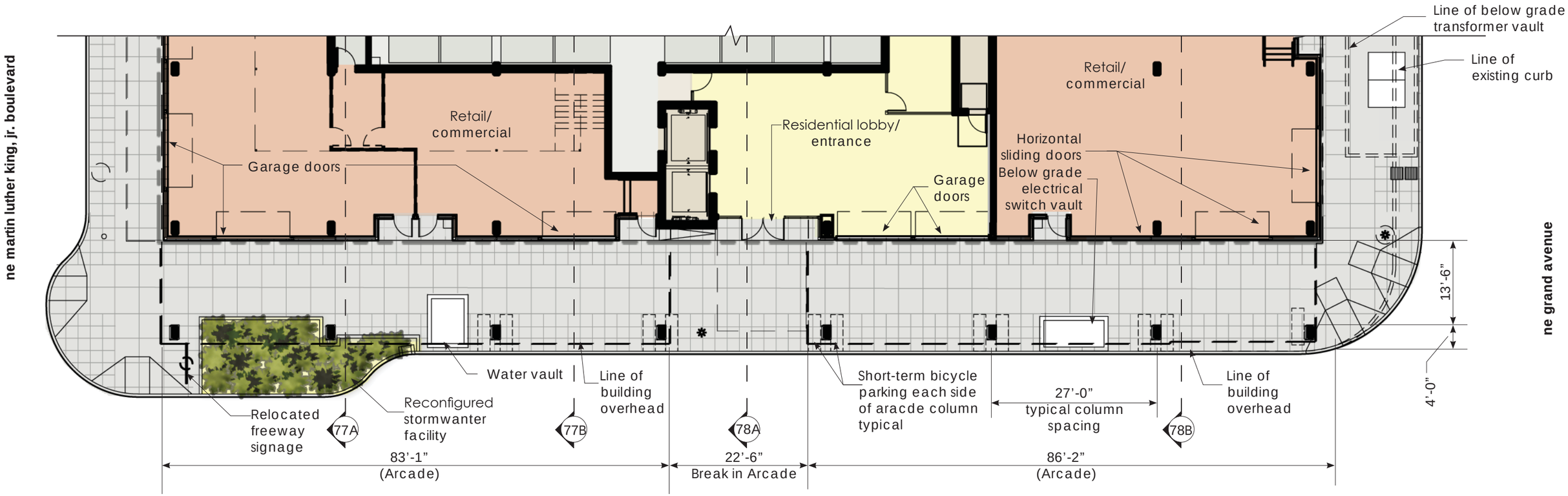
Section 4:

Supplemental Detail Information

Ground Floor - Enlarged Plan

Section 4:

Supplemental Detail Information



Partial floorplan

Arcade elevation

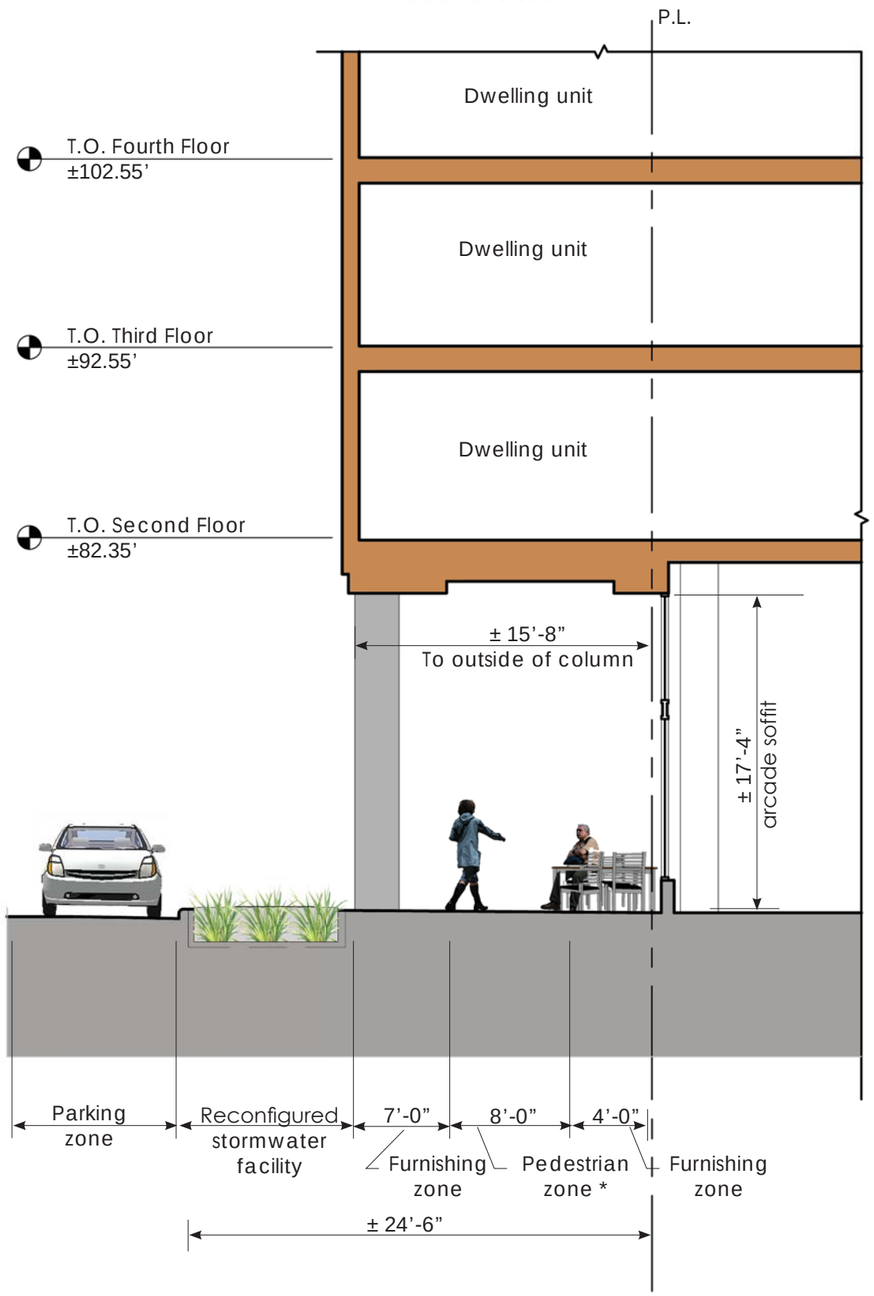
0' 4' 8' 16' 32'

Section 4:

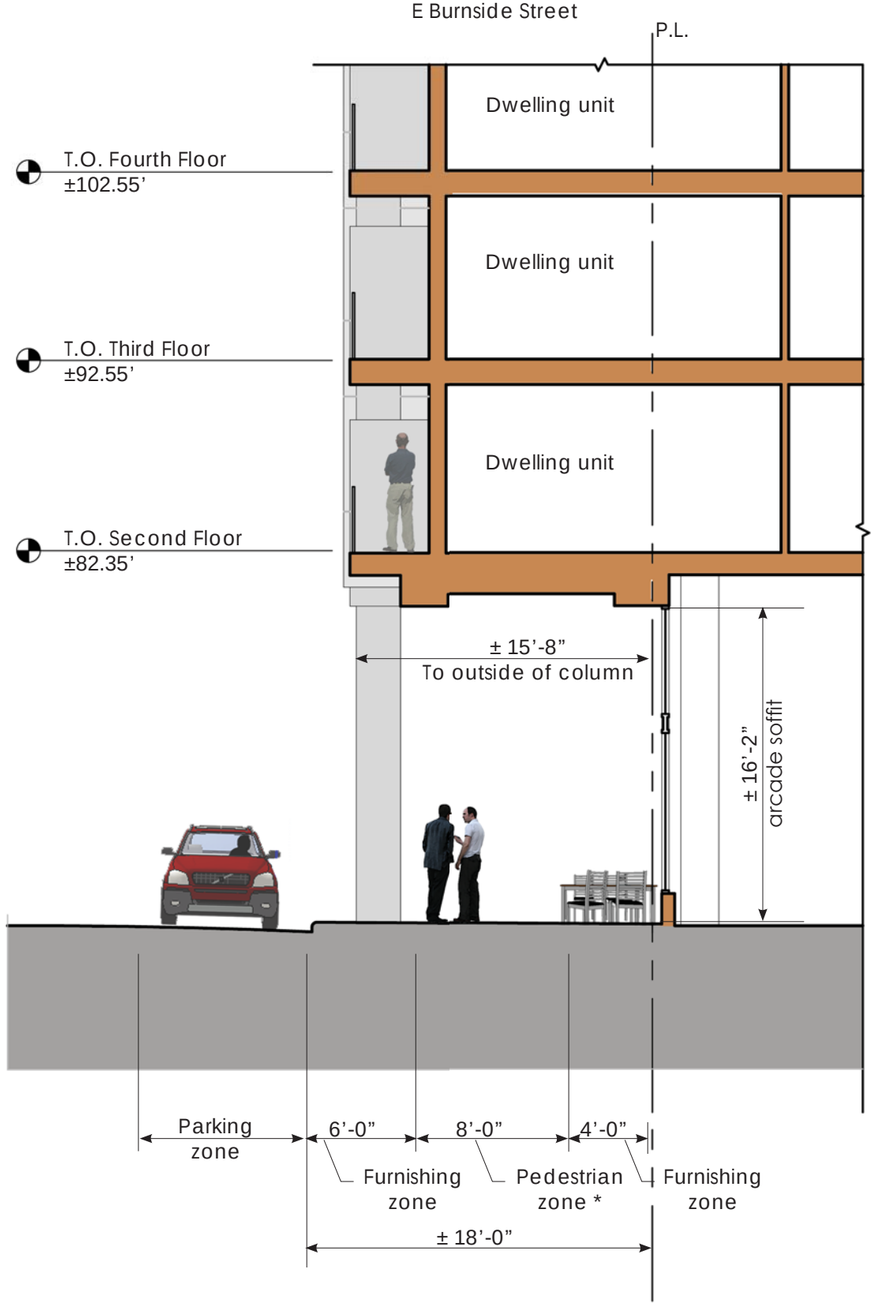
Supplemental Detail Information

Ground Floor - Section Diagrams

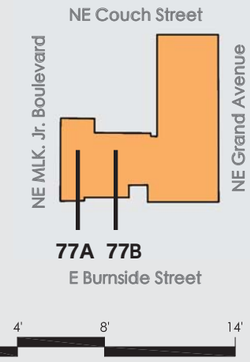
Section 77A: Through Arcade
E Burnside Street



Section 77B: Through Arcade
E Burnside Street



* Pedestrian zone: 8’-0” min. requirement.

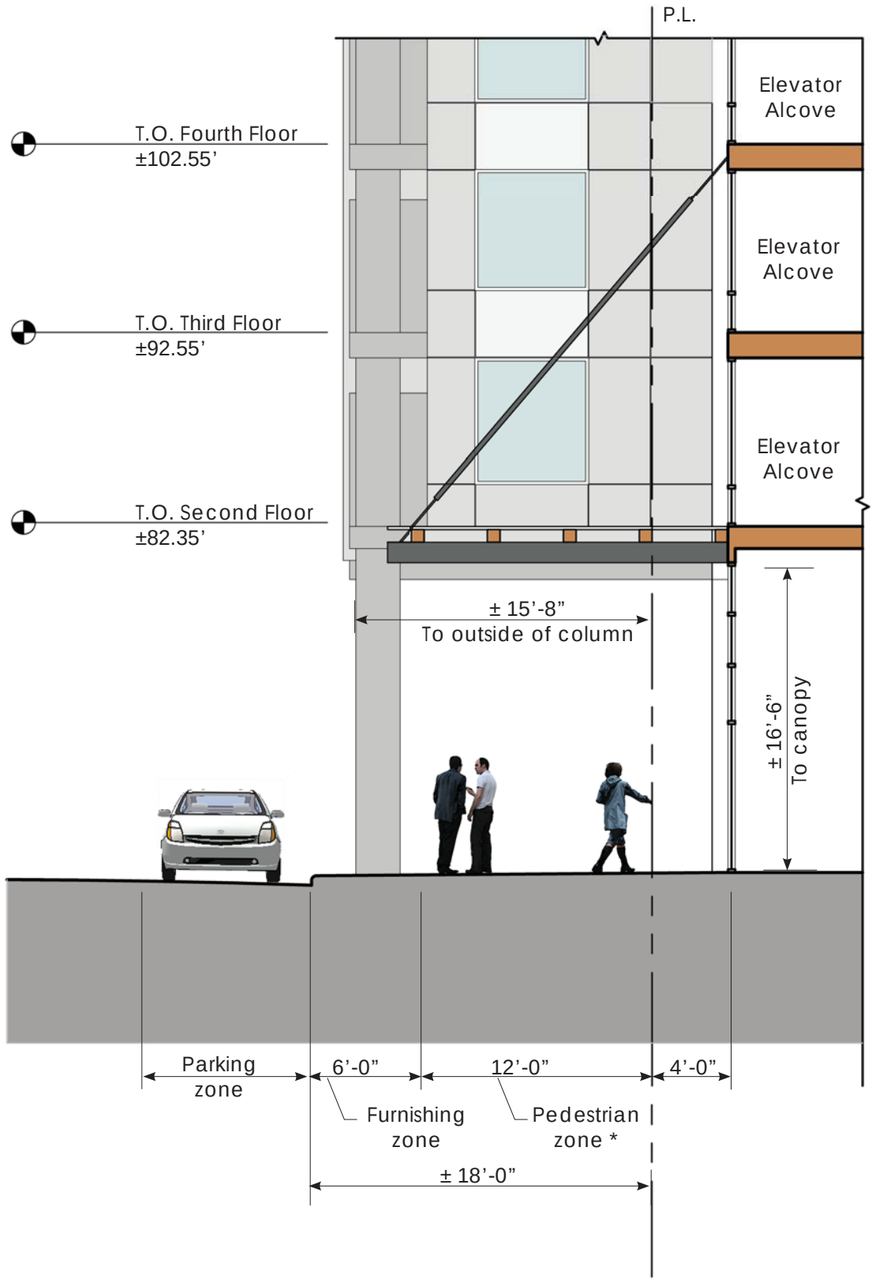


Section 4:

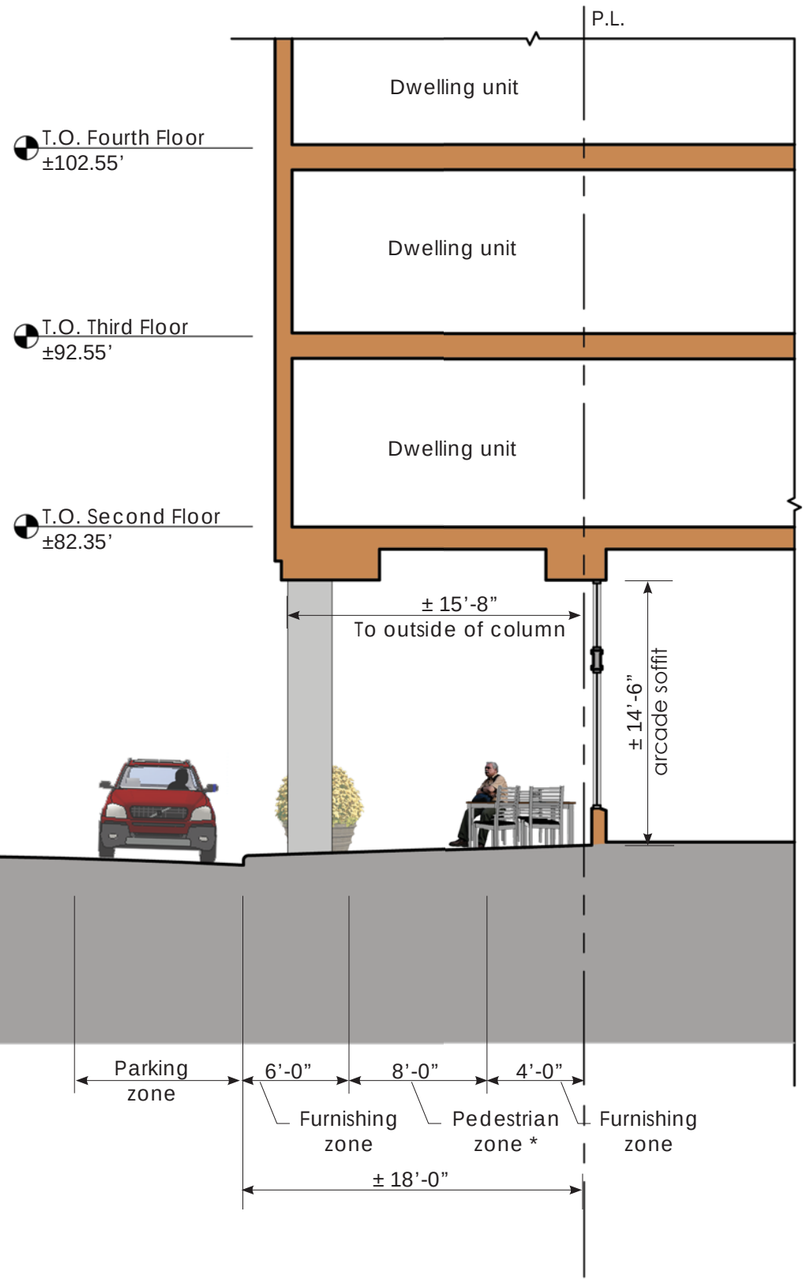
Supplemental Detail Information

Ground Floor - Section Diagrams

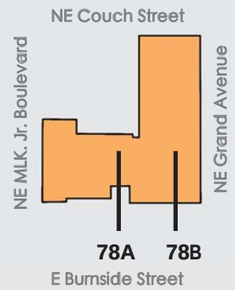
Section 78A: Through Canopy (Entry)
E Burnside Street



Section 78B: Through Arcade
E Burnside Street



* Pedestrian zone: 8’-0” min. requirement.

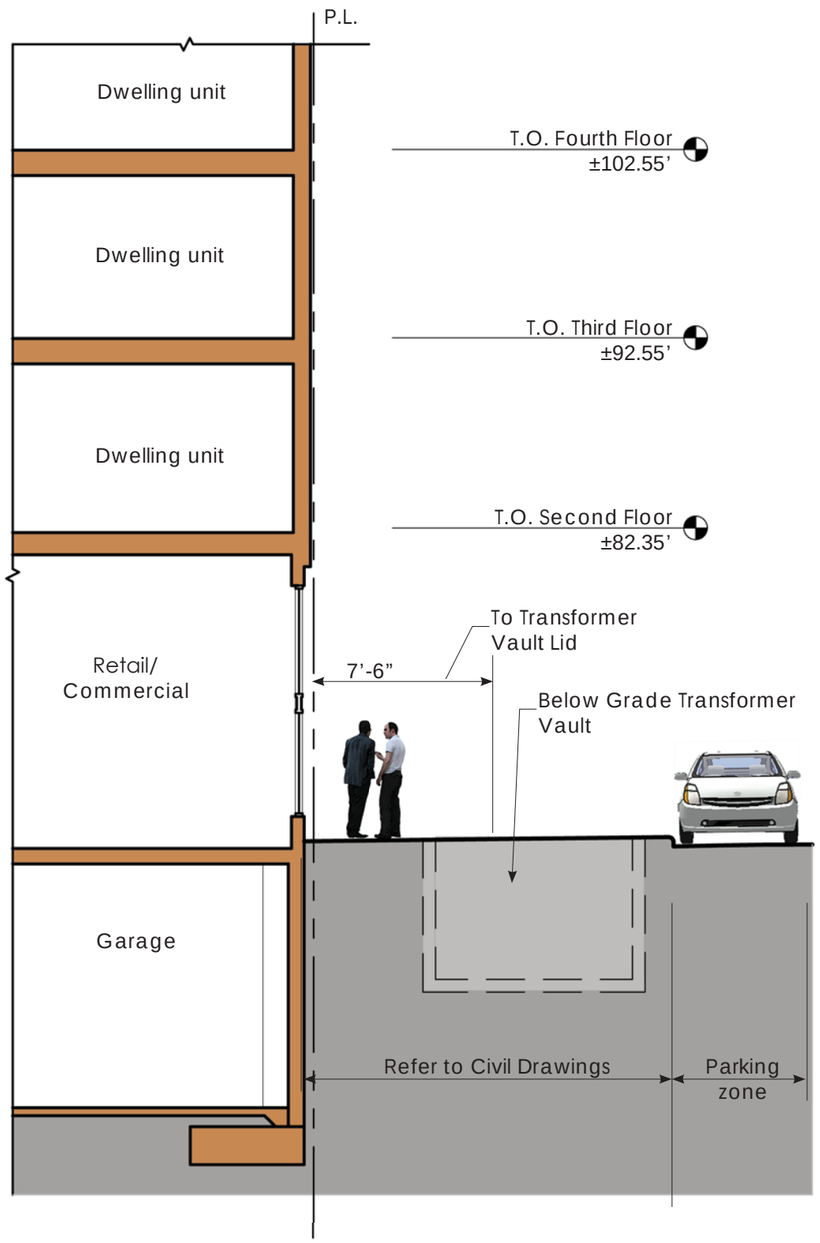


Section 4:

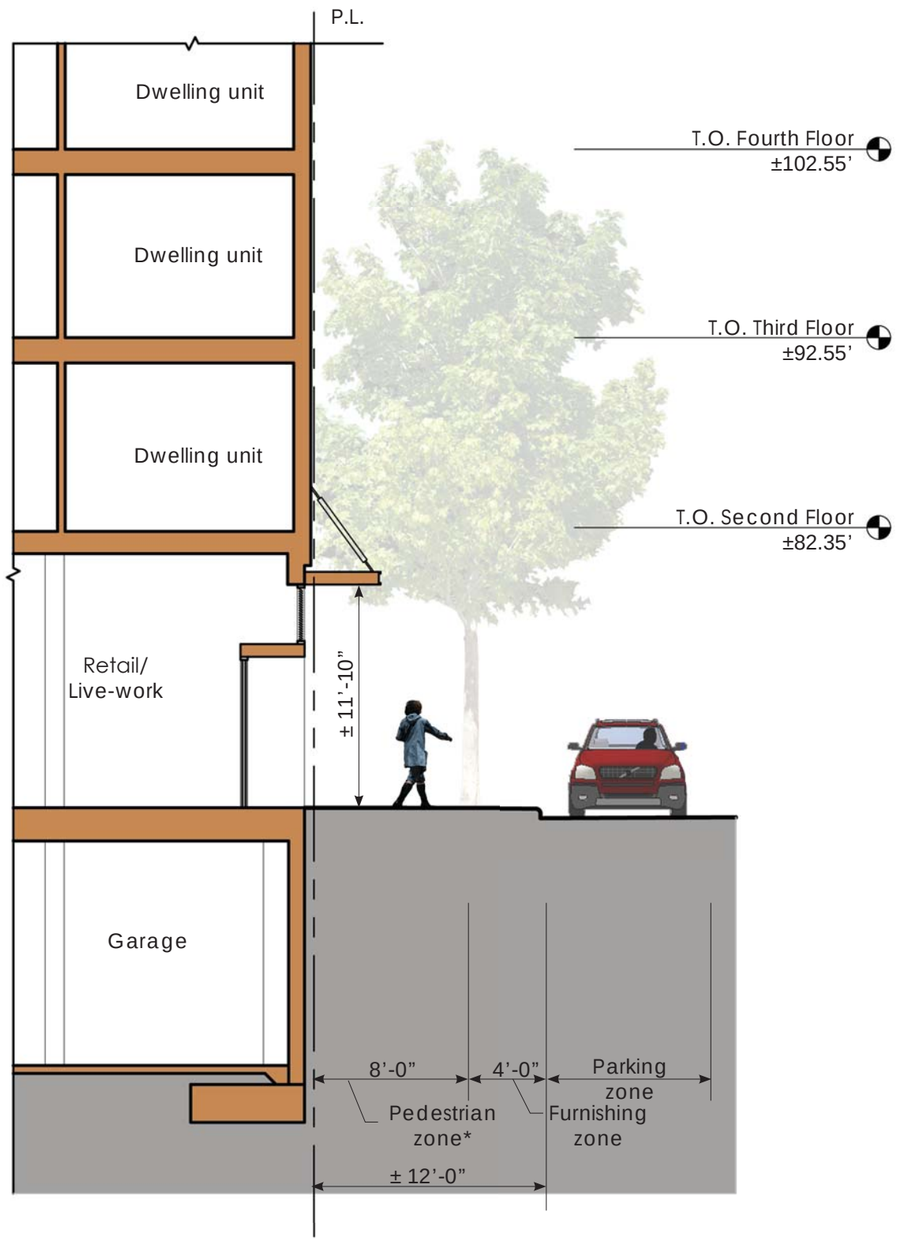
Supplemental Detail Information

Ground Floor - Section Diagrams

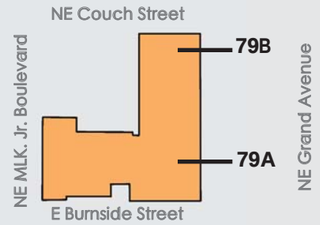
Section 79A:
NE Grand Avenue



Section 79B:
NE Grand Avenue



* Pedestrian zone: 6’-0” min. requirement.

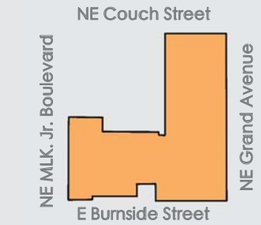


Section 4:

Supplemental Detail Information

Ground Floor Perspective -
E Burnside Street and MLK Boulevard

Character Images

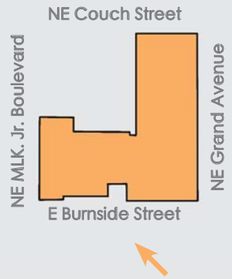


Section 4:

Supplemental Detail Information

Ground Floor Perspective -
Arcade Looking West

Character Images

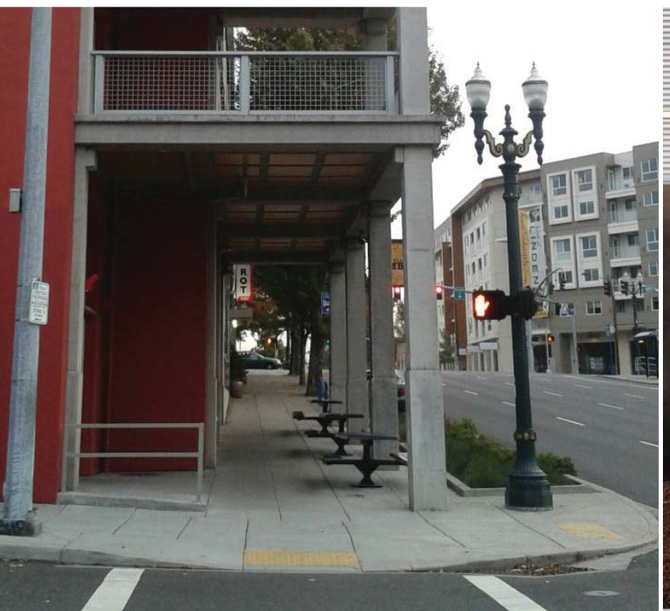


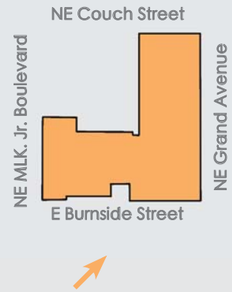
Section 4:

Supplemental Detail Information

Ground Floor Perspective -
Main Entrance

Character Images



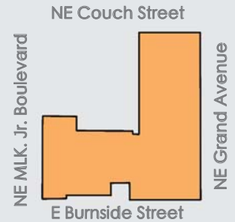


Section 4:

Supplemental Detail Information

Ground Floor Perspective -
E Burnside Street and NE Grand Avenue

Character Images

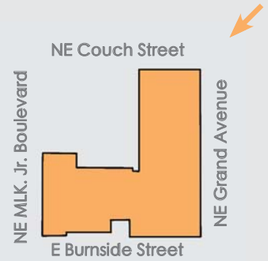


Section 4:

Supplemental Detail Information

Ground Floor Perspective -
NE Grand Avenue and NE Couch Street

Character Images



Second Floor - Enlarged Plan

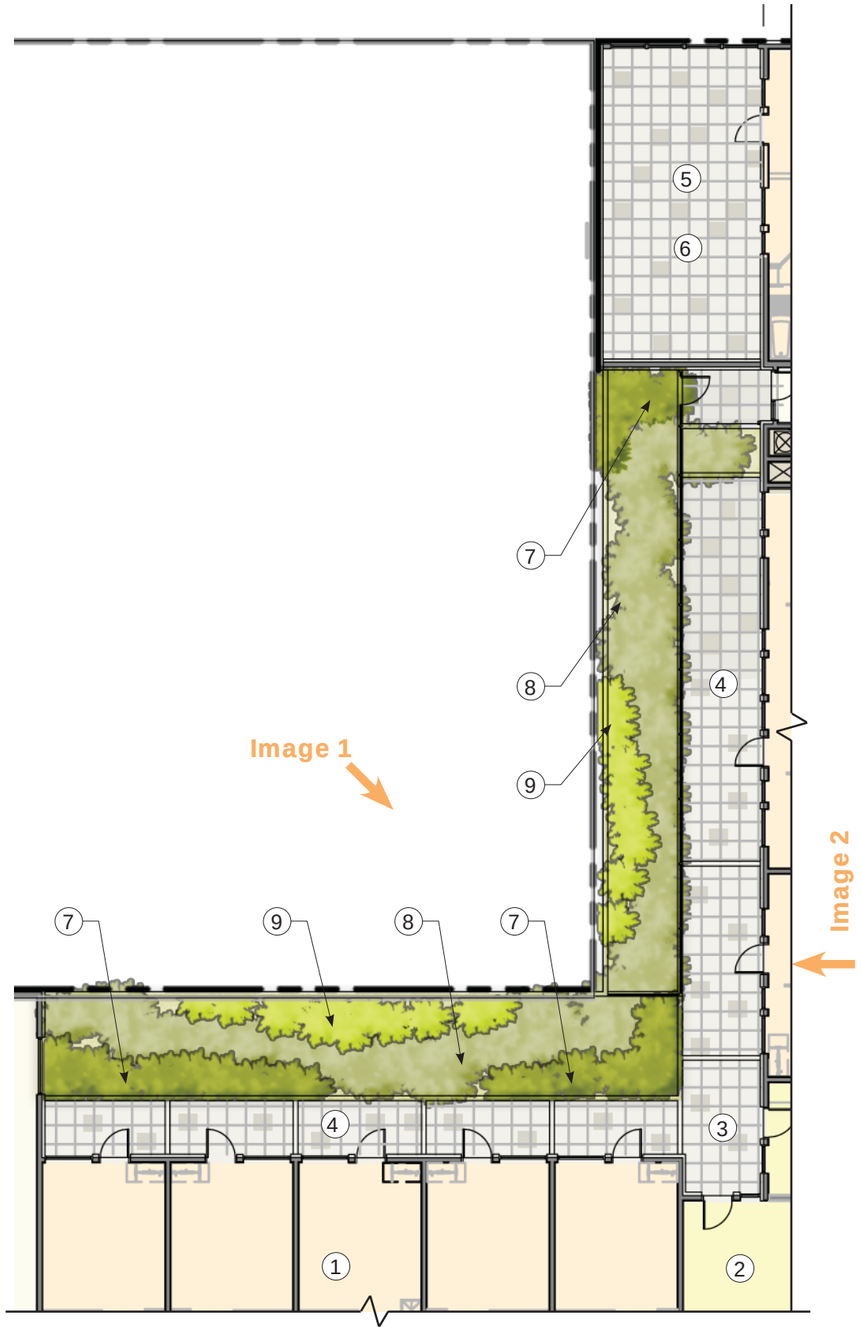


Image 1

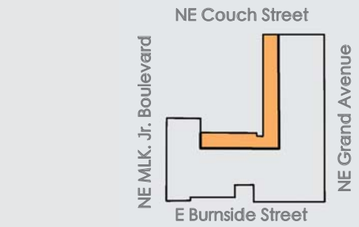
Image 2

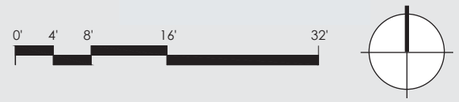
Section 4:

Supplemental Detail Information

Legend

1 Dwelling unit.
2 Club room.
3 Club room patio.
4 Private patio.
5 Private terrace.
6 Concrete pedestral mounted pavers.
7 Stormwater planter - Orange sedge.
8 Stormwater planter - Blue rush.
9 Stormwater planter - Bowles golden sedge.





Section 4:

Supplemental Detail Information

Roof - Enlarged Plan (West)

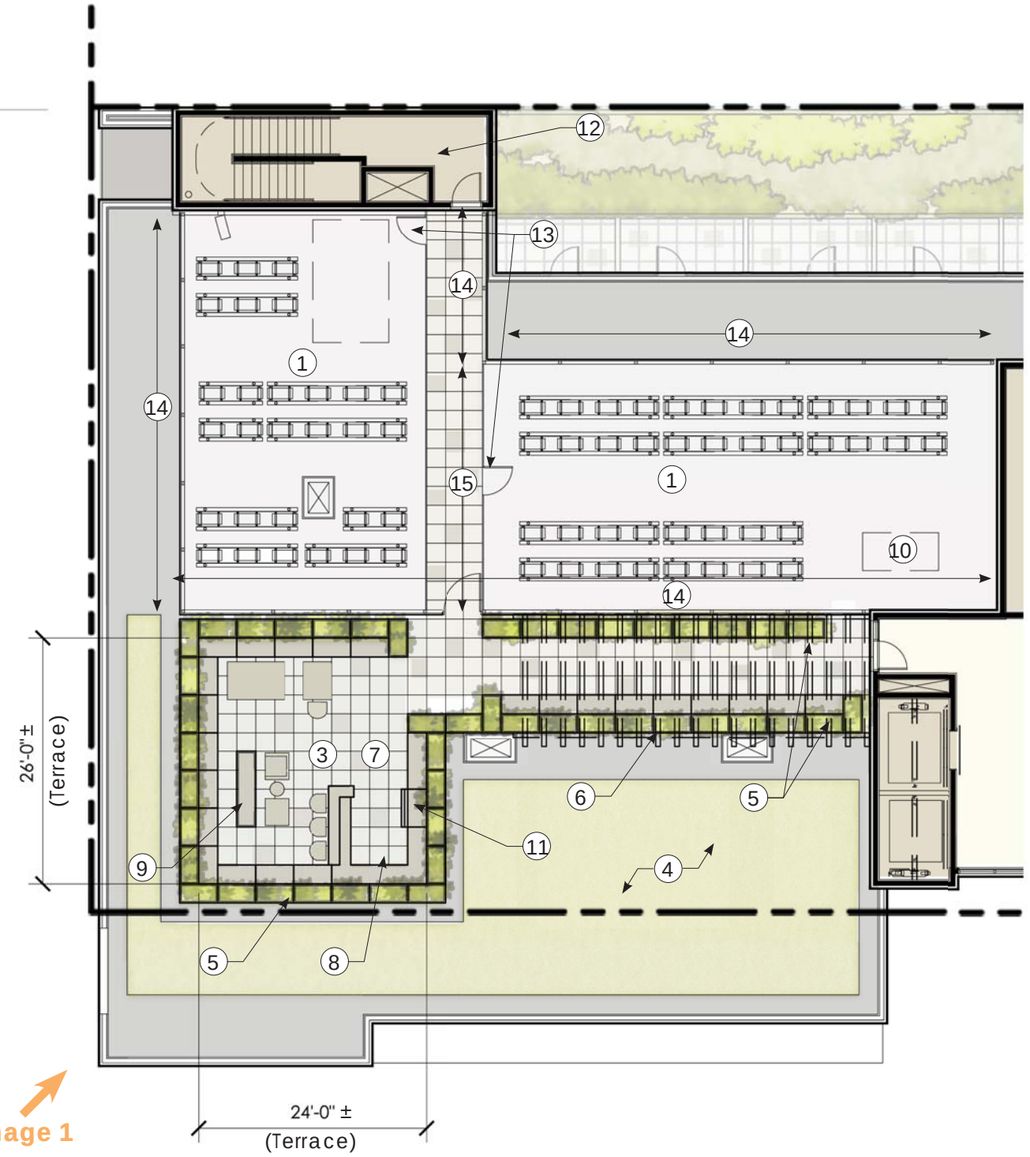


Image 1

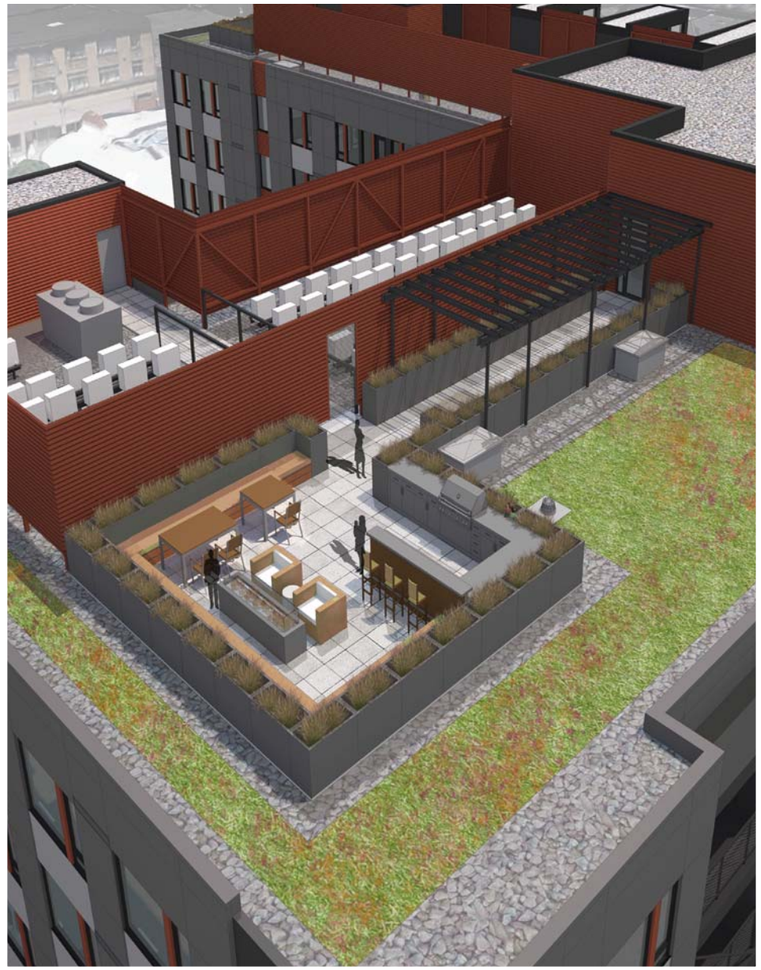
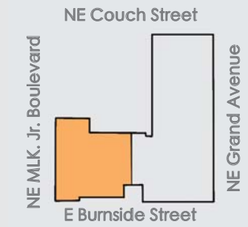
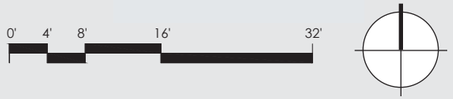


Image 1

Legend

1	Screened roof mechanical equipment.
2	Not used.
3	Public terrace, amenity space.
4	Greenroof - Mixed sedums, lithodora, and fescue.
5	Raised planter - Ornamental grasses.
6	Metal trellis overhead.
7	Concrete pedestal pavers.
8	Outdoor kitchen.
9	Open flame gas fire pit.
10	Generator.
11	Gas barbecue.
12	Egress stairwell.
13	Access gate.
14	Box rib metal HVAC screen.
15	Metal guardrail either side of walkway.

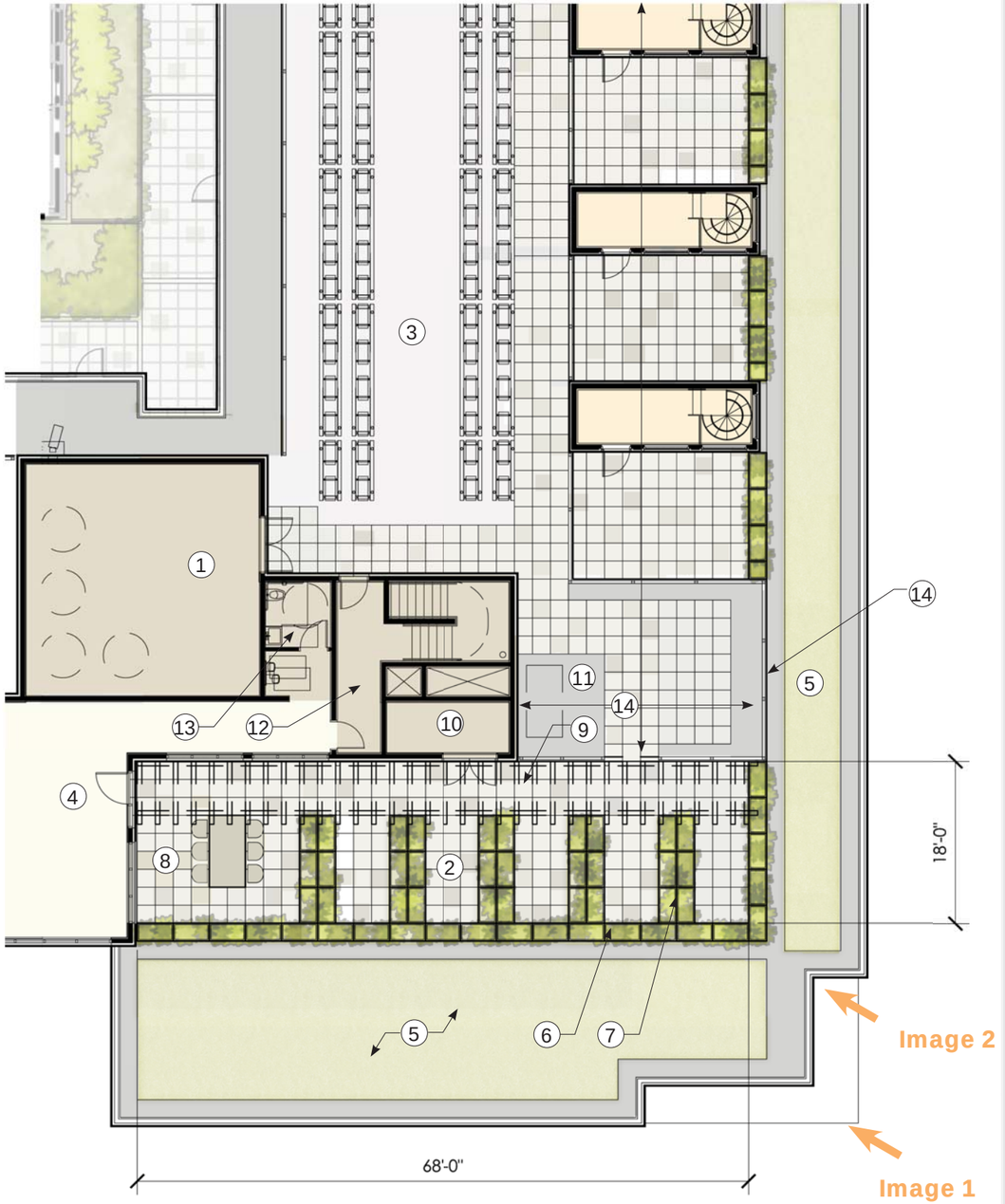




Roof - Enlarged Plan (East)

Image 1

Image 2

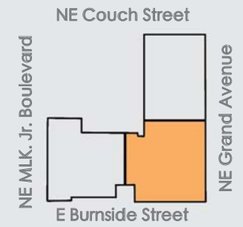


Section 4:

Supplemental Detail Information

Legend

1 Hot water room.
2 Urban garden, resident amenity space.
3 Screened roof mechanical equipment.
4 Elevator alcove.
5 Vegetative Roof - Mixed sedums, lithodora, and fescue.
6 Raised planter - Dwarf orchard.
7 Raised weathered steel planter - Community garden beds.
8 Concrete pedestal pavers.
9 Metal trellis (overhead).
10 Irrigation room.
11 Air handler unit location.
12 Egress stairwell.
13 Unisex restroom.
14 Box rib metal HVAC screen.



0' 4' 8' 16' 32'

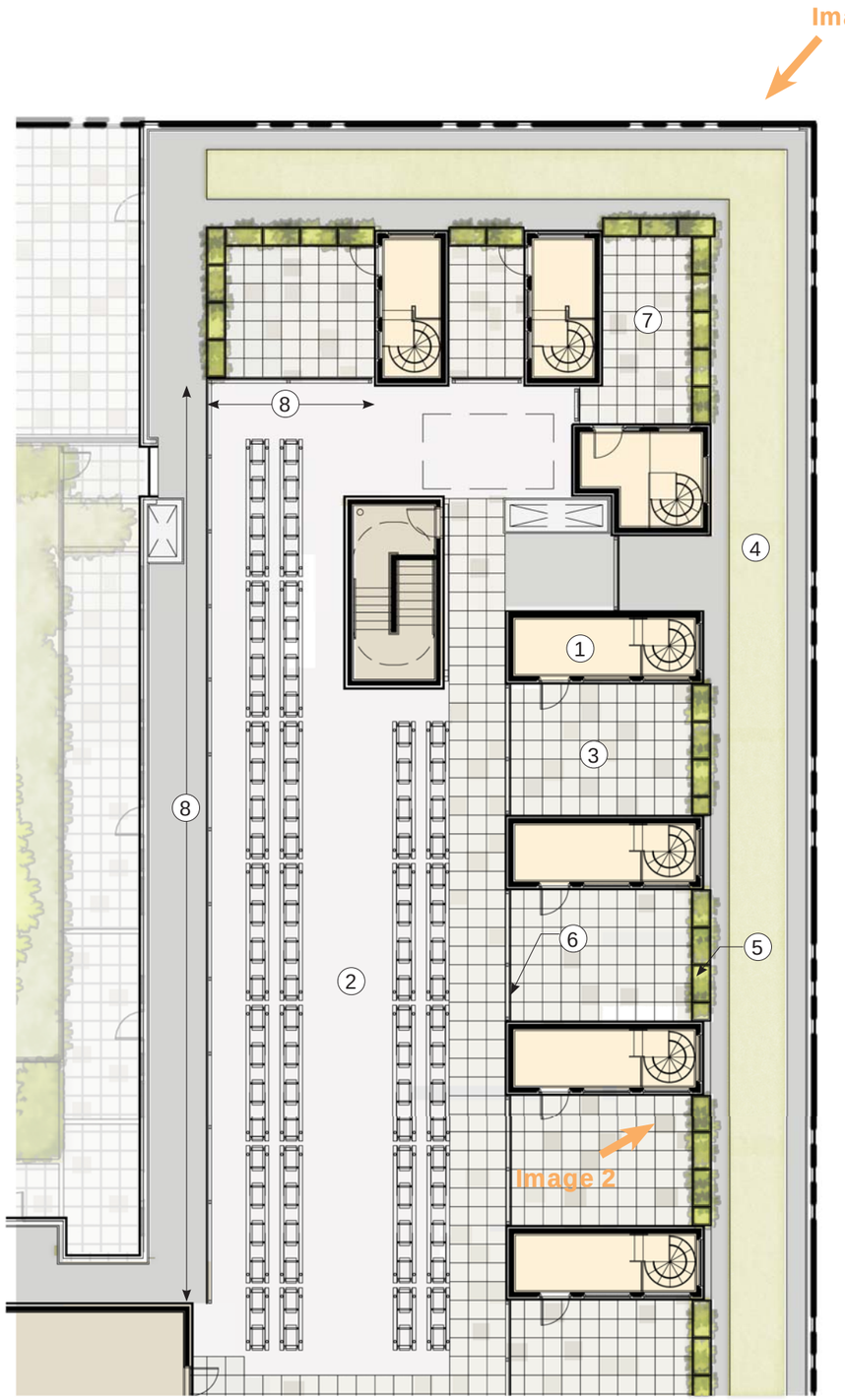
Section 4:

Supplemental Detail Information

Roof - Enlarged Plan (East)

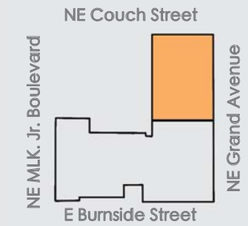
Image 1

Image 2



Legend

1 Dwelling unit stair penthouse, typical.
2 Screened roof mechanical equipment.
3 Private terrace.
4 Vegetative Roof - Mixed sedums, lithodora, and fescue.
5 Raised planter - Dwarf orchard.
6 Metal privacy screens between patios.
7 Concrete pedestal pavers.
8 Box rib metal HVAC screen.



Section 4:

Supplemental Detail Information

Landscape - Plant List

STREET TREES

Name: **Halka Ginkgo**
(Ginkgo biloba 'Halka')
Location: NE Grand Avenue Street Trees

Name: **City Sprite Zelkova**
(Zelkova serrata 'JFS-KW1)
Location: NE Couch Street and NE MLK Boulevard Street Trees

PLANTS

Name: **Eulalia Grass**
(Miscanthus sinensis 'Morning Light')
Location: Rooftop planters

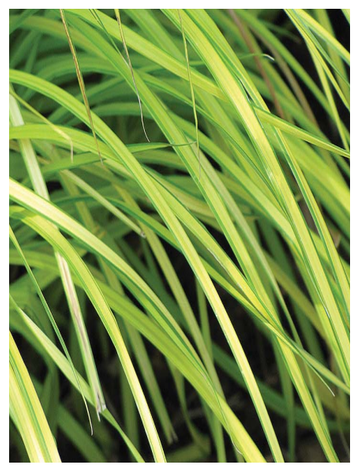
Name: **Mexican Feather Grass**
(Nassella tenuissima)
Location: Rooftop planters

Name: **Dwarf New Zealand Flax**
(Phormium)
Location: Rooftop planters

Name: **Monterey Cypress 'Wilma Goldcrest'**
(Cypressus macrocarpa)
Location: Rooftop planters

Name: **Juncus**
(Blue Dart)
Location: Second Floor Storm Planters

Name: **Orange Sedge**
(Carex testacea)
Location: Second Floor Storm Planters



Name: **Bowles Golden Sedge**
(Carex elata 'Aurea')
Location: Second Floor Storm Planters

Name: **Mixed Sedums, Iceplant and Blue Fescue**
Location: Second Floor Storm Planters

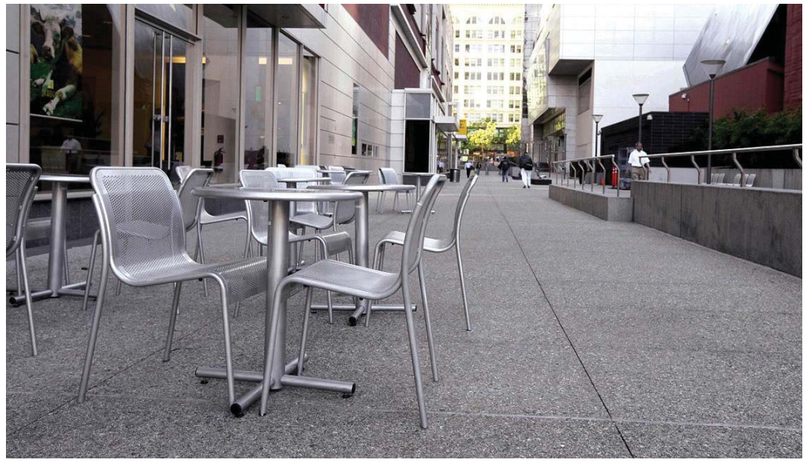
Section 4:

Supplemental Detail Information

Landscape - Street Furnishing Concepts

Name: **Short Term Bicycle Parking**
(Arc by Dero)
Location: Furnishing Zones on NE MLK Boulevard, NE Grand Avenue and NE Couch Street

Name: **Weathered Steel Grate 'Arizona'**
Location: All street trees



Name: **Seating and Table Concept**
(Manufacturer TBD by future tenants)
Location: E Burnside Street arcade

Signage Concepts

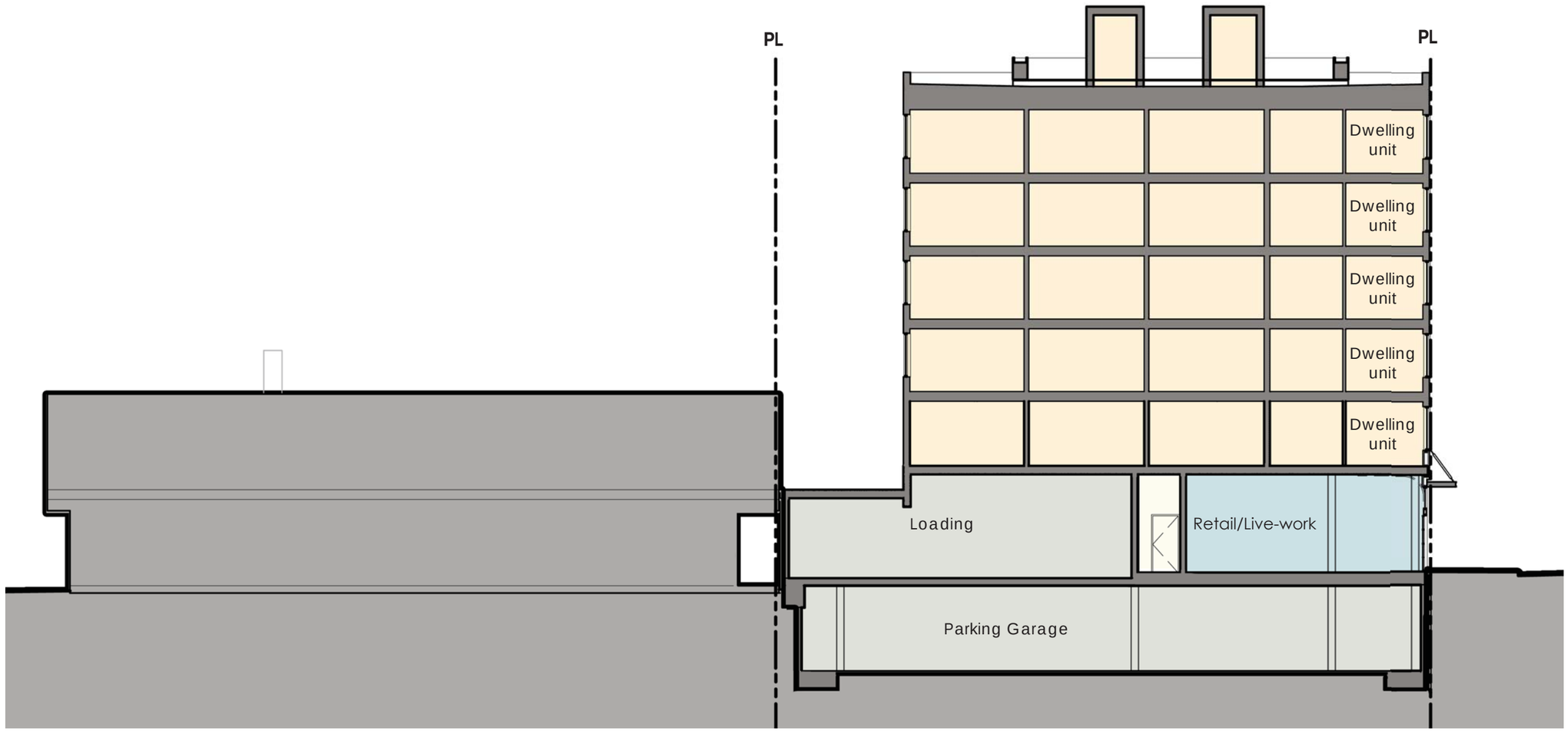
Section 4:

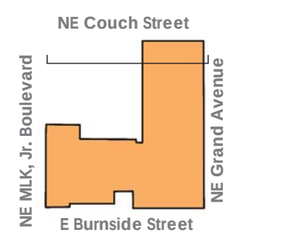
Supplemental Detail Information

Building Section 1

Section 4:

Supplemental Detail Information

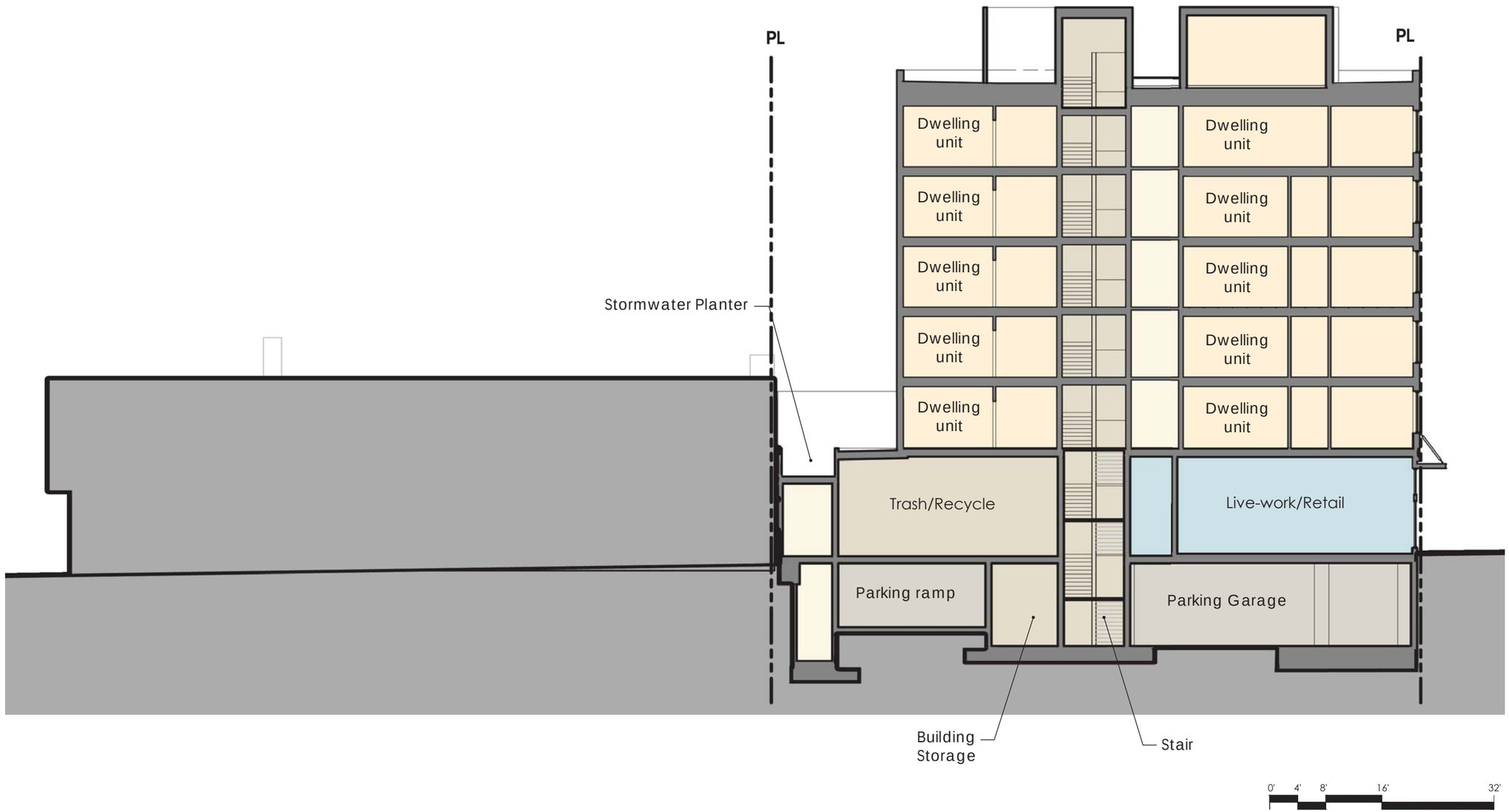




Building Section 2

Section 4:

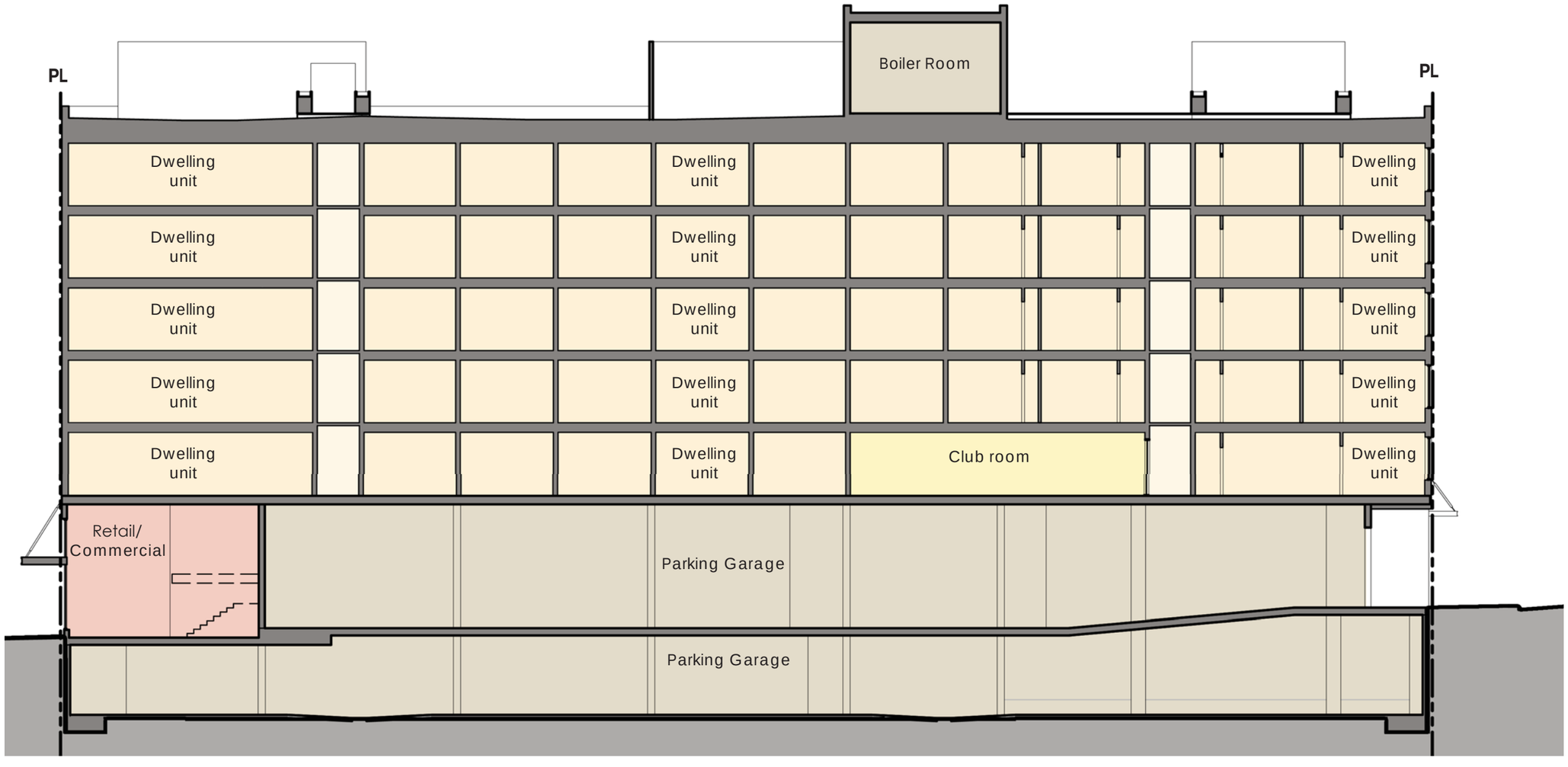
Supplemental Detail Information



Building Section 3

Section 4:

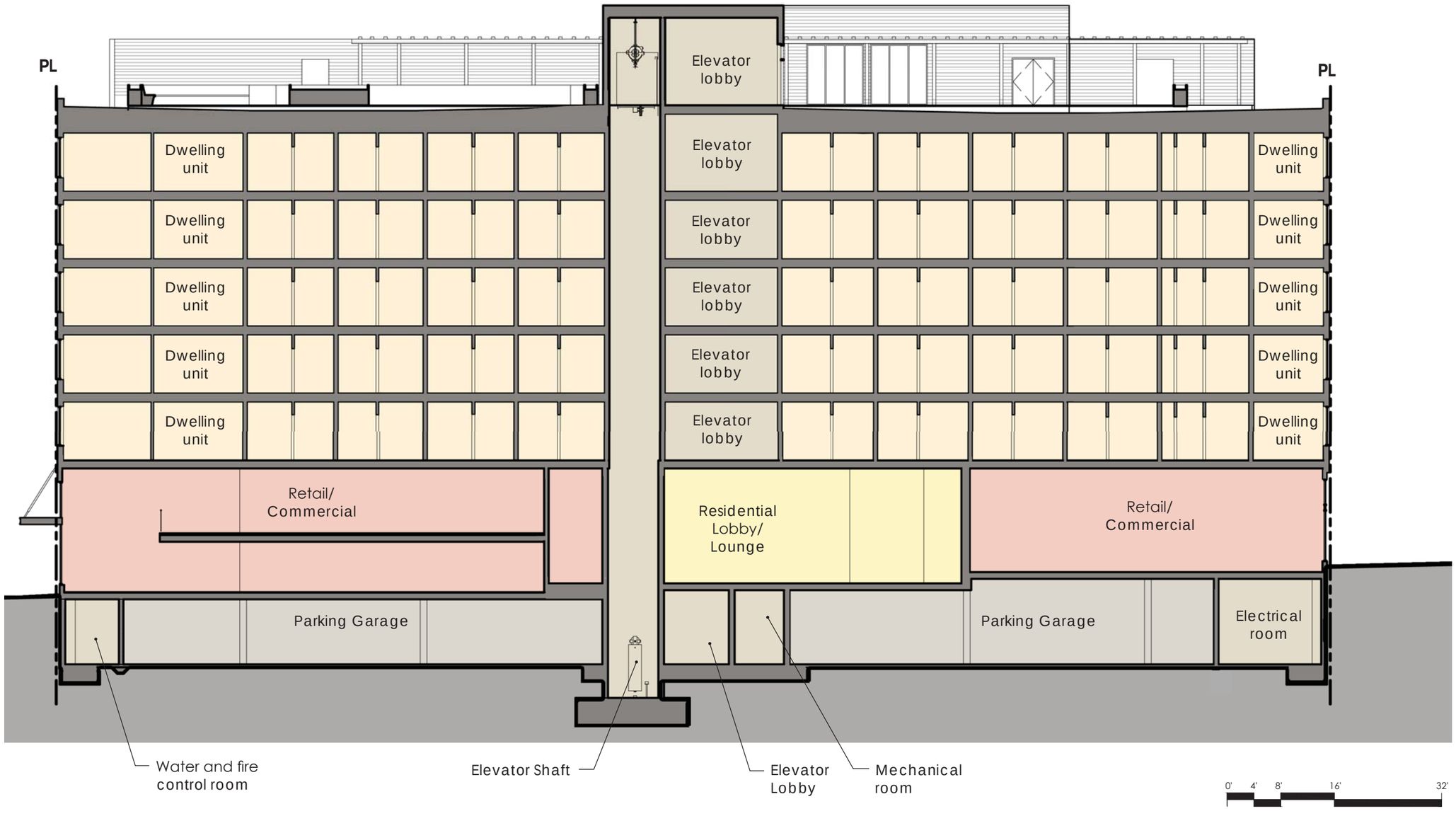
Supplemental Detail Information



Building Section 4

Section 4:

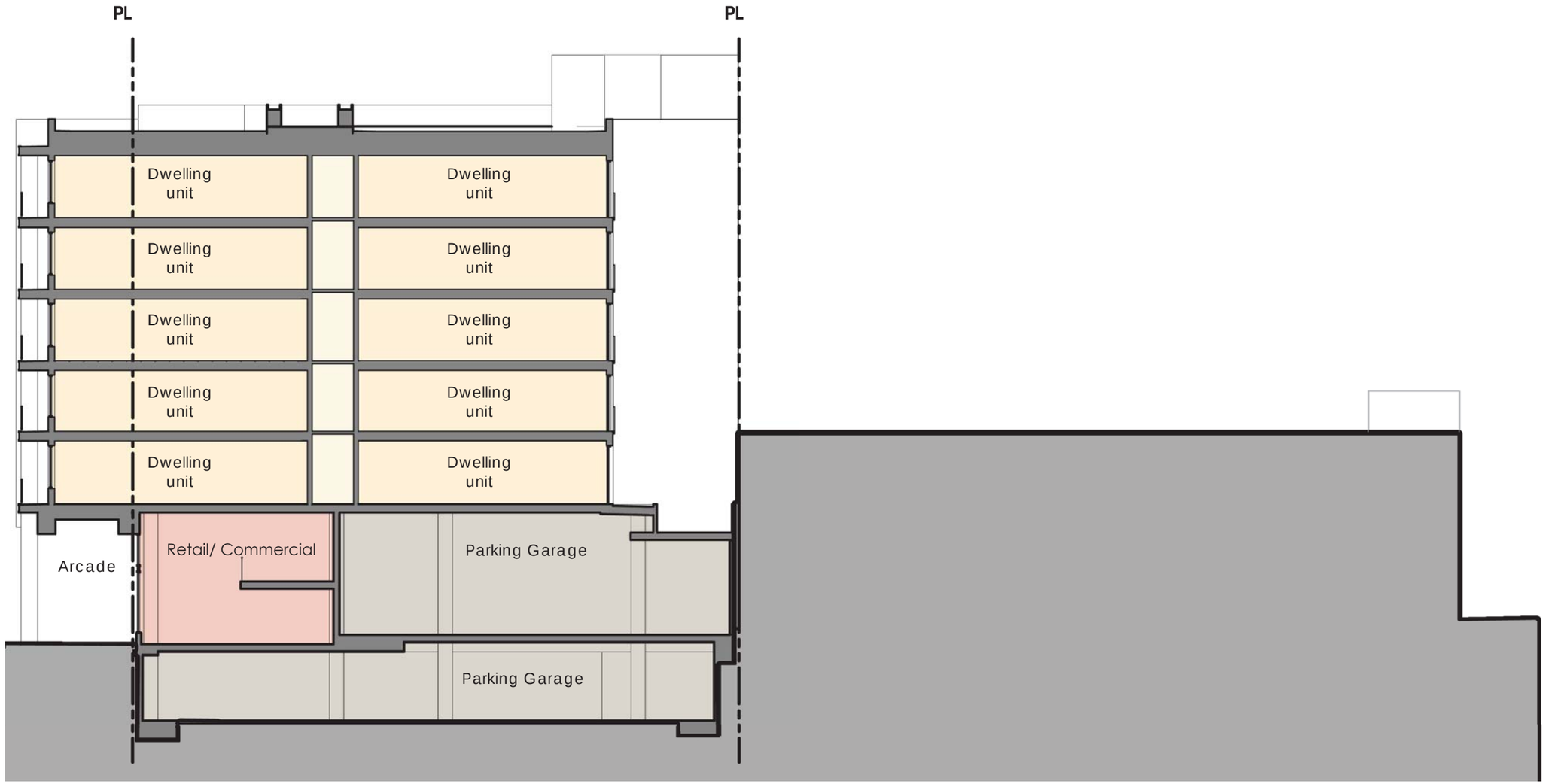
Supplemental Detail Information

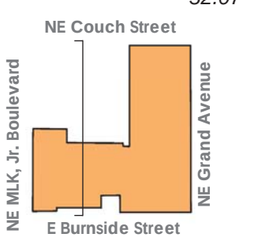


Building Section 5

Section 4:

Supplemental Detail Information

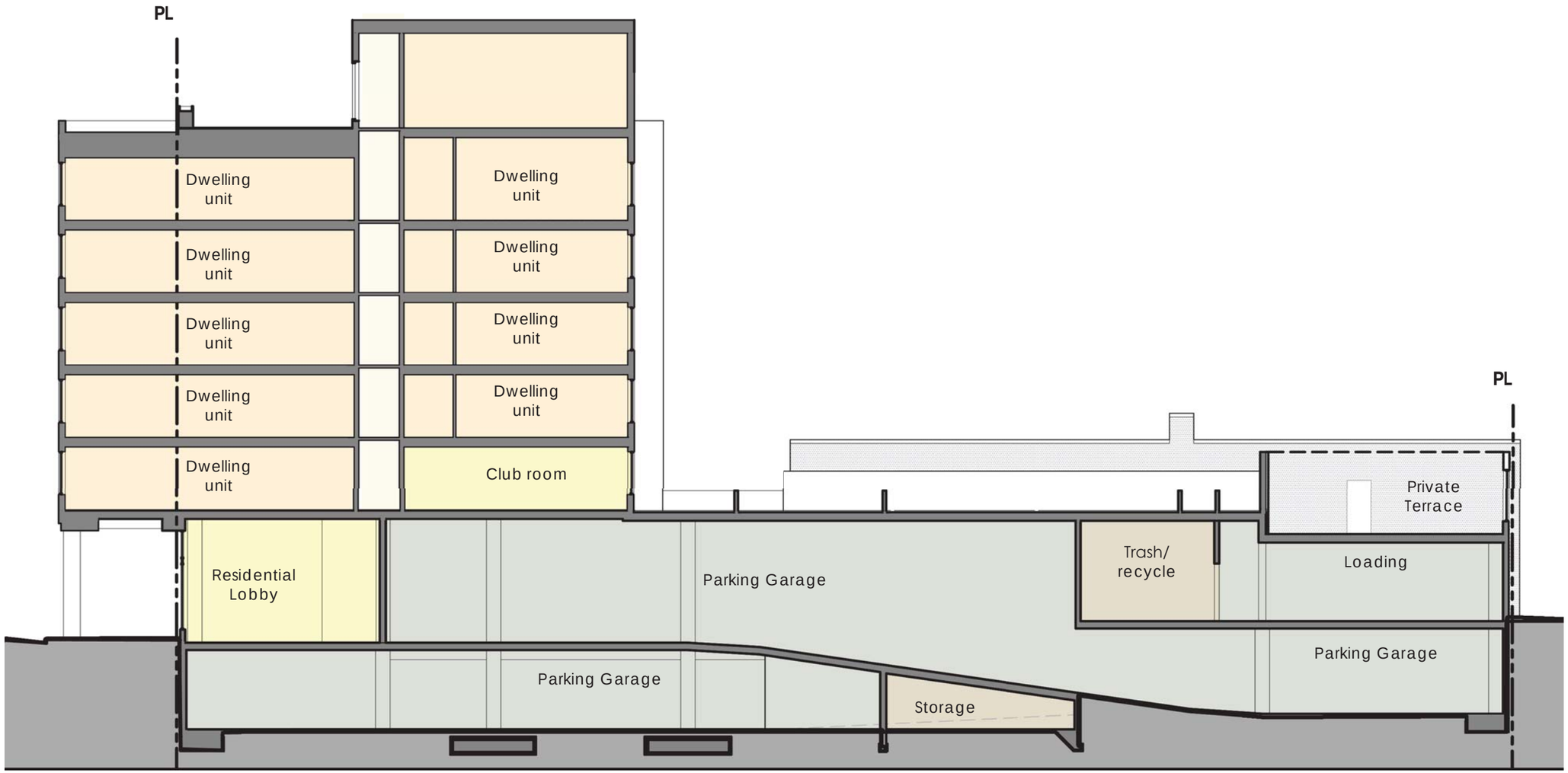




Building Section 6

Section 4:

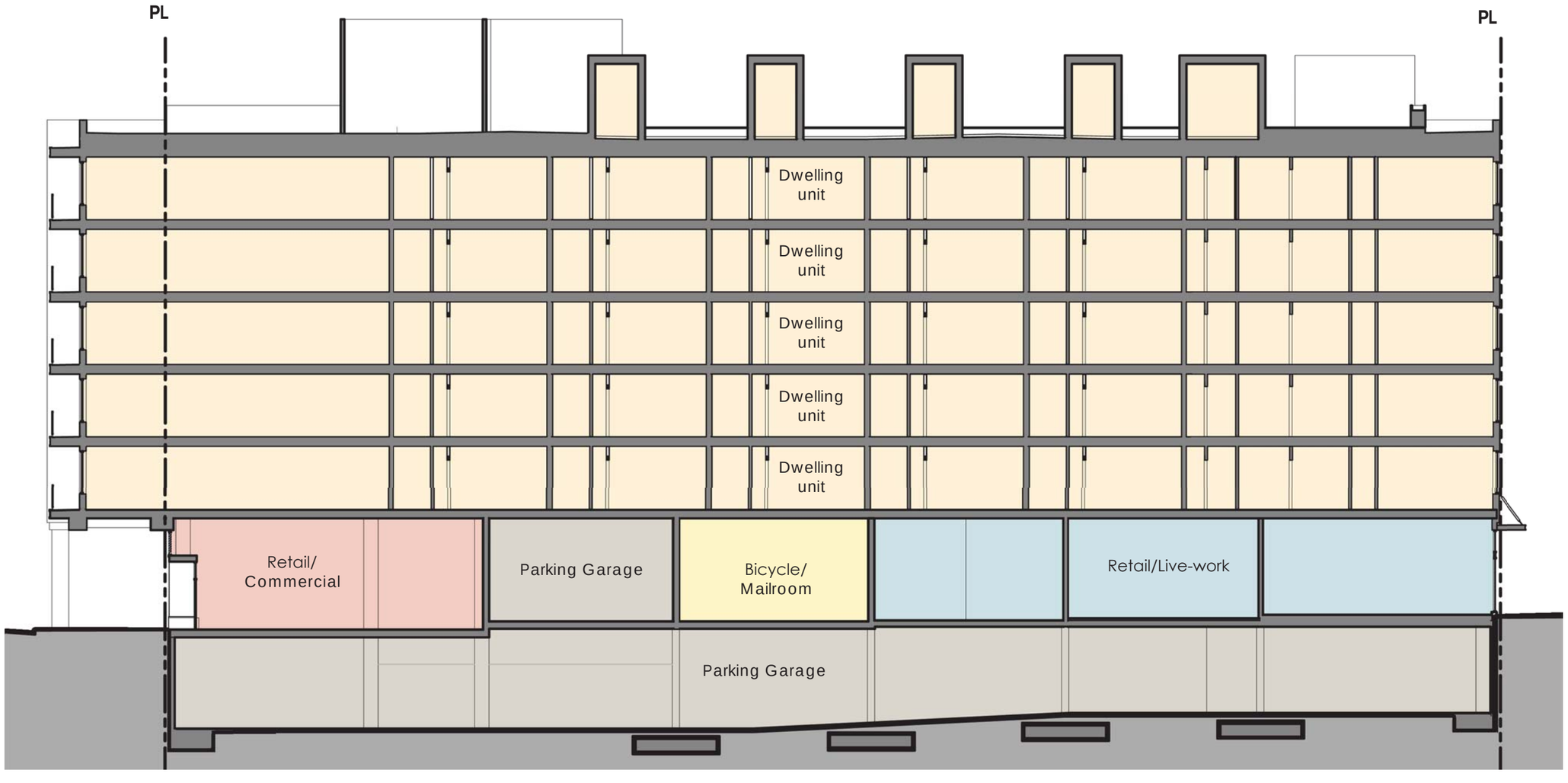
Supplemental Detail Information



Building Section 7

Section 4:

Supplemental Detail Information



Reference Name: Architectural Metal Panel 1 [MTL-1]

Product Name: P-200 PER Panel

Manufacturer: Pacific Panel Systems
(www.pacificpanelsystems.com)

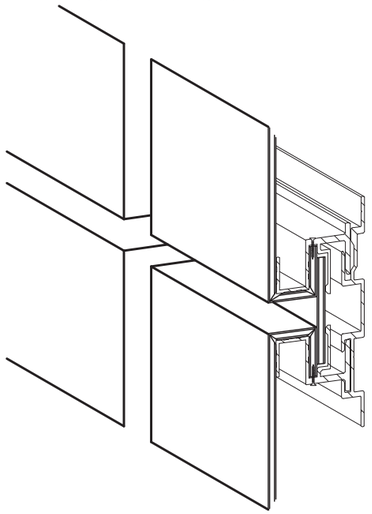
Material/Color:
A Alpolic - Aluminum - MFS GREY
B Alpolic - Aluminum - CLEAR
C Alpolic - Aluminum - CNC CHARCOAL

Reference Image

Pacific Panel Systems

P.O. Box 2170
Fairview, Or 97024
office: 503-667-0650
fax: 503-296-2441
info@pacificpanelsystems.com

P-200 PER Panel



P-200 PER is a pressure equalized rain screen system that is manufactured with a 4mm composite panel, attached to a concealed extruded aluminum frame

PANEL SYSTEM TESTED TO MEET
AAMA 501 Standards include
ASTM E283 Air penetration
ASTM E331 Water penetration
ASTM E330 Structural performance
AAMA 501.4 Seismic movement
AAMA 508-07 Pressure equalization
ASTM E1233-06 Structural performance

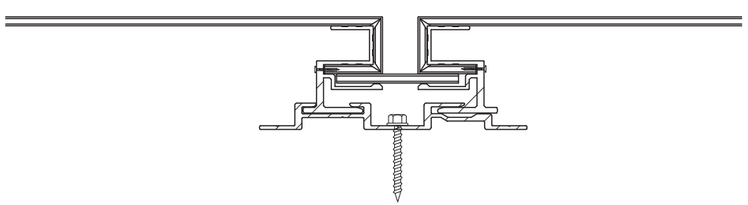
4MM COMPOSITE PANELS
Polyethylene or Fire Rated core
Pre-finished or anodized aluminum
Copper
Stainless Steel
Zinc
Other materials upon request

SIZES
Maximum panel size 4' 10" x 16'
Optimum panel widths 58", 27", 16"
Optimum panel lengths 192", 94", 61",45"

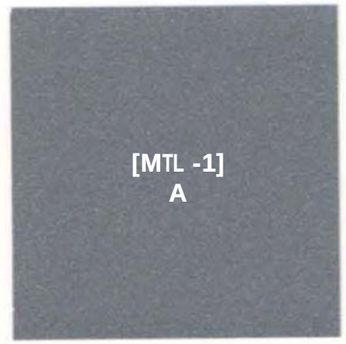
WEIGHT
4mm composite panel with extrusions attached, average weight of 2.5 psf

FEATURES/BENEFITS
6063 structural aluminum frame
Floating clip system
All exposed surfaces from same composite coiled coated material
No exposed fasteners
Little or no maintenance required

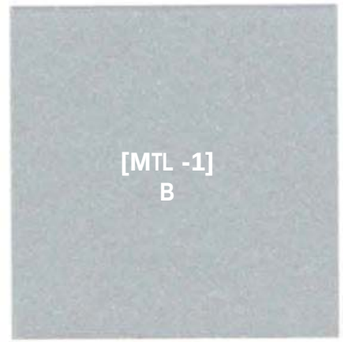
LEED
Possibly contribute to the following LEED credits
ID 1.1-1.4- Highly durable or innovative finishes
MR 4- Recycled content
MR 5- Regional manufacturing
NC 2- New Construction Waste Management



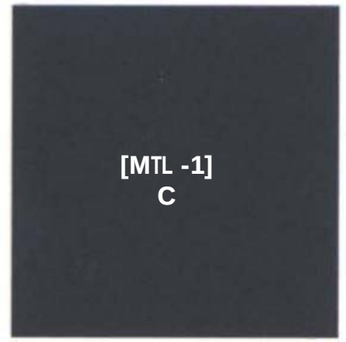
Technical Data



Mica MFS Grey
4-MFS-30
LRV 13.41



Mica Anodic Clear
4-MNC-30
LRV 34.43/SRI 56-Cool



CNC Charcoal
3-CNC-30
LRV 4.20

Color Options

Material Information - Exterior Cladding

Section 4:

Supplemental Detail Information

Reference Name: Architectural Metal Panel 2 [MTL-2]

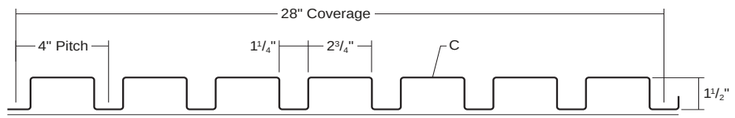
Product Name: T10-A Wall Panel
Painted Aluminum Panel with Vertical Box Ribs at 4" O.C.

Manufacturer: Metal Sales
(www.metalsales.us.com)

Color: Metal Sales - Aluminum - TERRA COTTA

Reference Image

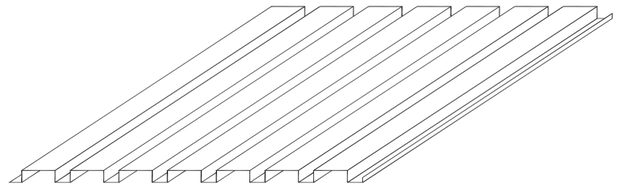
T10-A WALL PANEL CONDENSED TECHNICAL REFERENCE



ARCHITECTURAL COMMERCIAL INDUSTRIAL PANEL | EXPOSED FASTENED | 28" COVERAGE | CUSTOM CAPABILITIES | OPEN FRAMING OR SOLID SUBSTRATE

PANEL OVERVIEW

- Finishes: Standard: PVDF (Kynar 500®)
  Optional: Multi-pass Kynar®, Marblique, Plastisol, Polyester and MS Colorfast45® (SMP)
- Corrosion Protection: AZ55 per ASTM A 792 for unpainted Galvalume®
  AZ50 per ASTM A 792 for painted Galvalume®
  G90 per ASTM A 653 for Galvanized
- Gauges: 24 ga, 22 ga, 20 ga and 18 ga
- 28" panel coverage, 1½" rib height
- Crisp 90º vertical box ribs on 4" centers
- Panel Length: 5' minimum, 24' maximum
- Exposed Fastened Panel
- Optional material availablity: Stainless Steel, Copper and Aluminum
- Custom capabilities include:
  - Perforated panels for wind screens and liner panels



metal sales manufacturing corporation

Technical Data

Color Options

Material Information - Exterior Cladding

Section 4:

Supplemental Detail Information

Reference Name: Fiber Cement Panel 1 [FCP-1]

Product Name: Viroc

Manufacturer: Investwood (www.investwood.pt)

Color: Viroc - Unsanded Grey

Reference Image

viroc by Investwood

Product Data Sheet

Description

Viroc® Cement Bonded Particle Board
Viroc is a composite material, composed by a compressed and dry mixture of pine wood particles and cement.
It presents a non-homogeneous appearance, a product natural feature, and it is produced in several colours.
Viroc can be factory calibrated / sanded (for applications requiring tighter tolerances). Once calibrated, presents visible wood particles on the surface.

Aplications

Outdoor and Indoor: facades, walls, flooring, roof structures, ceilings, furniture, interior design, urban equipment, lost formwork and other applications.

Properties

Feature	Unit	Value	Standard
Density	Kg/m³	1350 ± 50	EN 323
Swelling (24 hours)	%	1,5	EN 317
Moisture content at dispatch from manufacturer	%	9 - 12	EN 322
Modulus of elasticity	N/mm²	4500	EN 310
Internal bond	N/mm²	0,50	EN 319
Bending strength	N/mm²	9	EN 310
Superficial alkalinity	pH	11 - 13	-
* Thermal conductivity	W/m.C	0,22	EN 12664
* Higher heating value, PCS	MJ/Kg	4 ± 0.5	EN ISO 1716
Water vapour resistance factor		Wet cup μ = 30 Dry cup μ = 50	EN 12524
* Reaction to fire		< 16 mm = 0,6 mm/min. ≥ 16 mm = 0,5 mm/min. B – s1, d0 Class 0	DTU p 92-703 EN 634 - 1 EN 13501 - 1 BS 476: Part 7
Coefficient of sound absorption		250Hz - 500Hz α=0,10 1000Hz - 2000Hz α=0,30	EN 13986

* Weighted sound reduction index	Thickness (mm)	8	10	12	16	19	22
	Rw (C; Ctr) (dB)	31(-1;-3)	32(-2;-3)	33(-1;-3)	35(-2;-3)	35(-1;-2)	37(-2;-3)

* Tests performed on Viroc Grey boards.

Advantages

Non Toxic · Sound Insulation · Weight Resistant · Easy Installation

Fire Retardant · Moisture Resistant · Thermal Insulation · Insect Resistant

Certifications

Viroc holds CE marking, ICC and UL certification.

Technical Data

Colours / Unsanded thicknesses (mm)	8	10	12	16	19	22	25	28	32
Black NG	●	●	●	●	●	●	●	●	●
Grey CZ	●	●	●	●	●	●	●	●	●
White BR		●	●	●	●				
Ocher AC		●	●	●	●				
Yellow AB		●	●	●	●				
Red VM		●	●	●	●				

Color Options

Material Information - Vinyl Window

Section 4:

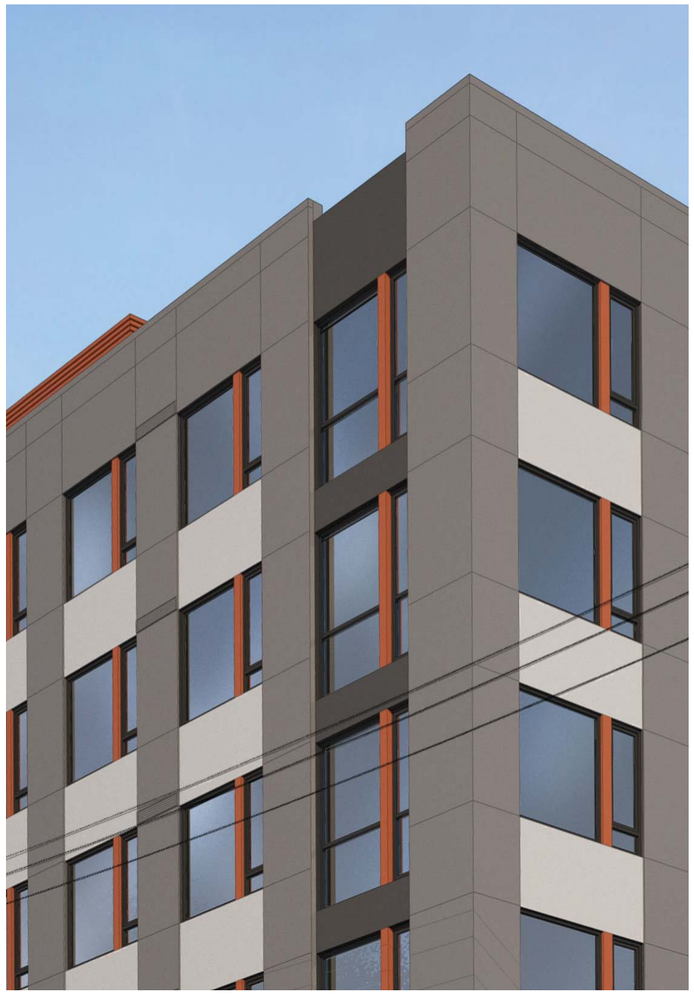
Supplemental Detail Information

Reference Name: Vinyl Window 1

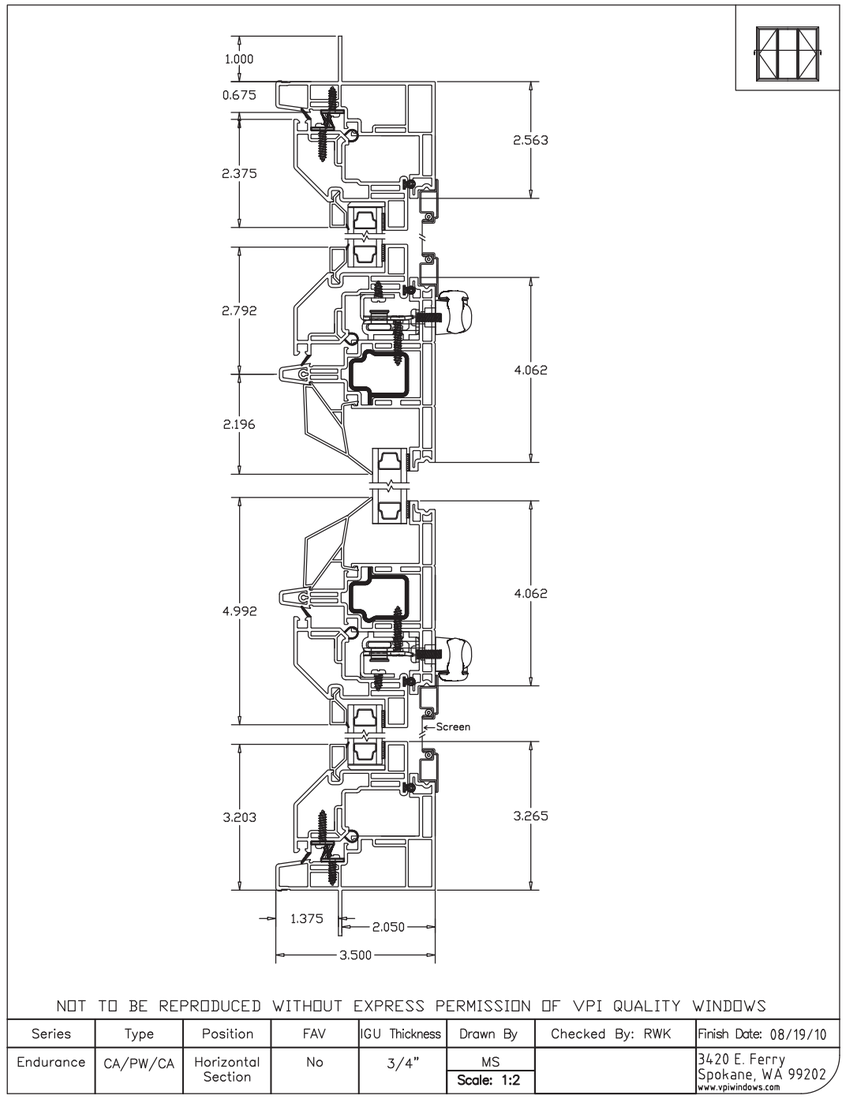
Product Name: Endurance Series Fixed/Casement Windows

Manufacturer: VPI Quality Windows (www.vpiwindows.com)

Color: Black



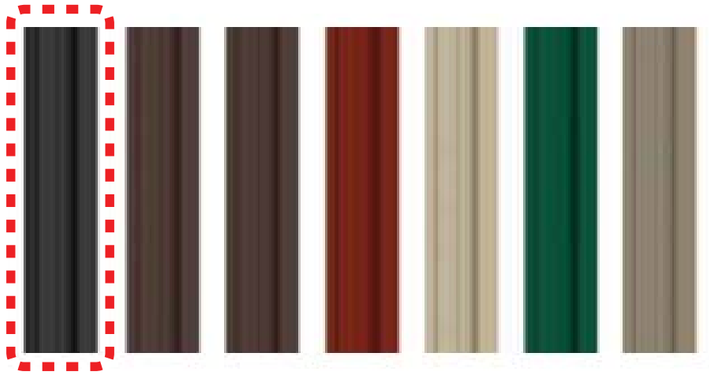
Reference Image



NOT TO BE REPRODUCED WITHOUT EXPRESS PERMISSION OF VPI QUALITY WINDOWS

Series	Type	Position	FAV	IGU Thickness	Drawn By	Checked By: RWK	Finish Date: 08/19/10
Endurance	CA/PW/CA	Horizontal Section	No	3/4"	MS Scale: 1:2		3420 E. Ferry Spokane, WA 99202 www.vpiwindows.com

Technical Data



Color Options

Material Information - Storefront Window

Section 4:

Supplemental Detail Information

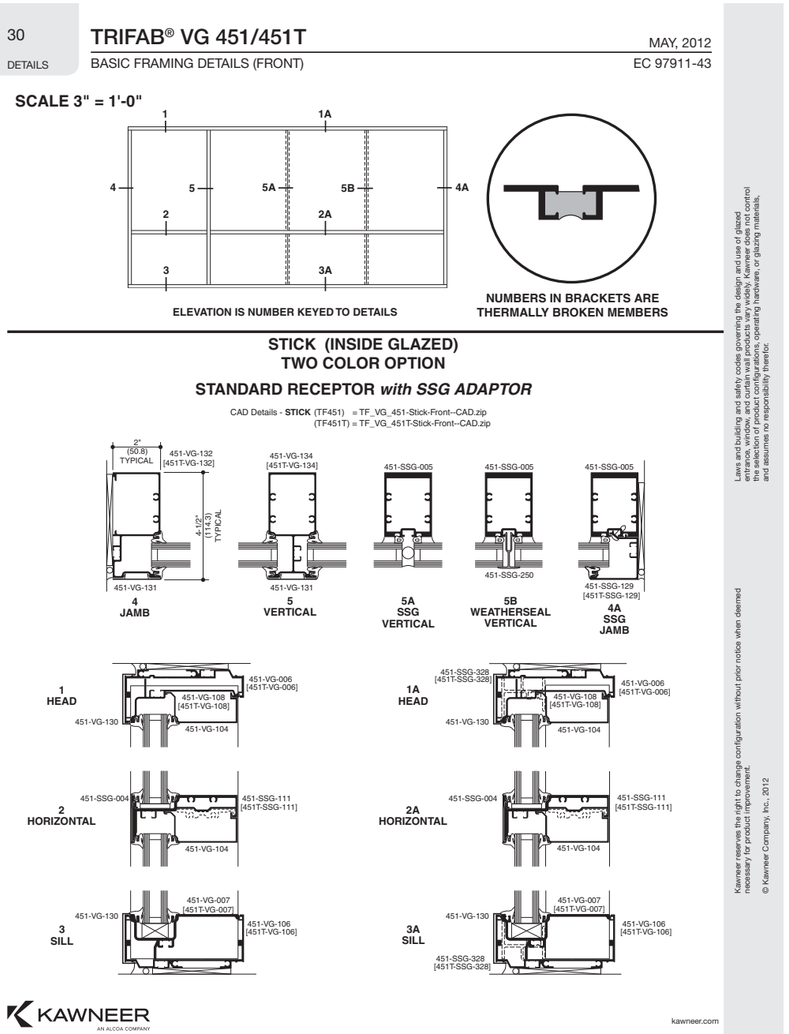
Reference Name: Storefront Window 1

Product Name: Kawneer Trifab 451T Versaglaze (TF-VG-451T)

Manufacturer: Kawneer (www.kawneer.com)

Color: Black

Reference Image



Technical Data

KAWNEER
AN ALCOA COMPANY

Kawneer Anodize finishes

Kawneer gives you a wide variety of anodized finishes with attractive alternatives. The benefit of a durable, anodized finish is married to the beauty of some very dynamic and exciting colors.

At the start of every design, there's a choice of how you want to finish. Contact your Kawneer sales rep for the information on these and other finishes available from Kawneer.

	KAWNEER FINISH NO.	COLOR	ALUMINUM ASSOCIATION SPECIFICATION	OTHER COMMENTS
	#14	CLEAR	AA-M10C22A41	Architectural Class I (.7 mils minimum)
	#17	CLEAR	AA-M10C22A31	Architectural Class II (.4 mils minimum)
	#18	CHAMPAGNE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#26	LIGHT BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#28	MEDIUM BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#40	DARK BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#29	BLACK	AA-M10C22A44	Architectural Class I (.7 mils minimum)

Rev. 2012-10-16

Color Options

Material Information - Storefront Entry Door

Section 4:

Supplemental Detail Information

Reference Name: Storefront Entry Door

Product Name: Kawneer Trifab 451T Entrance F (TF-VG-451T Entrance F)

Manufacturer: Kawneer (www.kawneer.com)

Color: Black

Reference Image

24
DETAILS

TRIFAB® VG 451/451T

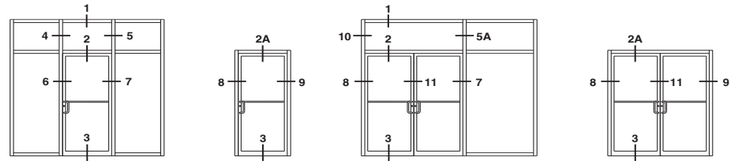
ENTRANCE FRAMING (CENTER)
LEVEL D - LARGE MISSILE IMPACT

MAY, 2012
EC 97911-43

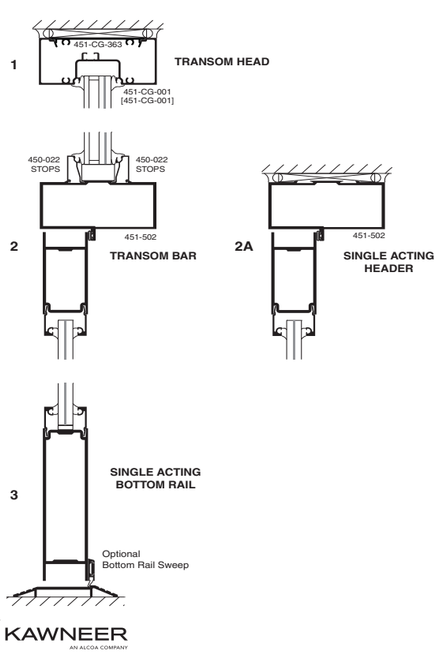
SCALE 3" = 1'-0"

Hurricane Resistant Product

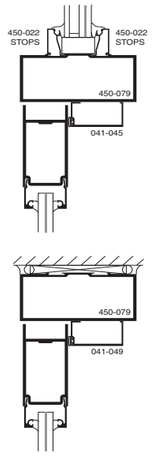
TRIFAB® VG 451 FRAMING INCORPORATING KAWNEER® "350IR" DOORS (DRY GLAZED).
DOOR FRAMING NON-THERMAL ONLY



ELEVATIONS ARE NUMBER KEYED TO DETAILS



CONCEALED OVERHEAD CLOSERS



kawneer.com

Technical Data

KAWNEER
AN ALCOA COMPANY

Kawneer Anodize finishes
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	#17	CLEAR	AA-M10C22A31	Architectural Class II (.4 mils minimum)
	#18	CHAMPAGNE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#26	LIGHT BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#28	MEDIUM BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#40	DARK BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#29	BLACK	AA-M10C22A44	Architectural Class I (.7 mils minimum)

Rev. 2012-10-16

Material Information - Storefront Sliding Door

Section 4:

Supplemental Detail Information

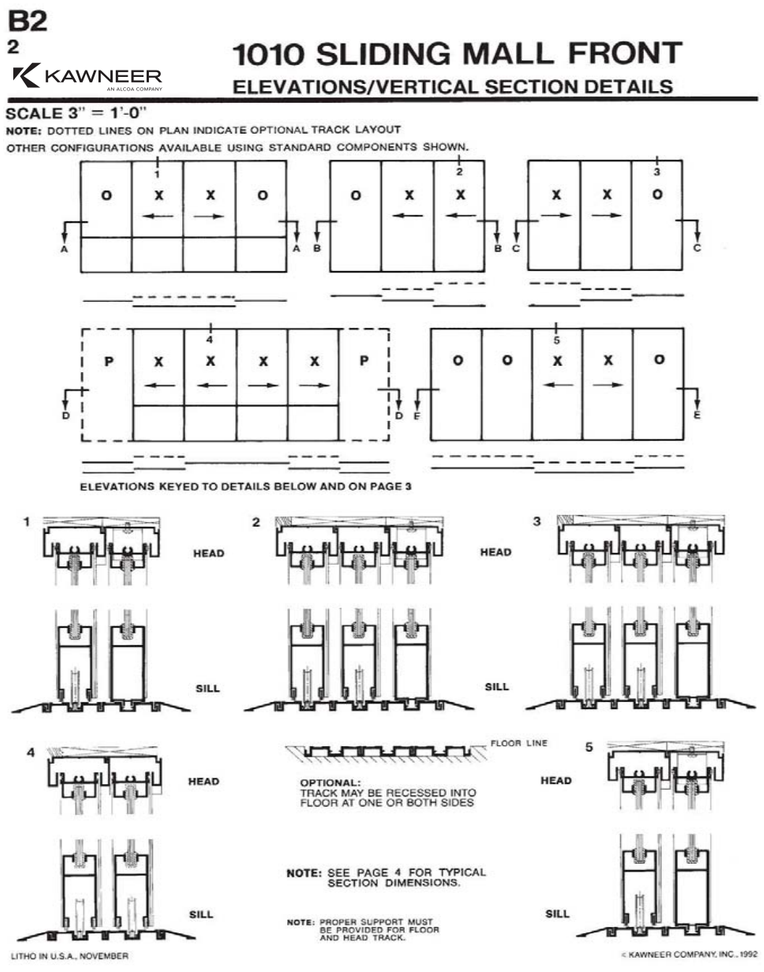
Reference Name: Storefront Sliding Door

Product Name: Kawneer HPX Monumental Slider

Manufacturer: Kawneer (www.kawneer.com)

Color: Black

Reference Image



Technical Data

KAWNEER
AN ALCOA COMPANY

Kawneer Anodize finishes

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	KAWNEER FINISH NO.	COLOR	ALUMINUM ASSOCIATION SPECIFICATION	OTHER COMMENTS
	#14	CLEAR	AA-M10C22A41	Architectural Class I (.7 mils minimum)
	#17	CLEAR	AA-M10C22A31	Architectural Class II (.4 mils minimum)
	#18	CHAMPAGNE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#26	LIGHT BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#28	MEDIUM BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#40	DARK BRONZE	AA-M10C22A44	Architectural Class I (.7 mils minimum)
	#29	BLACK	AA-M10C22A44	Architectural Class I (.7 mils minimum)

Rev. 2012-10-16

Color Options

Material Information - Garage Doors

Section 4:

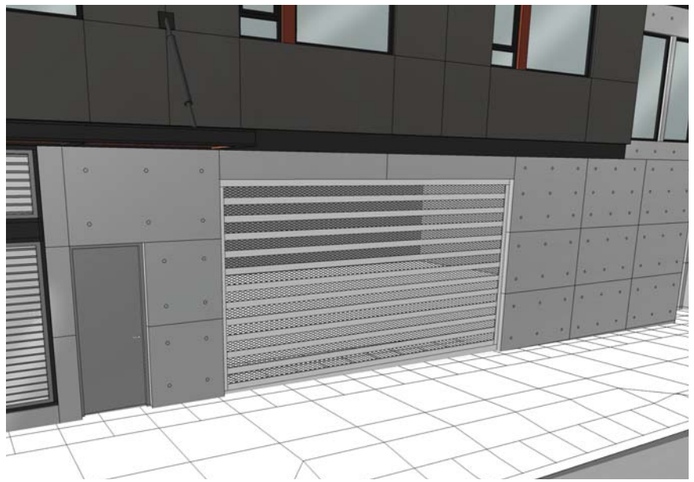
Supplemental Detail Information

Reference Name: Garage Entrance Door

Product Name: Rytec Spiral VT

Manufacturer: Rytec (www.rytecdoors.com)

Color: Anodized Aluminum



Reference Image

SPIRAL® VT

HIGH PERFORMANCE VENTILATED DOOR

High Speed, High Cycles and Fresh Air All in One Door

With an opening speed of up to 100 inches per second, the Spiral VT is engineered for speed, high cycles, airflow, visibility and security. Fresh air and ventilation reduce air pollutants, bad odors, the potential for mold growth and help regulate building air pressure. While they allow air flow, the rigid, aluminum perforated slats eliminate the need for a second rolling security grille. Crisp lines give the Spiral VT a stylish look that's great for contemporary high-rise, mixed use parking, multi-family residential, institutional, and industrial applications.

Because anodized aluminum will not corrode, you can count on that look to last for many years under even the worst weather conditions.

Technical Data

High Security - High-speed operation, rigid aluminum slat construction and optional locks provide unparalleled security.

High Air Flow - Perforated slats circulate fresh air and provide ventilation to reduce pollutants, mold growth and regulates building air pressure carbon monoxide levels.

Fast - Opens at up to 100 inches per second for improved traffic flow and deter unauthorized access.

Whisper Quiet - The unique Spiral roll-up design features no metal-to-metal contact for remarkably quiet operation.

High Performance - The variable speed AC Drive system, with soft acceleration and deceleration, smooths out routine stops and starts, virtually eliminating the clunking gear engagements associated with typical overhead door operation.

Safe and Secure Design - The ventilated slat is specifically designed with perforations that allow for maximum air flow, but are small enough so security and safety are never compromised.

RYTEC HIGH PERFORMANCE DOORS

SPIRAL® VT

HIGH PERFORMANCE VENTILATED DOOR

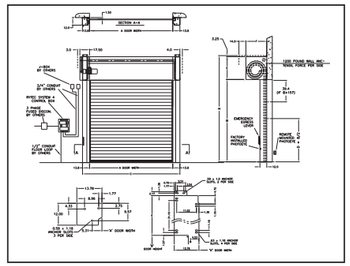
Model Name
- Rytec® Spiral® VT Door

Size and Dimensions
- Up to 26'2"W x 22'11"H
- Multiple door configurations based on door size.

Safety
- Thru-beam photo eyes
- Control-reliable electronic reversing edge

Available Options
- Standard slats
- Vision slats
- Hood and motor covers

Warranty
- Five-year limited warranty on mechanical components.
- Two-year limited warranty on electrical components.



Architectural Styling

Shown with full ventilated slat configuration

- Sleek, high-tech aluminum perforated slats enable airflow and partial visibility.
- Slats are available in anodized aluminum or optional custom paint colors.

Spiral Technology
- Unique spiral design results in no metal to metal contact, resulting in less wear and tear.
- Whisper quiet and low maintenance operation.
- Utilizes a compact AC drive motor with variable speeds to allow for soft acceleration and deceleration.

Compact AC Drive Motor

Electrical Controls

System 4 shown with optional rotary disconnect

- System 4™ controller housed in a NEMA 4X rated enclosure with factory set parameters.
- Intelligent processor monitors and controls power consumption.
- Advanced self-diagnostics for troubleshooting.
- Continuous monitoring logs all door activity and cycles.

Ventilated Panel Design
- Combine ventilated slats with solid slats to regulate air and light infiltration.
- Rubber weatherseal between slats is replaceable for easy maintenance.
- Patented hinge design allows for removal and replacement of single slat without disassembling the door panel.

Ventilated slats engineered for maximum air flow

Counterbalance System
- Up to six extension springs in each side column, depending on the size of the door.
- The springs assist the motor in opening, reducing motor wear and increasing the longevity of mechanical components.
- Mechanical egress lever on the side column allows the door to be opened in the event of a power failure.

Travel Speed
- Opens at up to 100 inches per second.

RYTEC HIGH PERFORMANCE DOORS

888-GO-RYTEC RytecDoors.com
Tel 262-677-9046 Fax 262-677-2058
One Cedar Parkway Jackson,WI 53037-0403

Color Options

Section 4:

Supplemental Detail Information

Reference Name: Storefront Garage Door

Product Name: Wayne Dalton Aluminum Full-View K-AL

Manufacturer: Wayne Dalton (www.wayne-dalton.com)

Color: Black

Reference Image

SECTIONAL DOOR SYSTEMS

ALUMINUM FULL-VIEW K-AL

Doors shall be Model K-AL aluminum sectional type as manufactured by Wayne Dalton.

Sections – All rails and stiles are extruded aluminum alloy 6063T6 with clear satin anodized finish. Optional baked-on acrylic finish, color as selected from standard finishes. Sections are 2" thick.

Stiles and rails to be joined together with self-tapping screws. Ends of bottom section are through bolted. Panels and glass are held in place by aluminum molding and sealed with waterproof acrylic high bond structural glazing tape. Optional insulated rails and stiles are available with an R-value up to 4.25.

Doors over 12' 2" wide will be equipped with one or more integral 2 1/4" reinforcing fins, as required by size and weight of door. Bottom section panel inserts shall be clear satin anodized aluminum (or finished to match door color). Vinyl U-shaped astragal weather-stripping is furnished as standard.

Tracks – Hot-dipped galvanized steel graduated for weathertight closing, 2" or 3" as required by size and weight of door.

Hardware – Hinges and brackets shall be made from hot-dipped galvanized steel. Track rollers to be bearing with case hardened inner races, sized to suit track type.

Counterbalance – Minimum 10,000 cycle rated helical wound torsion springs. Optional high cycle springs.

Locking Device – Interior slide lock suitable for padlocking.

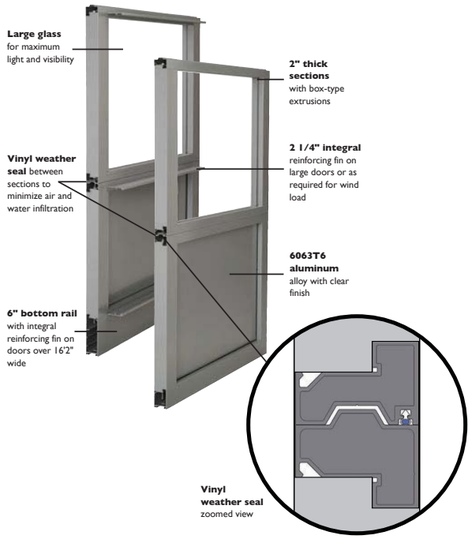
Weather Seals – Bottom seal and between sections seal are standard. Optional jamb and header seal are available.

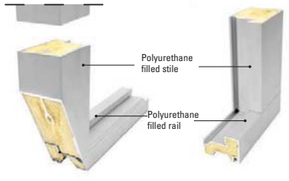
Contact your Wayne Dalton for additional sizes and colors.

Finishes
- Clear Satin Anodized (standard)
- Bronze Anodized
- Black Anodized
- Powdercoat in over 200 RAL colors
- Custom Powder Coat

Glazing – 1/8" DSB glass standard in intermediate and top sections. Optional 1/8" or 1/4" Tempered Glass, 1/8" Polycarbonate (Lexan), 1/4" Acrylic (Plexiglass), 1/2" Insulated DSB, 1/2" Solar Ban, 1/2" Low E, 1/4" polycarbonate multiwall. Special glass types not shown are available, please consult factory. Solid aluminum panels may be specified in lieu of glass.

Ventilation Panels – Optional perforated aluminum panels or expanded mesh aluminum panels are available in a variety of patterns to suit flow requirements.





R-values of Complete K-AL	10x10 door	12x12 door	14x14 door
1/2" ins glass Solar Ban 70XL argon filled (R = 3.125) with polyurethane filled rails and stiles	4.25	4.18	4.17
1/2" ins glass Low E (R = 2.38) with polyurethane filled rails and stiles	3.60	3.52	3.52
1/2" ins glass (R = 1.75) with polyurethane filled rails and stiles	3.05	2.96	2.96

Technical Data

STANDARD SIZES UP TO:
24' WIDE & 18' HIGH

THERMAL EFFICIENCY VALUES:
R-value up to 4.25

WIND LOAD OPTIONS AVAILABLE:
Wayne Dalton Certified windSAFE

BEST APPLICATIONS:
WHERE HIGH VISIBILITY OR NATURAL LIGHT IS NEEDED

General Operating Clearances

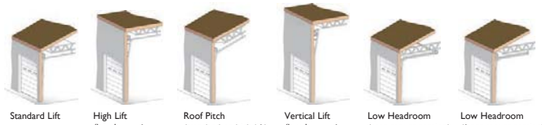
Type	Headroom*** 2" Track	Headroom*** 3" Track	Sideroom** 2" Track	Sideroom** 3" Track	Depth Into Room 2" & 3" Track	Center Line of Springs**** 2" Track	Center Line of Springs**** 3" Track
Standard Lift Manual 12" R	12 1/2" to 17"	NA	4 1/2"	5 1/2"	Opening Height +18"	Opening Height +12"	NA
Standard Lift Manual 14" R	14 1/2" to 20"	NA				Opening Height +13"	NA
Standard Lift Manual 15" R	NA	15 1/2" to 21"			Opening Height + 66"		Opening Height +15"
Standard Lift Motor Oper. 12" R	15 1/2" to 19 1/2"	NA				Opening Height +12"	NA
Standard Lift Motor Oper. 14" R	16 1/2" to 23"	NA			Opening Height - High Lift + 30"	Opening Height +13"	NA
Standard Lift Motor Oper. 15" R	NA	18 1/2" to 24"					Opening Height +15"
High Lift Manual	High Lift +12" to 16"		24" One Side		24"	Opening Height + High Lift + 6 1/2"	Opening Height + High Lift + 7 1/2"
High Lift Motor Operator						Door Height + 6"	
Full Vertical Lift Manual	Door Height +12"		4 1/2"	5 1/2"			
Vertical Lift Motor Operated			24" One Side				
Low Headroom Manual*	6-14 1/2"	10-14 1/2"	6"	9"	Opening Height + 30"	Does Not Apply	
Low Headroom Motor Operated*	9-14 1/2"	13-14 1/2"			Opening Height + 66"		

Panel/Section Guide

Door Width	No. Panels	Door Height	No. Sections
Up to 8'3" Wide	2	Up thru 8'1"	4
9'4" to 12'3"	3	8'2" to 10'1"	5
12'4" to 16'3"	4	10'2" to 12'1"	6
16'4" to 20'3"	5	12'2" to 14'1"	7
20'4" to 23'7"	6	14'2" to 16'1"	8
23'8" to 24'2"	7	16'2" to 18'1"	9

NOTES:
* Rear mount torsion requirements shown on chart see drawings for front mount clearances
** 8" sideroom required on one side for doors having chain hoist. 24" side Room required on on side for doors having jackshaft operators.
*** Clear Headroom is based on door weight and door size so please contact dealer for specific headroom for your door.
**** Center line of shaft is based on door weight and door size so please contact dealer for specific headroom for your door.

Track Selection Guide



Standard Lift
High Lift (breakaway is standard and straight incline is available)
Roof Pitch (standard or high lift)
Vertical Lift (break away is standard; straight incline available)
Low Headroom (rear mount torsion)
Low Headroom (front mount torsion)

www.Wayne-Dalton.com/commercial

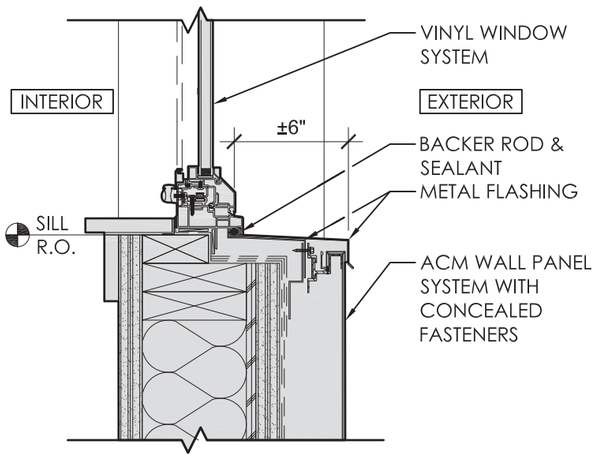
Wayne Dalton

Printed in U.S.A.

Details - Window

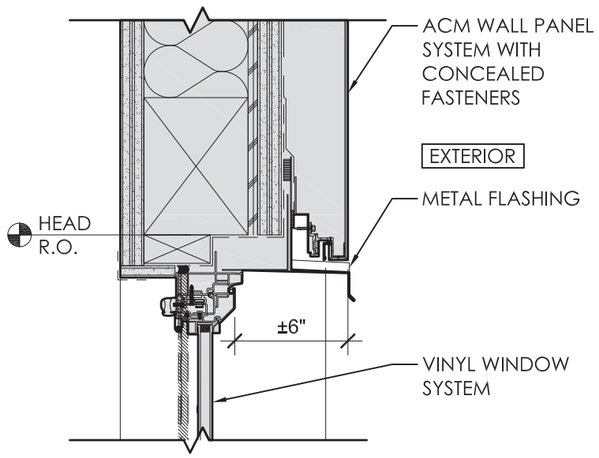
Section 4:

Supplemental Detail Information



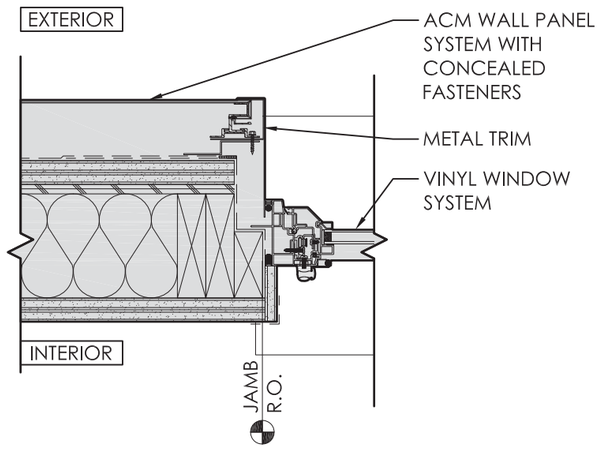
D1 — SILL - VINYL WINDOW

1 1/2" = 1'-0"



D2 — HEAD - VINYL WINDOW

1 1/2" = 1'-0"



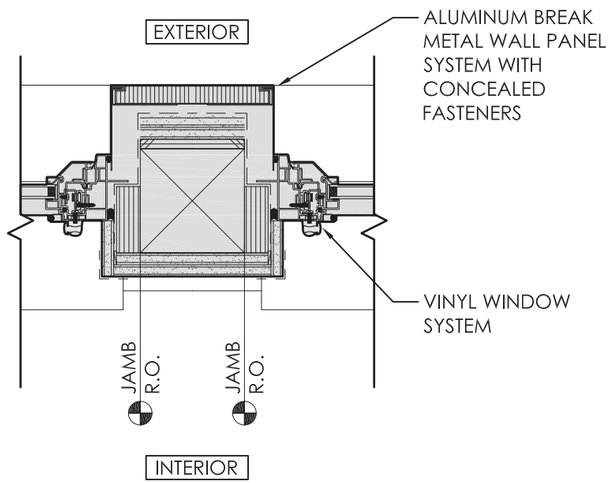
D3 — JAMB - VINYL WINDOW

1 1/2" = 1'-0"

Details - Window

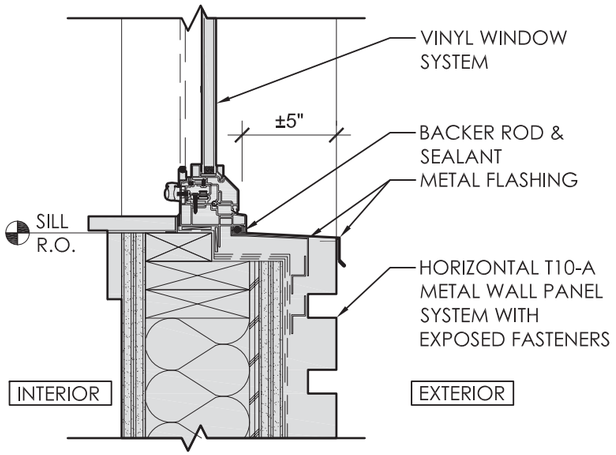
Section 4:

Supplemental Detail Information



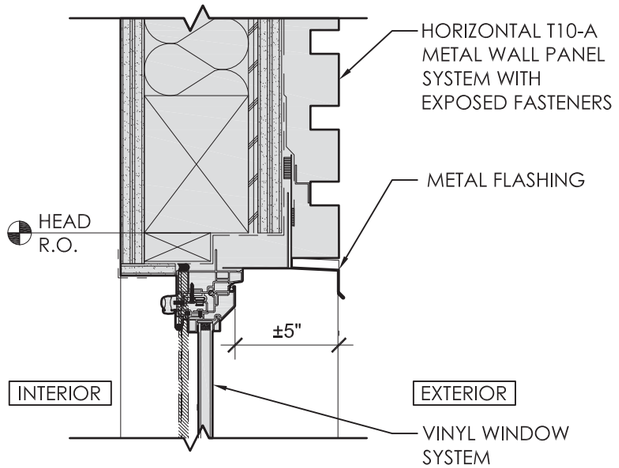
D11 — JAMB - VINYL WINDOW

1 1/2" = 1'-0"



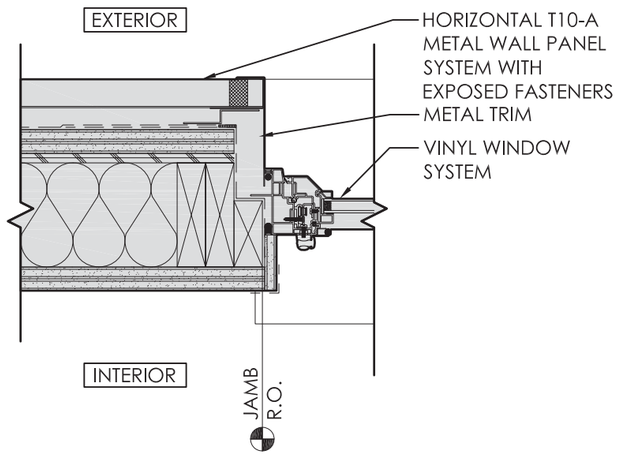
D5 — SILL - VINYL WINDOW

1 1/2" = 1'-0"



D6 — HEAD - VINYL WINDOW

1 1/2" = 1'-0"



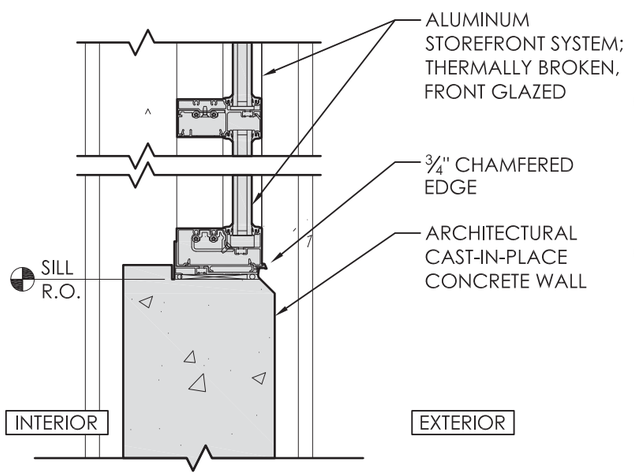
D7 — JAMB - VINYL WINDOW

1 1/2" = 1'-0"

Details - Storefront

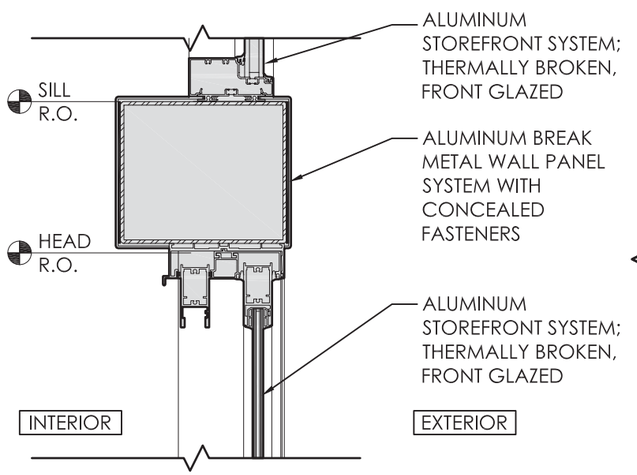
Section 4:

Supplemental Detail Information



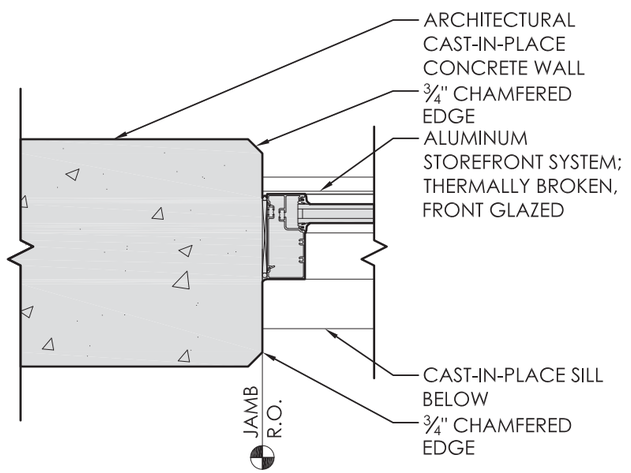
D21 — SILL - ALUMINUM STOREFRONT

1 1/2" = 1'-0"



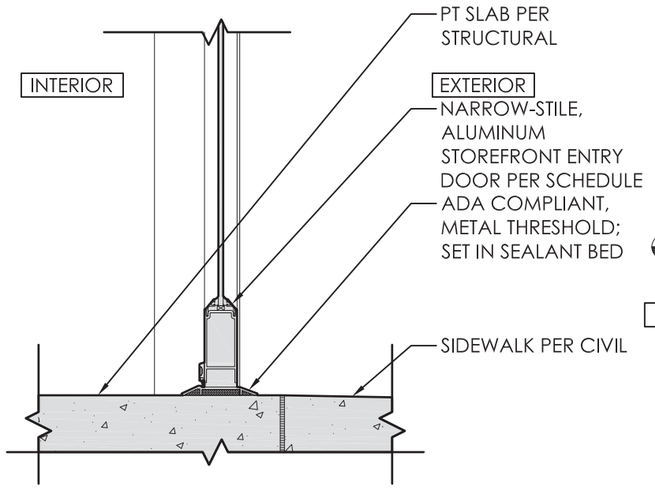
D22 — HEAD - ALUMINUM STOREFRONT

1 1/2" = 1'-0"



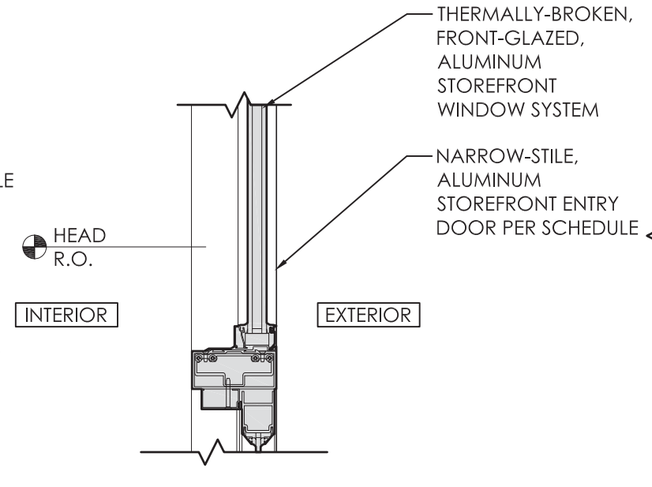
D23 — JAMB - ALUMINUM STOREFRONT

1 1/2" = 1'-0"



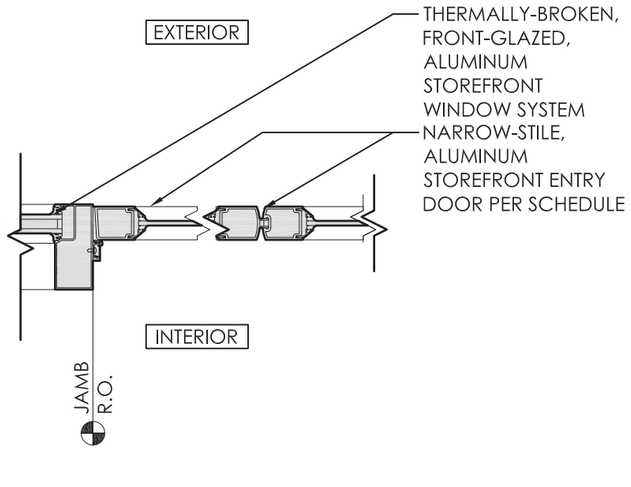
D17 — DOOR THRESHOLD - ALUMINUM STOREFRONT ENTRY

1 1/2" = 1'-0"



D18 — DOOR HEAD - ALUMINUM STOREFRONT ENTRY

1 1/2" = 1'-0"



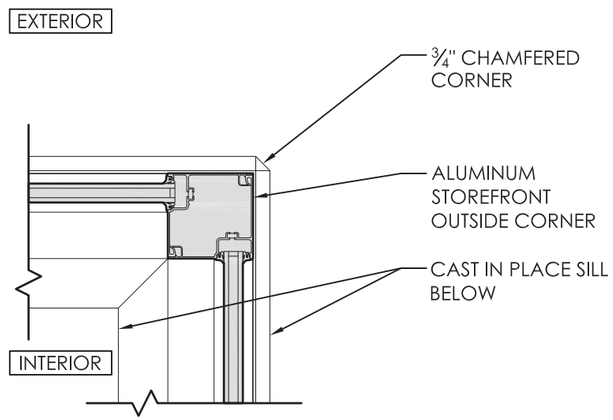
D19 — DOOR JAMB - ALUMINUM STOREFRONT ENTRY

1 1/2" = 1'-0"

Details - Storefront

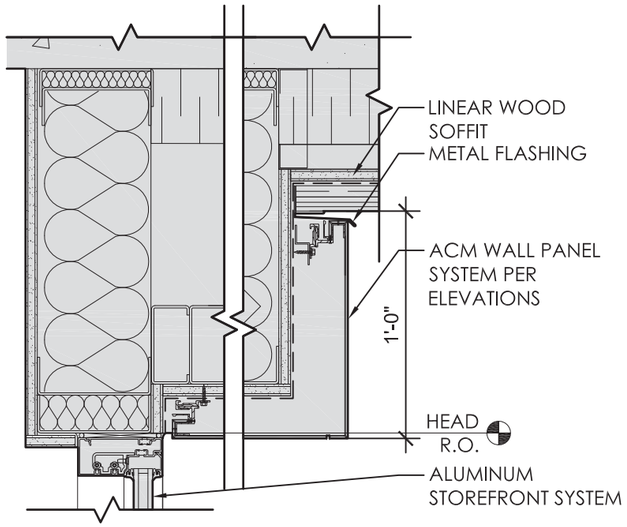
Section 4:

Supplemental Detail Information



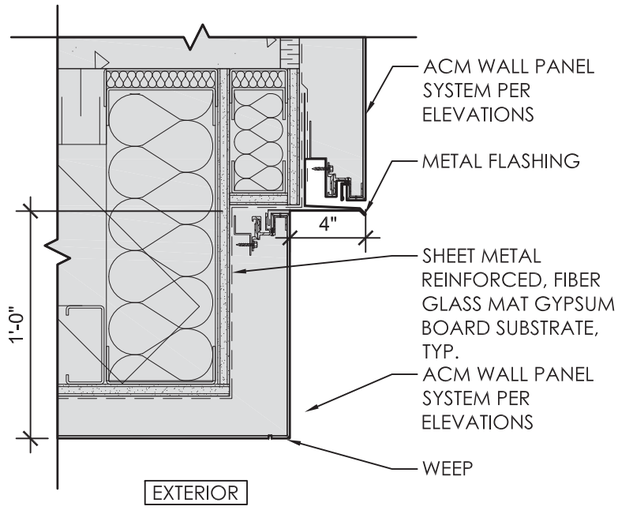
D30 — OUTSIDE CORNER - ALUMINUM STOREFRONT

1 1/2" = 1'-0"



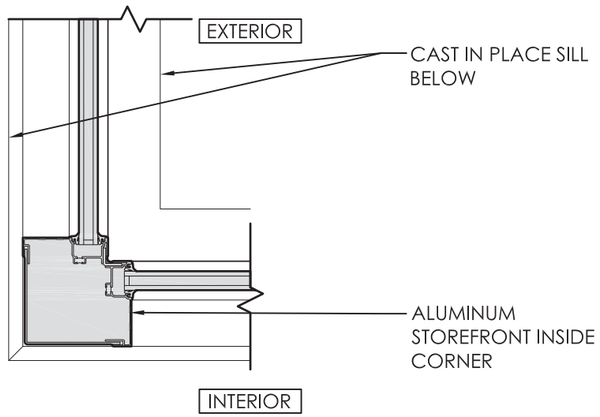
D24 — SOFFIT - METAL-WOOD PANEL

1 1/2" = 1'-0"



D25 — SOFFIT - METAL PANEL

1 1/2" = 1'-0"



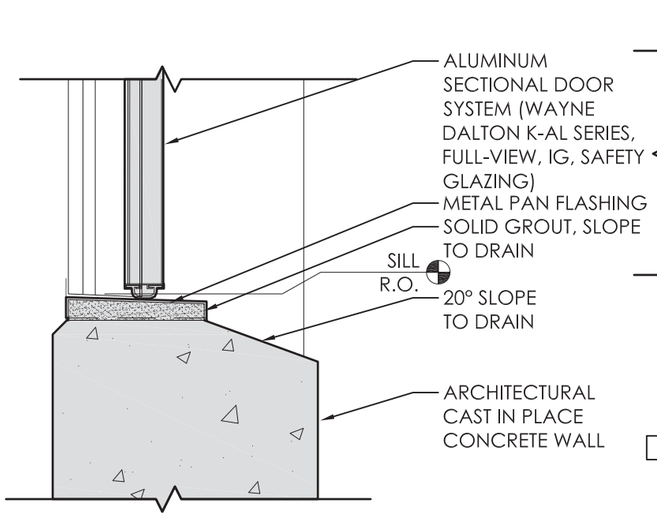
D26 — INSIDE CORNER - ALUMINUM STOREFRONT

1 1/2" = 1'-0"

Details - Storefront

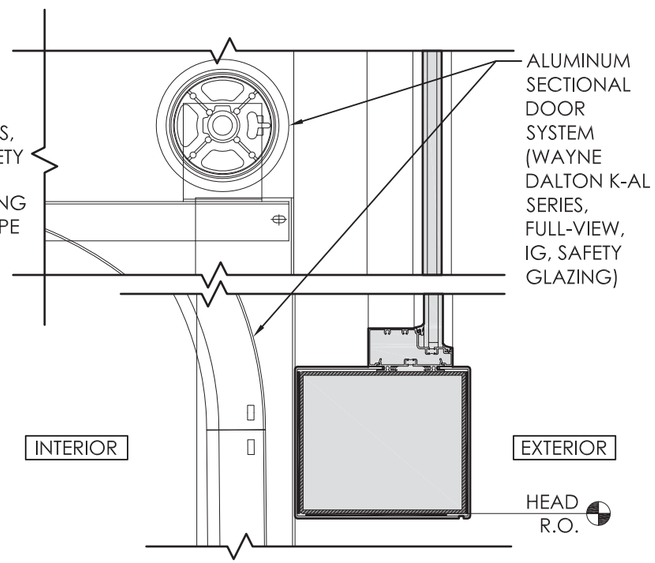
Section 4:

Supplemental Detail Information



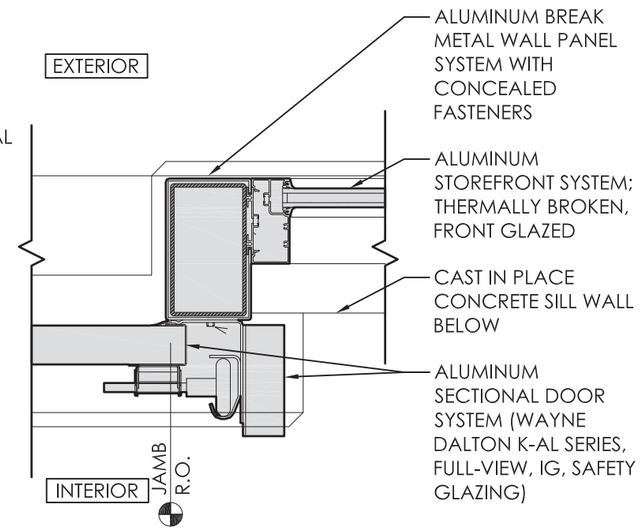
D35 — SILL - ALUMINUM SECTIONAL DOOR

1 1/2" = 1'-0"



D36 — ALUMINUM SECTIONAL DOOR

1 1/2" = 1'-0"



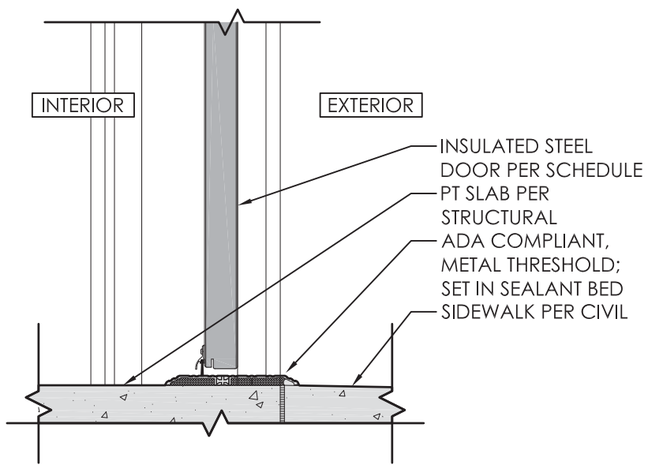
D37 — JAMB - ALUMINUM SECTIONAL DOOR

1 1/2" = 1'-0"

Details - Door

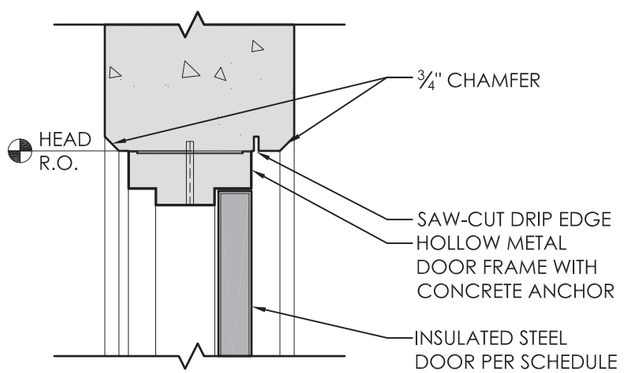
Section 4:

Supplemental Detail Information



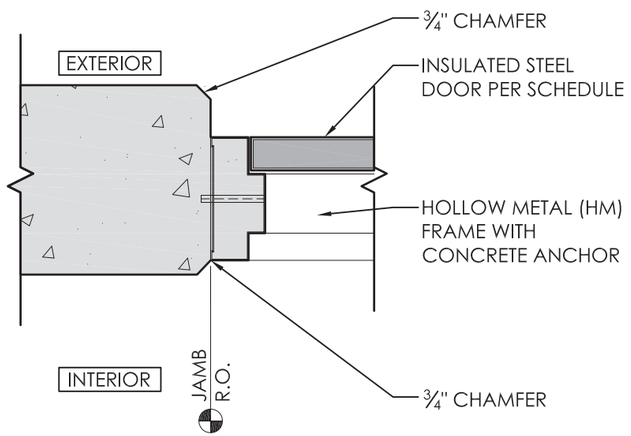
D43 DOOR THRESHOLD - HOLLOW METAL

1 1/2" = 1'-0"



D44 DOOR HEAD - HOLLOW METAL

1 1/2" = 1'-0"



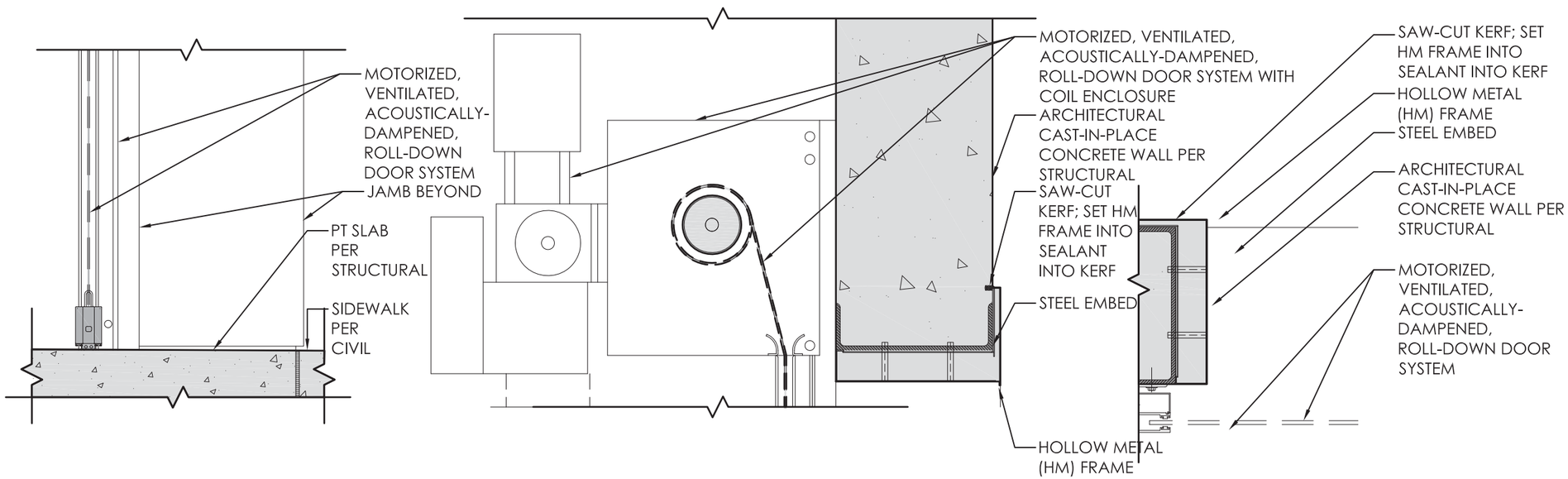
D45 DOOR JAMB - HOLLOW METAL

1 1/2" = 1'-0"

Details - Garage Door

Section 4:

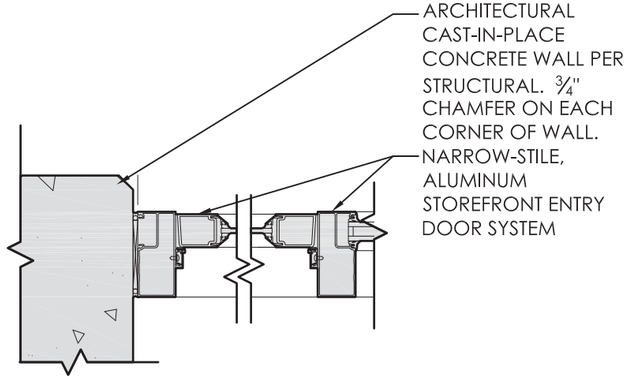
Supplemental Detail Information



D51 . SILL - GARAGE DOOR
1 1/2" = 1'-0"

D52 . HEAD - GARAGE DOOR
1 1/2" = 1'-0"

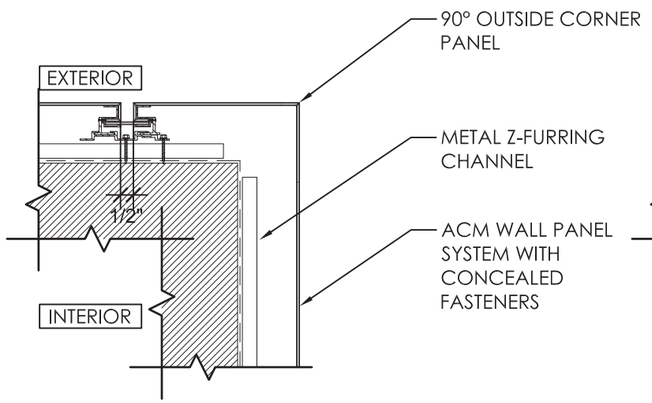
D53 . JAMB - GARAGE DOOR
1 1/2" = 1'-0"



D49 . JAMB - ALUMINUM STOREFRONT ENTRY
1 1/2" = 1'-0"

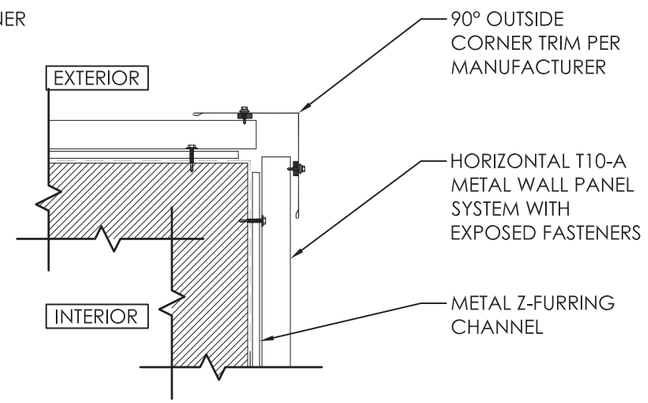
Section 4:

Supplemental Detail Information



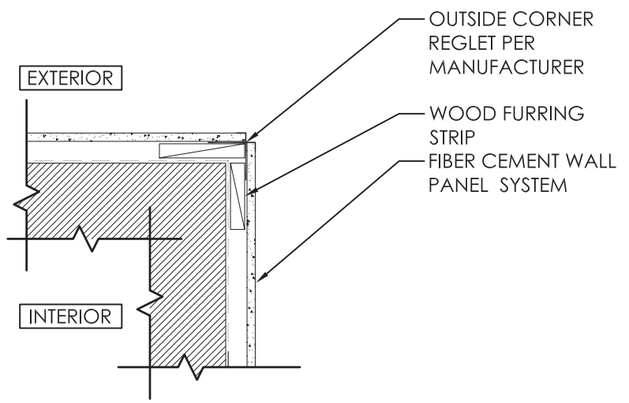
D59 — OUTSIDE CORNER - ACM PANEL

1 1/2" = 1'-0"



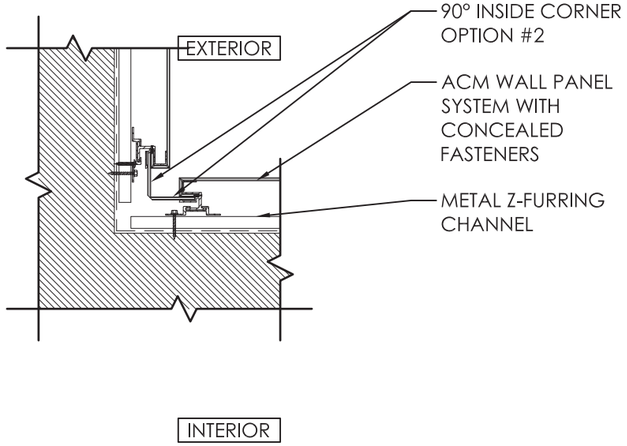
D60 — OUTSIDE CORNER - T10-A PANEL

1 1/2" = 1'-0"



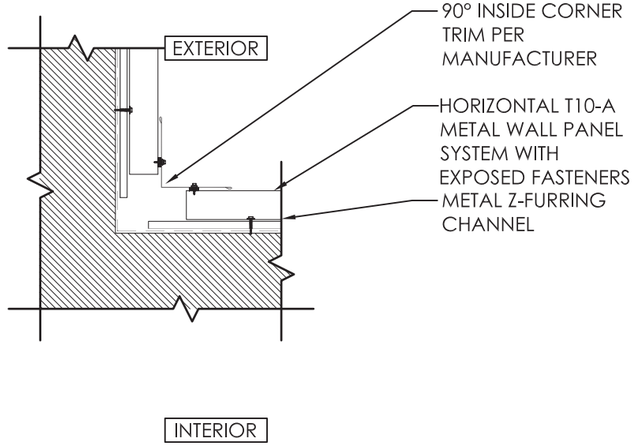
D61 — OUTSIDE CORNER - FIBER CEMENT PANEL

1 1/2" = 1'-0"



D55 — INSIDE CORNER - ACM PANEL

1 1/2" = 1'-0"

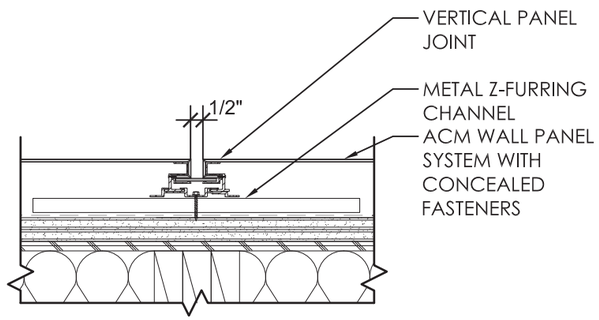


D56 — INSIDE CORNER - T10-A PANEL

1 1/2" = 1'-0"

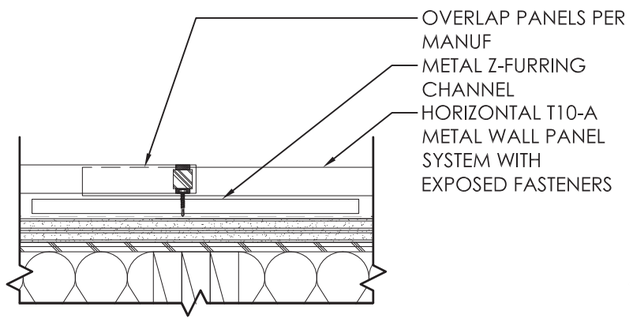
Section 4:

Supplemental Detail Information



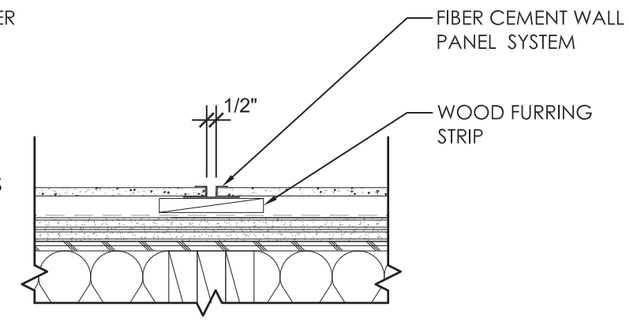
D67 . VERTICAL JOINT - ACM PANEL

1 1/2" = 1'-0"



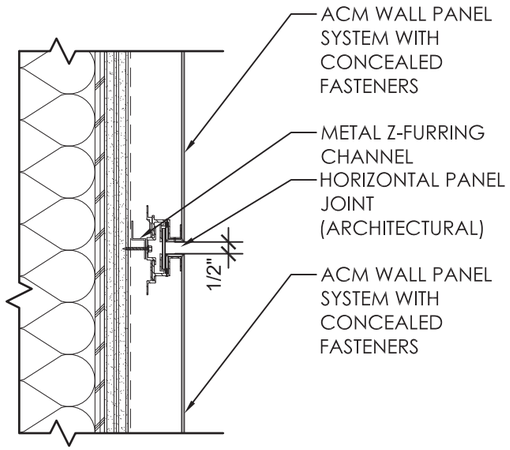
D68 . VERTICAL JOINT - T10-A PANEL

1 1/2" = 1'-0"



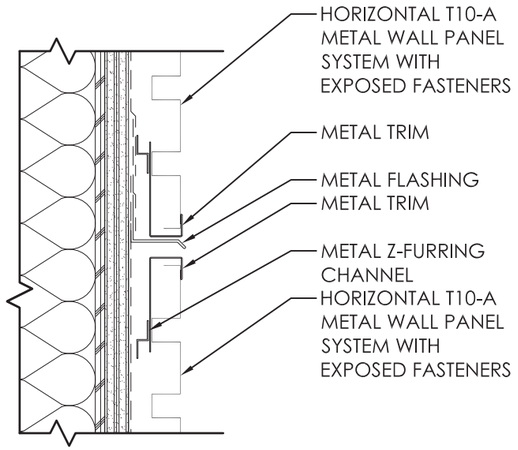
D69 . VERTICAL JOINT - FIBER CEMENT PANEL

1 1/2" = 1'-0"



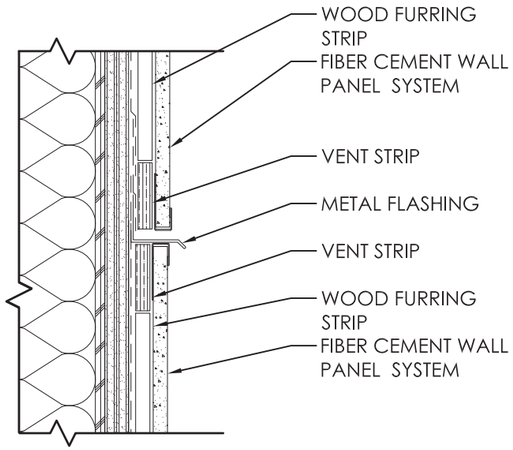
D63 . HORIZONTAL JOINT - ACM PANEL

1 1/2" = 1'-0"



D64 . HORIZONTAL JOINT - T10-A PANEL

1 1/2" = 1'-0"



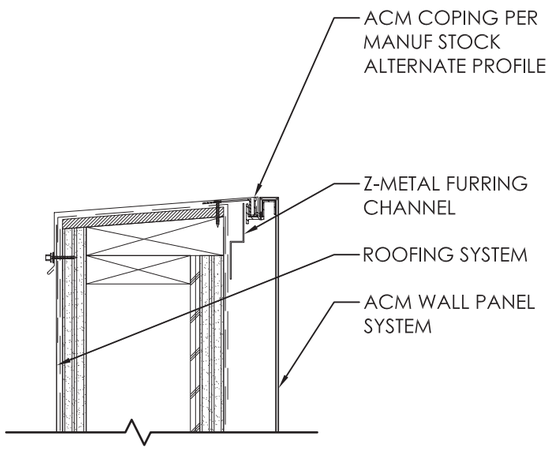
D65 . HORIZONTAL JOINT - FIBER CEMENT PANEL

1 1/2" = 1'-0"

Details - Coping

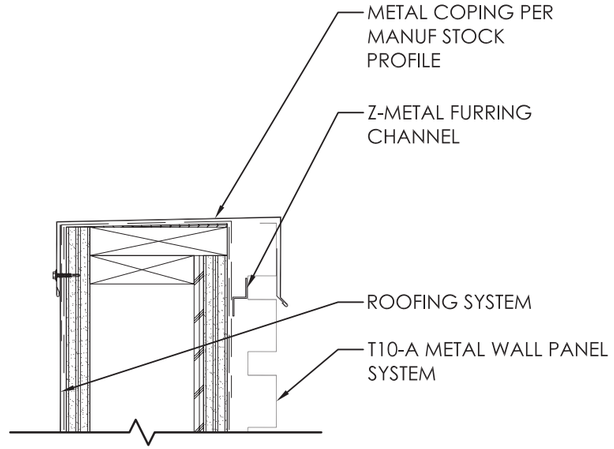
Section 4:

Supplemental Detail Information



D83 COPING 01 - DRI-DESIGN PANEL

1 1/2" = 1'-0"



D84 COPING 02 - T10-A PANEL

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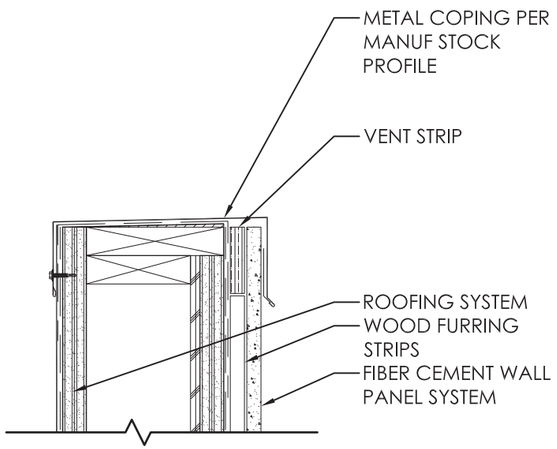


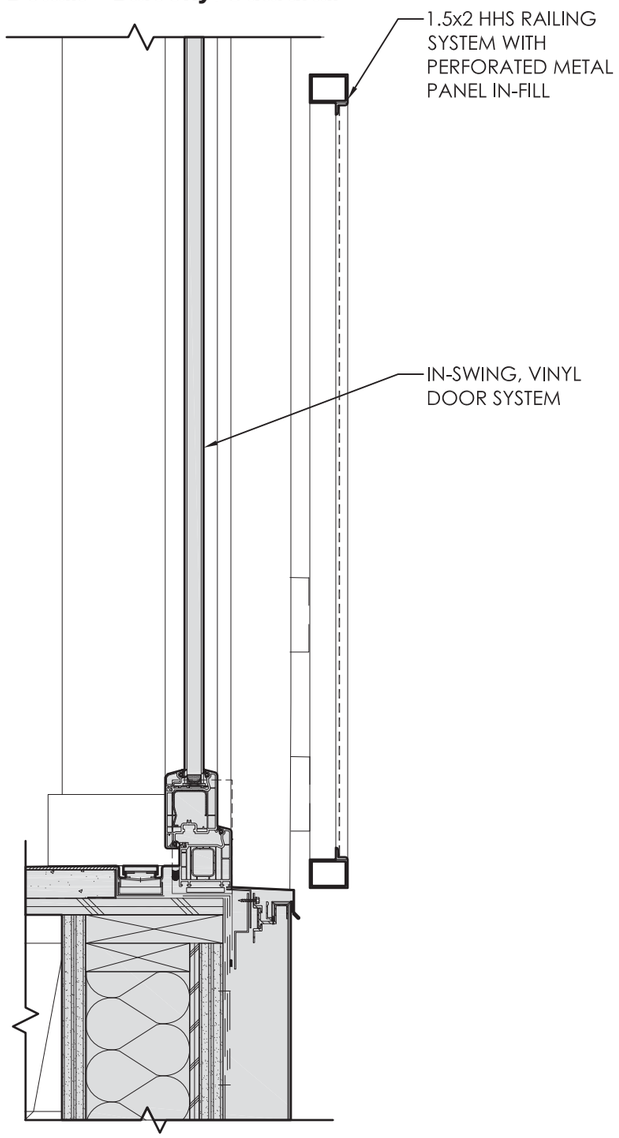
D85 COPING 03 - FIBER CEMENT PANEL

1 1/2" = 1'-0"

Section 4:

Supplemental Detail Information

Details - Balcony/Guardrail



D87

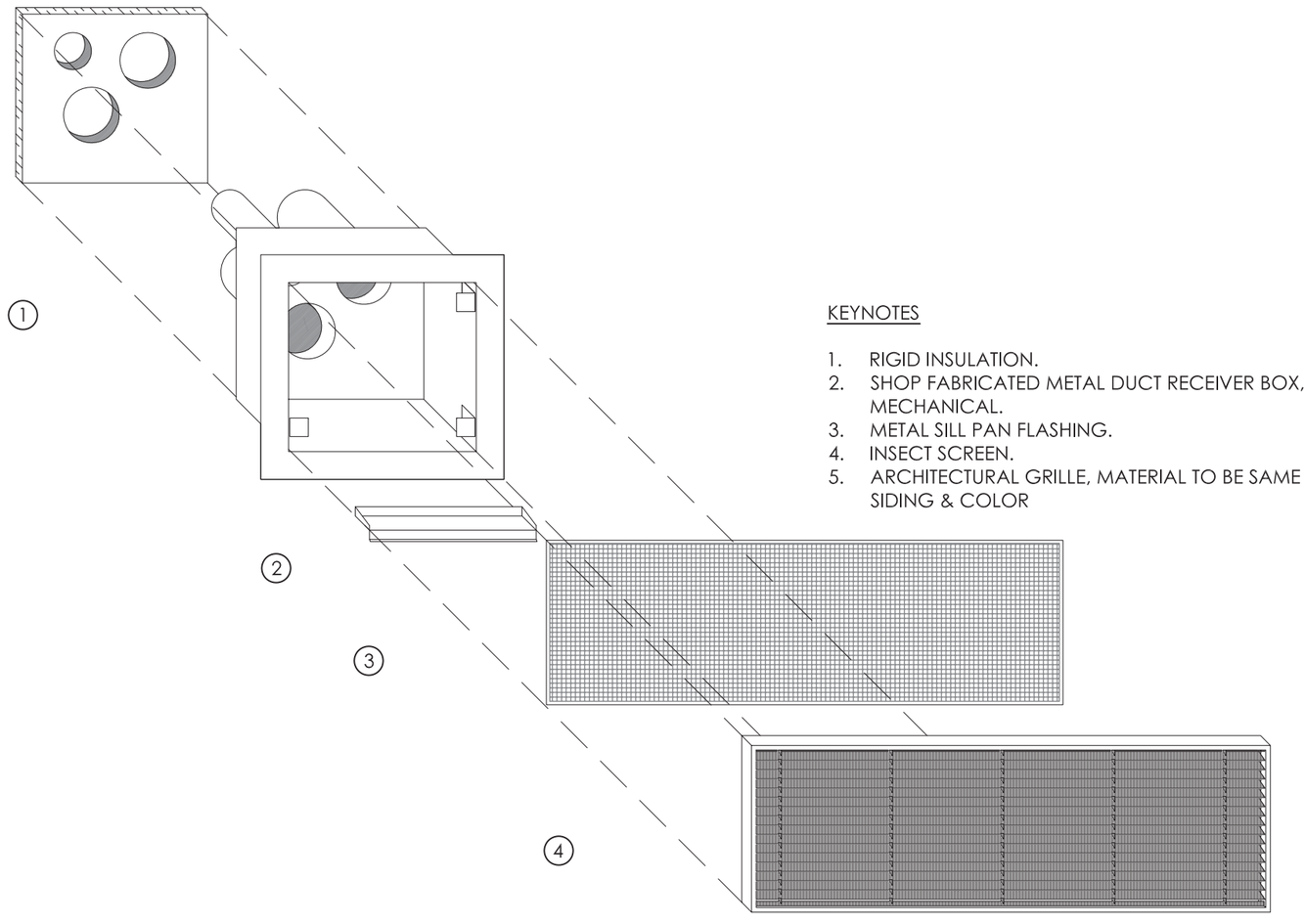
SILL - VINYL DOOR AT RAILING

1 1/2" = 1'-0"

Details - Through Wall Vent

Section 4:

Supplemental Detail Information



KEYNOTES

1. RIGID INSULATION.
2. SHOP FABRICATED METAL DUCT RECEIVER BOX, PER MECHANICAL.
3. METAL SILL PAN FLASHING.
4. INSECT SCREEN.
5. ARCHITECTURAL GRILLE, MATERIAL TO BE SAME AS ADJACENT SIDING & COLOR

D96

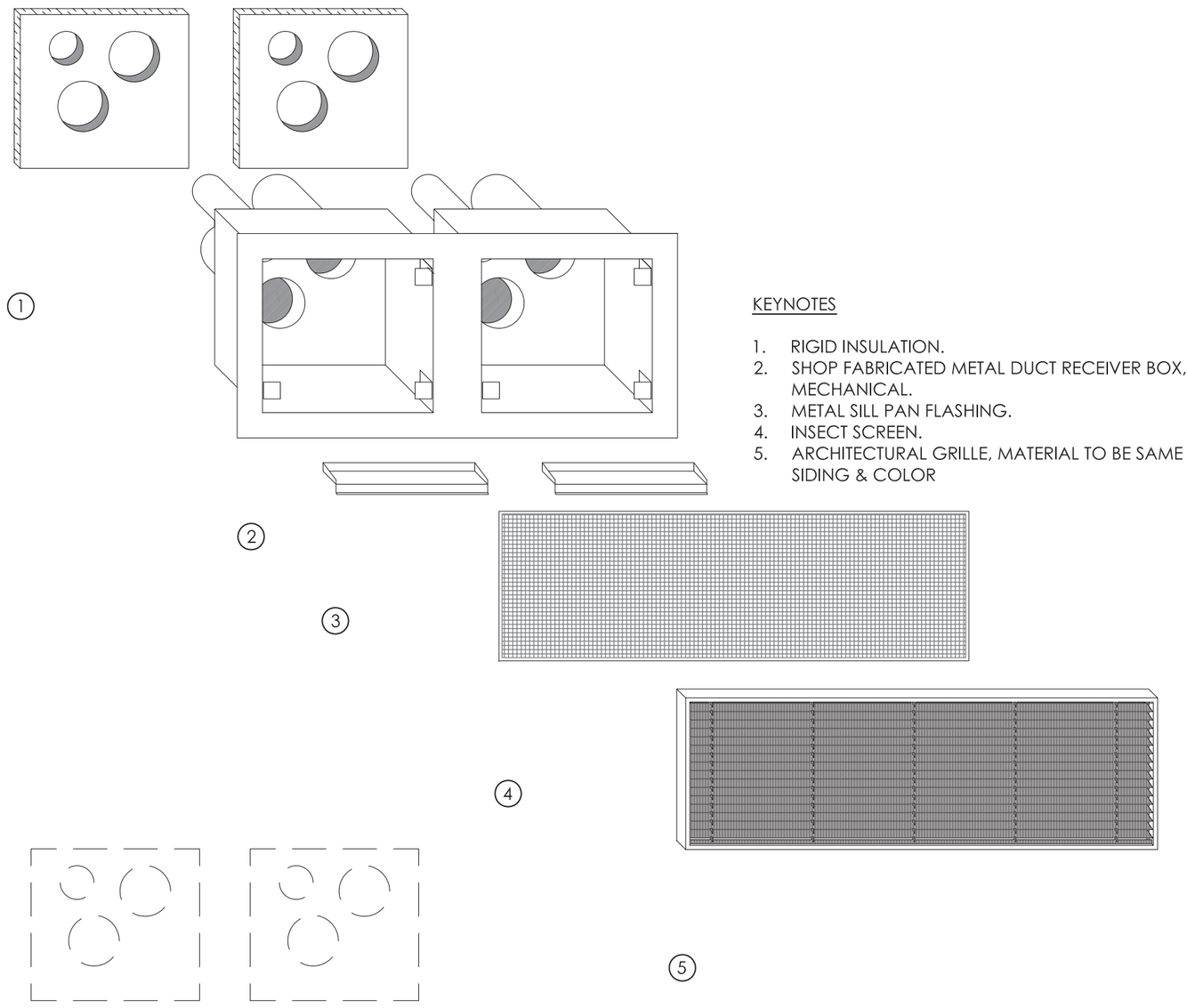
GRILLE 01 - SINGLE BAY

NTS

Details - Through Wall Vent

Section 4:

Supplemental Detail Information



KEYNOTES

1. RIGID INSULATION.
2. SHOP FABRICATED METAL DUCT RECEIVER BOX, PER MECHANICAL.
3. METAL SILL PAN FLASHING.
4. INSECT SCREEN.
5. ARCHITECTURAL GRILLE, MATERIAL TO BE SAME AS ADJACENT SIDING & COLOR

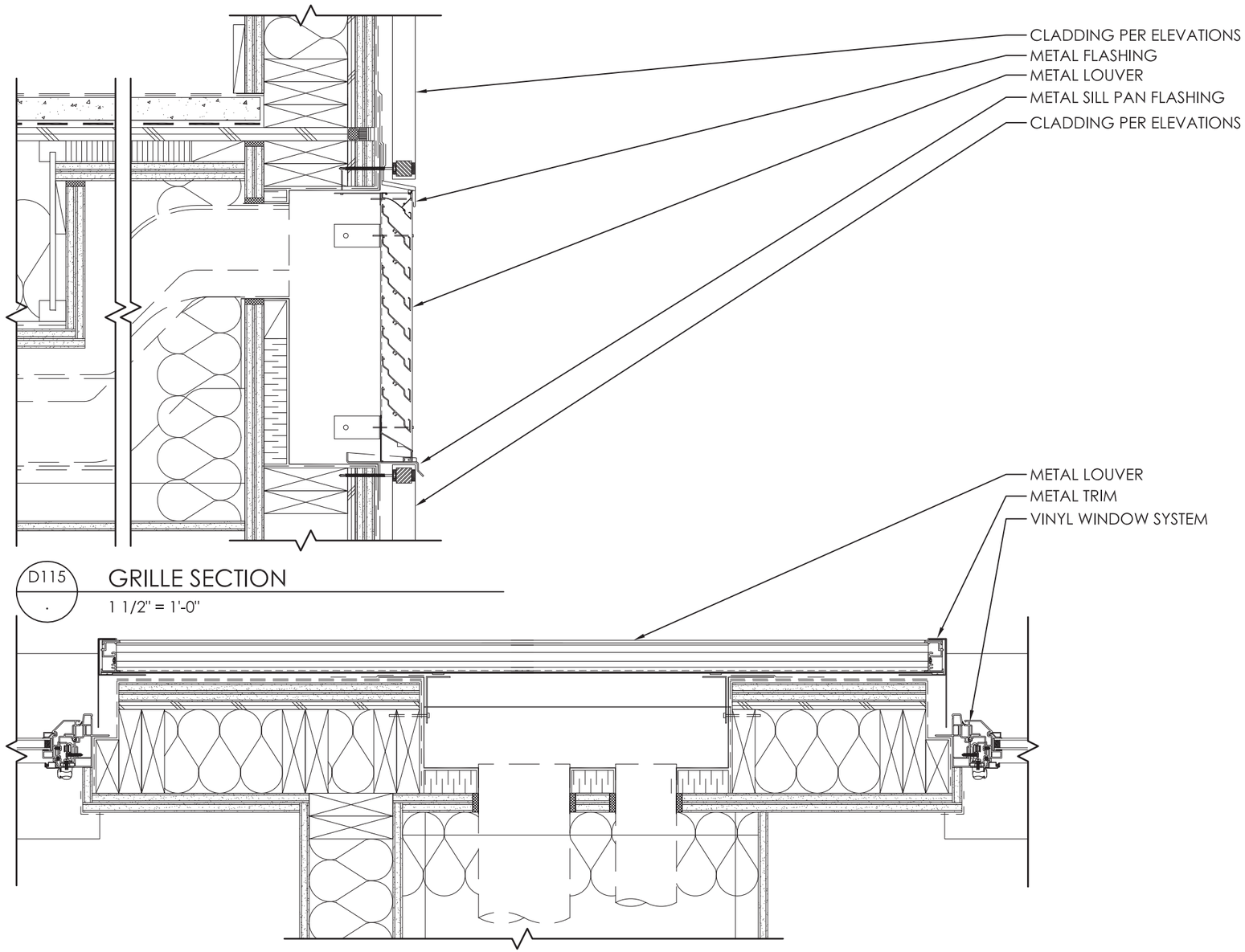
D103

GRILL 02 - DOUBLE BAY

NTS

Section 4:

Supplemental Detail Information



D115 GRILLE SECTION

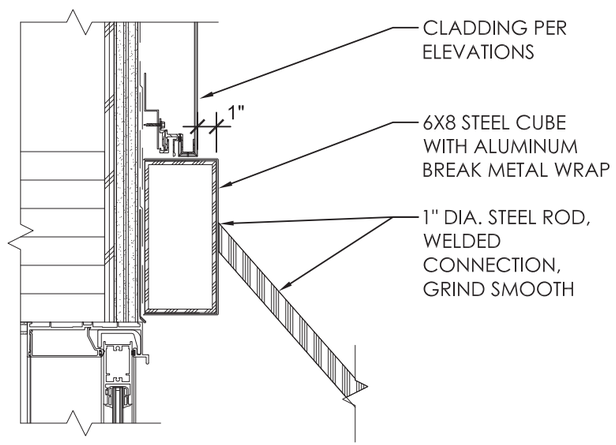
1 1/2" = 1'-0"

D111 GRILLE SECTION - PLAN

1 1/2" = 1'-0"

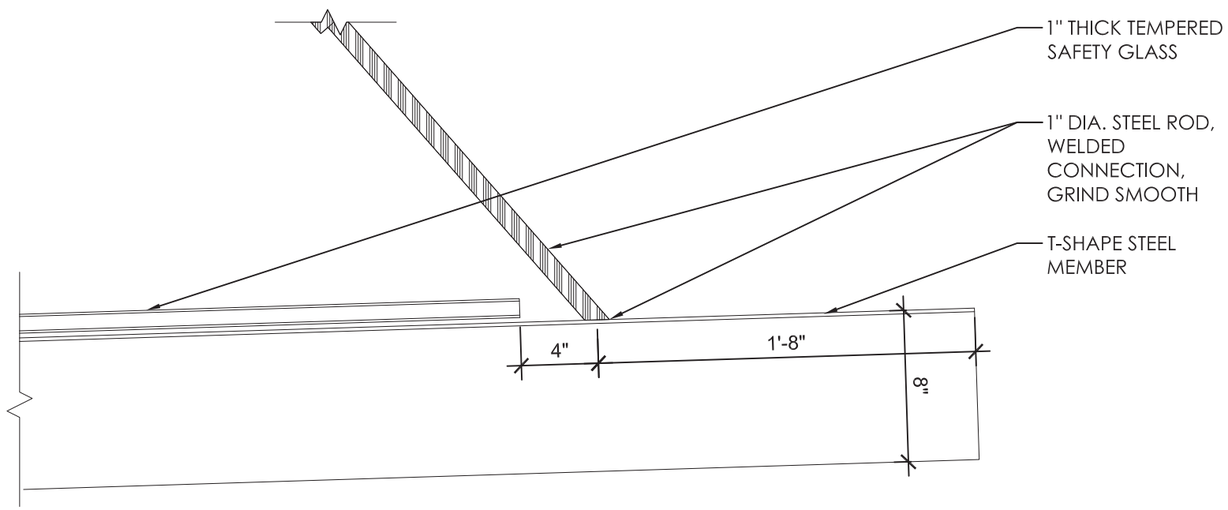
Section 4:

Supplemental Detail Information



D123 . ENTRY AWNING

1 1/2" = 1'-0"



D124 . ENTRY AWNING

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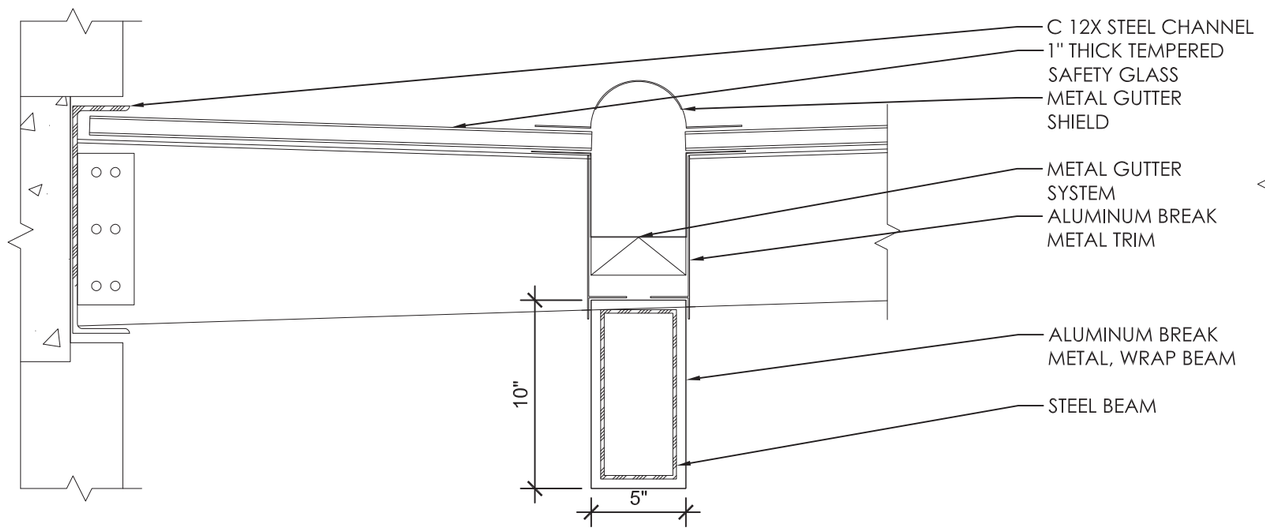

D119 . ENTRY AWNING

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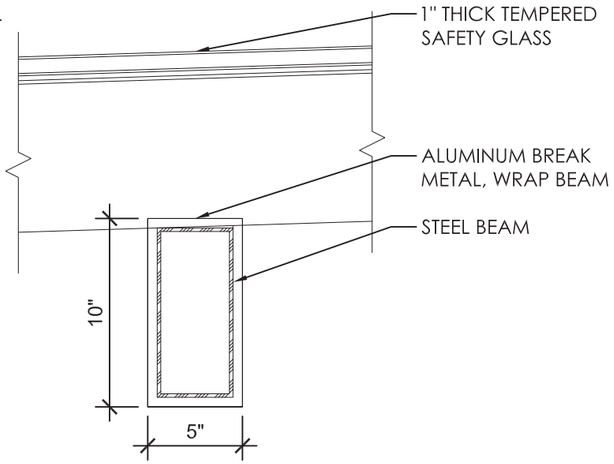
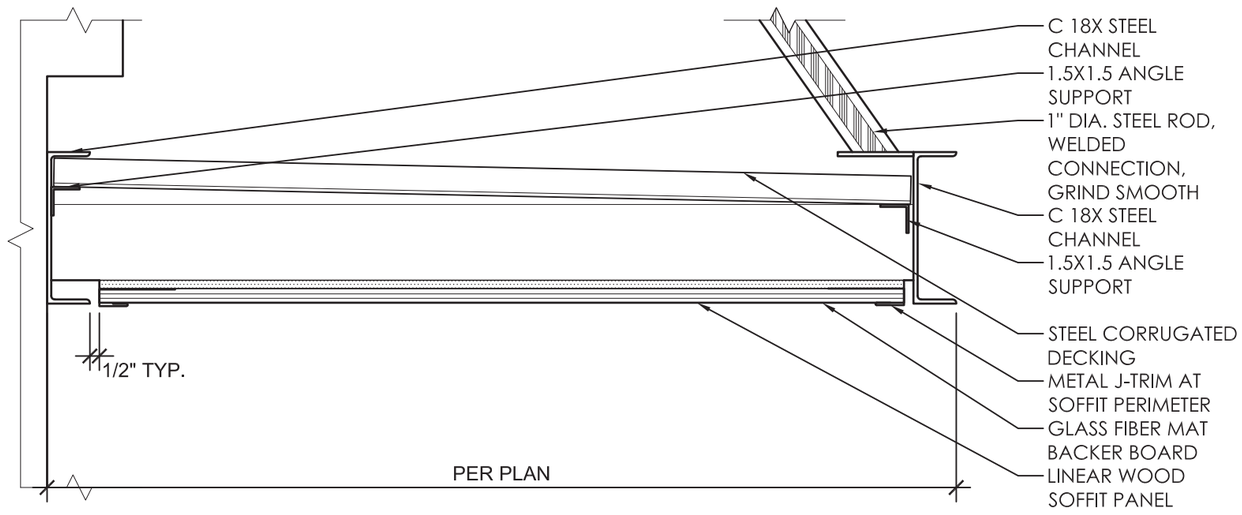


D121 . ENTRY AWNING

1 1/2" = 1'-0"

Section 4:

Supplemental Detail Information



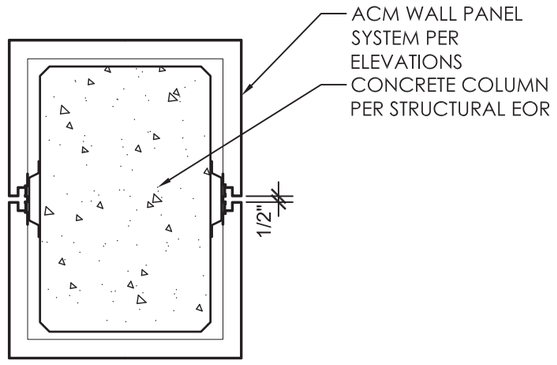
D127

STOREFRONT AWNING

1 1/2" = 1'-0"

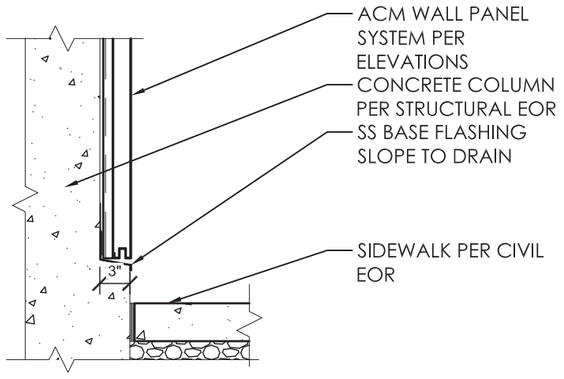
Section 4:

Supplemental Detail Information



D135 COLUMN WRAP

1 1/2" = 1'-0"

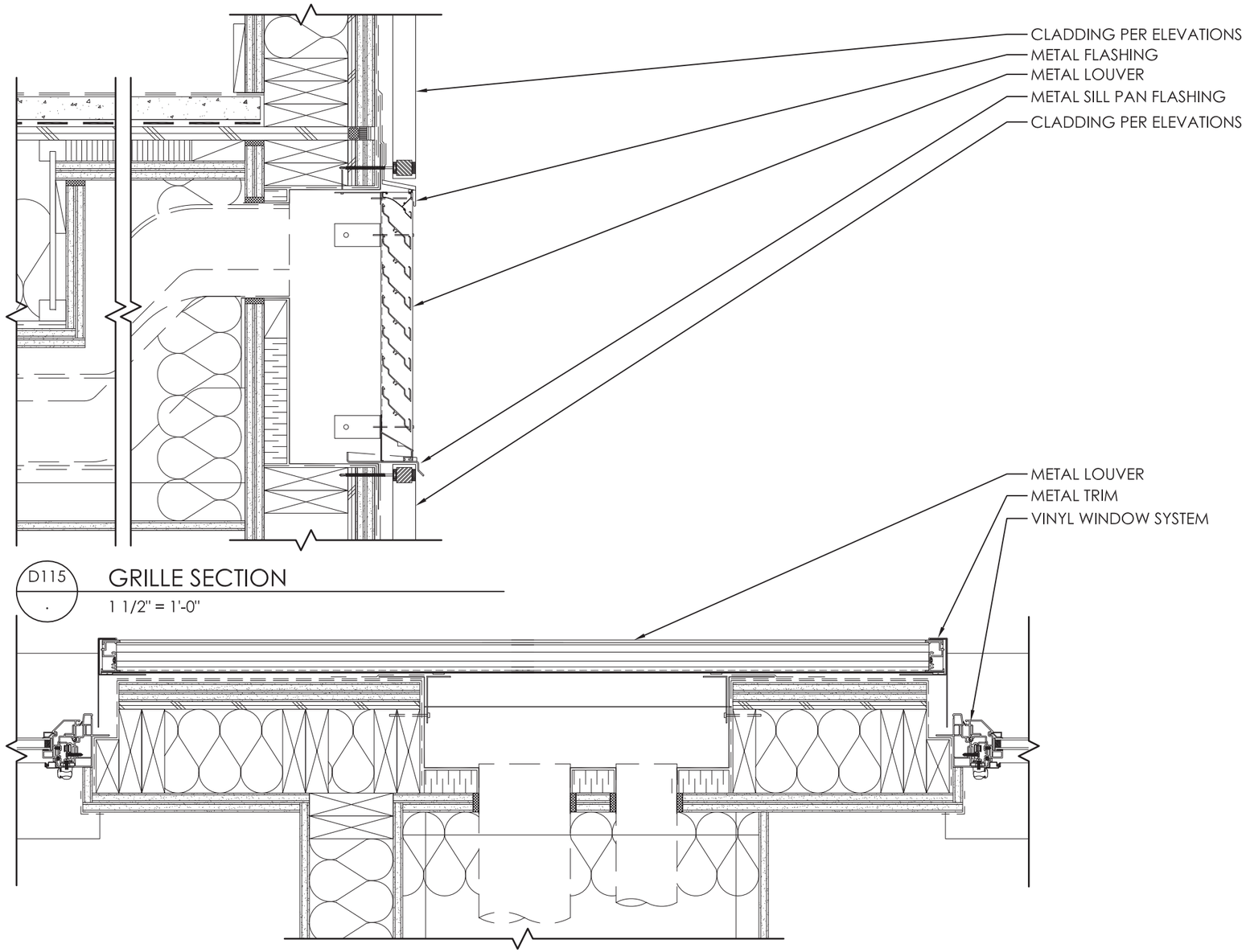


D136 COLUMN BASE

1 1/2" = 1'-0"

Section 4:

Supplemental Detail Information



D115 GRILLE SECTION

1 1/2" = 1'-0"

D111 GRILLE SECTION - PLAN

1 1/2" = 1'-0"

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

August 14, 2014 Project #: 17930.0

Fabio de Freitas
Portland Bureau of Transportation
1900 SW 4th Ave, Suite 5000
Portland, OR 97201

RE: Vehicle Queuing Analysis for 419 East Burnside Mixed Use Development - Portland, OR

Dear Mr. de Freitas,

Pursuant to your request, Kittelson & Associates, Inc. has prepared a vehicle queue impact assessment for the proposed mixed use development project at 419 E. Burnside Street in Portland, Oregon. This assessment focuses on the proposed parking garage access and security gate operation along NE Grand Avenue, just north of E. Burnside Street.

DEVELOPMENT DESCRIPTION

The Applicant, Trinsic Residential Group, is proposing to construct a mixed use development on an L-shaped tract of land bounded by E. Burnside Street to the south, NE Grand Avenue to the east and a portion of NE Couch Street to the north. The current site contains a former used car sales lot and the surface parking lot of the adjacent Central City Concern (Jeanne Rivers Building). The proposed development will include a mix of specialty retail uses and up to 160 apartment units. An underground parking garage will also be constructed for the apartment residents, totaling 81 spaces (includes 17 tandem spaces). The proposed development will displace approximately 13 existing parking spaces at the northeast corner of the proposed development, currently used by Central City Concern staff members. These 13 parking spaces will be relocated to the proposed development (at the ground level structured parking) and will remain dedicated to Central City Concern staff members.

Access to the parking garage will be provided by a gated entrance along NE Grand Avenue, approximately 60 feet north of E. Burnside Street. A secondary loading access (not a part of this analysis) is proposed to be located on NE Couch Street. This access will serve up to 3 loading spaces to be used for loading per City of Portland Development Code requirements.

VEHICLE QUEUING ANALYSIS METHODOLOGY

To ensure that the parking garage access on NE Grand Avenue will operate in a safe and efficient manner without creating queuing conflicts, a queuing analysis was conducted using a methodology outlined in the *ITE Traffic Engineering Handbook 6th Edition* (Reference 1). The analysis is based on the

physical characteristics of the driveway to the parking garage, expected traffic demand, and security gate performance specifications. This analysis considers the arrival rate of vehicles (using a Poisson distribution to account for random arrivals and departures) and the rate that vehicles can be served. Finally, the analysis calculates expected probabilities of vehicle queues lengths.

Parking Garage Traffic Demand

The estimated traffic demand associated with the proposed parking garage is directly related to the 160 apartment units within the development structure, along with the parking demand needs of the Central City Concern employees.

The traffic demand of the proposed apartment units was the based on Land Use Code 220 (Apartment) from *ITE Trip Generation Manual, 9th Edition* (Reference 2). Traffic demand for Central City Concern parking spaces was based on Land Use Code 710 (General Office) from the ITE Trip Generation Manual, and assuming that 13 employees utilize the 13 designated CCC parking spaces.

The estimated trip generation for the proposed parking garage during the critical weekday a.m. and p.m. peak hours is shown in Table 1.

Table 1 – Estimated Trip Generation for Parking Garage Access

Land Use			Weekday AM Peak Hour				Weekday PM Peak Hour			
	Data Source	Size	Rate	Total	In	Out	Rate	Total	In	Out
Apartment	ITE Land Use Code 220	160 Dwelling Units	0.51per Unit	80	16	64	0.62 per Unit	97	63	34
General Office	ITE Land Use Code 710	13 Employees	0.48 per Unit	6	5	1	0.46 per Unit	6	1	5
Total			-	**86**	**21**	**65**	-	**103**	**64**	**39**

As shown in Table 1, the parking garage is estimated to generate 86 weekday a.m. peak hour and 103 weekday p.m. peak hour trips. The maximum number of entering trips is estimated to be 64 vehicles per hour and the maximum number of exiting trips is estimated to be 65 vehicles per hour. These maximum inbound and outbound values were used as the inputs for the vehicle queue analysis to produce a conservative result.

Parking Garage Gate Operations

The proposed security gate to the garage will be a “spiral” roll-down door operated remotely by a transponder. KAI reviewed the typical operations for this type of gate and determined that although opening speeds can be set to as fast as 2 seconds, a more conservative frequency of 7 seconds was

assumed to fully raise this type of gate. An additional 5 seconds was added to this time to account for the possibility of pedestrians passing by in front of an open gate resulting in a final opening service time of 12 seconds, which is very conservative.

From a spatial standpoint, the proposed security gate to the garage will be located 24.7 feet from the finished curb line of NE Grand Avenue. Of this distance, 16.2 feet is within the public right-of-way between the finished curb line and the property line (including the sidewalk area) and 8.5 feet is within the proposed building footprint. This total storage distance of 24.7 feet is sufficient to accommodate a single passenger car or SUV.

VEHICLE QUEUEING ANALYSIS RESULTS

Table 2 summarizes the results of the queuing analysis for the proposed parking garage access onto NE Grand Avenue. *Attachment A provides the queuing calculation worksheet.*

Table 2 –Vehicle Queue Analysis Results for Parking Garage Access

Queue Length	Cumulative Probability of Queue	
	Left Turn Entering from NE Grand Ave	Left Turn Outbound from Parking Garage
0 Vehicles	79%	78%
1 vehicle or less	95%	95%
2 vehicles or less	99%	99%

Based on the results in the above table, the entering and exiting queues are estimated to reach only 1 vehicle or less 95% of the time during the critical a.m. and p.m. peak hours of a weekday. More specifically, the estimated 95th percentile queue for the critical inbound movement off of NE Grand Avenue would only reach one vehicle or less and would not extend back into the through travel lane on the public street. Although there is a very slight chance (1% or less) that two cars are present and waiting to enter the garage, any resulting queue is anticipated to clear quickly as multiple cars are likely to be able to enter the parking garage as a group while the gate is open. Based on these findings, the proposed security gate to the parking garage access along NE Grand Avenue should adequately accommodate site traffic demand entering and exiting the garage.

CONSIDERATION OF ALTERNATIVE PARKING GARAGE ACCESS CONTROL

The proposed parking garage access will be located on the west side of a northbound multi-lane one-way street (NE Grand Avenue). This configuration will require left-turn egress vehicles to yield to left-turning ingress vehicles. Reversal of the entry and exit lanes would eliminate this conflict, but would also violate driver expectancy. Page 503 of the *ITE Traffic Engineering Handbook 6th Edition* states that

"reverse or wrong-way operation using a single driveway should be avoided to minimize driver and pedestrian confusion." As such, we do not recommend operating the proposed access with a reverse configuration.

The applicant is also proposing a curb bulb-out at the northwest corner of the NE Grand Avenue/ E Burnside Street intersection. This bulb-out will reduce the width of the western most lane on NE Grand Avenue, which is currently around 17 feet in width. Construction of the bulb-out would enhance driver safety by providing additional sight distance for drivers exiting the proposed access.

CONCLUSIONS

Based on the transportation assessment of the proposed mixed use development at 419 E Burnside Street, we have determined that the parking garage and security gate facility can operate in a safe and efficient manner based on the following findings and recommendations:

Findings:

- The proposed development is estimated to generate 86 total weekday a.m. peak hour trips and 103 total weekday p.m. peak hour trips.
- The maximum number of entering trips is estimated to reach 64 vehicles during the critical weekday a.m. peak hour and the maximum number of exiting tips is estimated to be 65 vehicles during the critical weekday p.m. peak hour.
- Using conservative values for security gate operations, inbound and outbound vehicle queues are estimated to reach one vehicle or less 95 percent of the time during the weekday a.m. and p.m. peak hours.
- A curb bulb-out at the northwest corner of the NE Grand Avenue/ E Burnside Street intersection would enhance driver safety for egress vehicles leaving the parking garage.

Recommendations:

- The security gate installed at the parking garage of this mixed-use development should timed to fully open and close within 7 seconds to ensure safe and efficient vehicle operation and to minimize conflicts with pedestrians walking along the westerly SE Grand Avenue sidewalk.

We trust this transportation assessment letter adequately addresses operations and safety of the proposed parking garage access for this mixed use development project located at 419 E Burnside Street. Please let us know if you have any additional questions regarding this analysis.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Brian Dunn, P.E.,
Associate Engineer

Patrick Marnell, E.I.T.,
Transportation Analyst

Attachments: A – Queuing Analysis

References: 1 – Institute of Transportations Engineering, *Traffic Engineering Handbook*, 6th Ed., 2009.
2 – Institute of Transportations Engineering, *Trip Generation Manual, 9th Ed., 2009.*

KITTELSON & ASSOCIATES, INC.
610 SW Alder, Suite 700
Portland, Oregon 97205
(503) 228-5230
Fax: (503) 273-8169

Project:	419 E Burnside
Project #:	17930
Scenario:	Build
Analyst:	PSM

Queuing Analysis

64	Peak Hour Entering Volume
300	Entering Service Rate (vph)
65	Peak Hour Exiting Volume
300	Exiting Service Rate (vph)

Entering Inputs		Exiting Inputs	
1.07	ARRIVAL RATE (VEH/MINUTE)	1.08	ARRIVAL RATE (VEH/MINUTE)
12.00	SERVICE TIME(SECONDS/VEH)	12.00	SERVICE TIME(SECONDS/VEH)
5.00	SERVICE RATE (VEH/MINUTE)	5.00	SERVICE RATE (VEH/MINUTE)
0.21	INTENSITY (Arrival Rate/Service Rate)	0.22	INTENSITY (Arrival Rate/Service Rate)
25	FEET PER VEHICLE	25	FEET PER VEHICLE

Average Queuing Conditions

	Entering Queue		Exiting Queue	
	1 gate		1 gate	
E(M)	0.06	E(M)	0.06	
E(N)	0.27	E(N)	0.28	
E(W)	3.25	E(W)	3.32	
E(V)	15.25	E(V)	15.32	

Where…
E(M) = average number waiting for service
E(N) = average number in the system (includes vehicles being served)
E(W) = Average waiting time (seconds)
E(V) = Average time in the system (seconds) (includes time being served)

Cumulative Queuing Probabilities

Queue	1 gate	Queue	1 gate
0	79%	0	78%
1	95%	1	95%
2	99%	2	99%
3	100%	3	100%
4	100%	4	100%
5	100%	5	100%
6	100%	6	100%
7	100%	7	100%
8	100%	8	100%
9	100%	9	100%
10	100%	10	100%
11	100%	11	100%
12	100%	12	100%
13	100%	13	100%
14	100%	14	100%

File: C:\Users\pmarnell\Desktop\[12.5_SecGate_Parking Garage Queuing.xls]Trip Gen

MEMORANDUM

720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

TO: Norberto Adre

FROM: Dana Beckwith, P.E./P.T.O.E
Anastasia Roeszler, E.I.T.

DATE: June 12, 2014

SUBJECT: **419 E Burnside - Lighting Analysis Memorandum** P14168-000

Planned frontage improvements along E Burnside between NE MLK Jr Boulevard and NE Grand Avenue will impact existing street lighting. The existing mid-block cobrahead street light on the north side of E Burnside Street will conflict with the proposed building arcade extending over the sidewalk on the project frontage. The cobrahead street light will be replaced by a twin ornamental street light in the uncovered area outside the building entrance. The purpose of this memorandum is to document the analysis procedure that was used to determine if adequate light levels can be maintained with these changes.

The findings of the analysis indicate that target light levels can be maintained if the cobrahead street light is replaced with a twin ornamental street light.

Existing Conditions

Currently, E Burnside Street between NE MLK Jr Boulevard and NE Grand Avenue is lit by a combination or ornamental and cobrahead street lighting as follows:

- Twin Ornamental Street Lights (eight total) - located on each corner of intersections, two poles per corner
  - Two 85W acorn luminaires
  - 19.5-foot mounting height
  - 34" Crossarm
- Cobrahead Street Lights (two total) - located midblock, one on each side of the street
  - 200W HPS Cobrahead luminaire
  - 35-foot mounting height
  - Eight-foot luminaire arm

Proposed Improvements

The midblock cobrahead street light on the north side of E Burnside Street will need to be removed and replaced with a twin ornamental street light due to the new building arcade extending out to the curb line along the project frontage. The ornamental street lights on the north side of Burnside at the intersections of MLK Jr. Boulevard and NE Grand Avenue will move a few feet east/west closer to the intersections, and the luminaires will be replaced with LED luminaires per City requirements.

Analysis Procedure and Results

Average maintained illuminance and average to minimum illuminance (uniformity) levels on E Burnside Street were calculated using state of the art lighting analysis software. The City of Portland classifies Burnside Street as a Major Traffic/Major Transit street with target light levels of 1.0 foot-candles and 3:1 average to minimum uniformity.[1] The following scenarios were analyzed:

Existing Conditions Scenario

E Burnside Street was analyzed using the following assumptions:

- Eight twin ornamental street lights with 85W HID acorn luminaires at the intersections of E Burnside Street with NE Grand Avenue and NE MLK Jr. Boulevard
- Two cobrahead street lights located midblock on each side of Burnside Street with 200W HPS luminaires

Near-Term Scenario

E Burnside Street was analyzed using the following assumptions:

- Midblock cobrahead street light on the north side of E Burnside Street replaced with a twin ornamental street light with LED acorn luminaires
- Four twin ornamental street lights on the north side of Burnside Street replaced with Portland standard LED acorn luminaires (one scenario with Hadco luminaires and one with Amerilux luminaires)
- Four twin ornamental street lights on the south side of E Burnside Street with existing 85W HID acorn luminaires (development would not be required to replace luminaires not on project frontage)
- Midblock cobrahead street light on the south side of E Burnside Street with existing 200W HPS luminaire (development would not be required to replace luminaires not on project frontage)

Long-Term Scenario

The City of Portland is in the process of converting its street lights to LED luminaires. E Burnside Street was also analyzed with all street lights converted to standard LED luminaires to ensure that light levels

[1] City of Portland Street Lighting Standards

will be met after conversion. This scenario was analyzed with both Hadco ornamental luminaires and Amerilux ornamental luminaires.

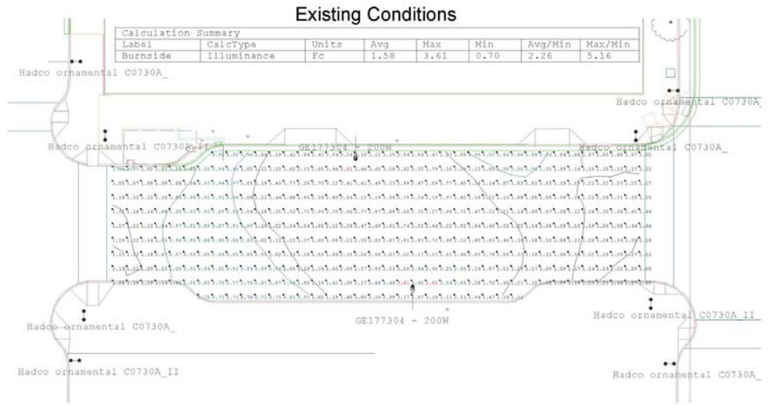
Results

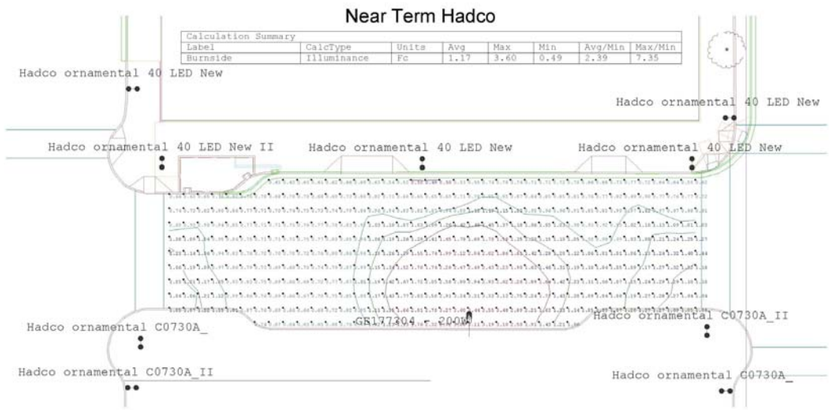
The results of the lighting analysis indicate that target illuminance values can be met, for both the near-term and long-term scenarios, if the midblock cobrahead street light on the north side of E Burnside Street is replaced with a twin ornamental street light. Full results can be found in Table 1.

Table 1: Lighting Analysis Results

Scenario		Average Maintained Illuminance (fc)	Average/Minimum Illuminance (uniformity)
PBOT Standard		1.0	3:1
Existing Conditions		1.58	2.26:1
Future Conditions Hadco	Near Term – North Side Hadco LED, South Side HPS & QL	1.17	2.39:1
	Long Term – Hadco LED	1.26	1.83:1
Future Conditions Amerilux	Near Term – North Side Amerilux LED, South Side HPS & QL	1.23	3.43:1
	Long Term – Amerilux LED	1.32	2.00:1

Please contact us if you have any comments or questions about this lighting analysis.





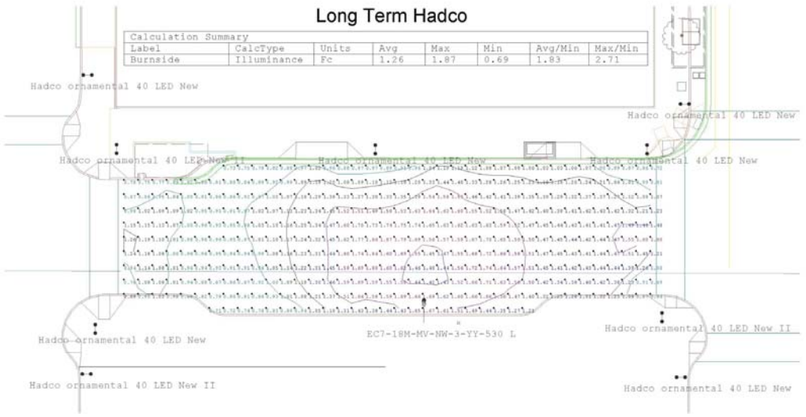
Street Lighting Analysis

Section 4:

Supplemental Detail Information

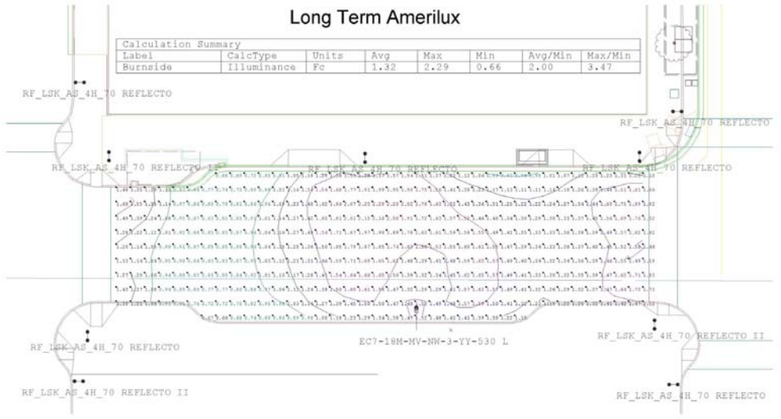
Long Term Hadco

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Burnside	Illuminance	Fc	1.26	1.87	0.69	1.83	2.71



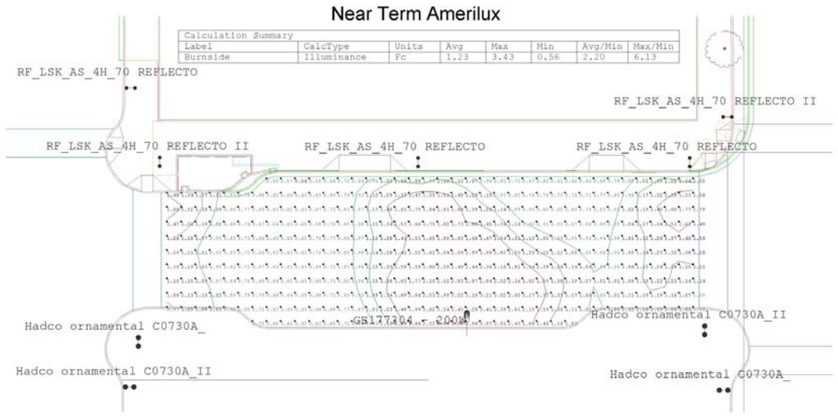
Long Term Amerilux

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Burnside	Illuminance	Fc	1.32	2.29	0.66	2.00	3.47



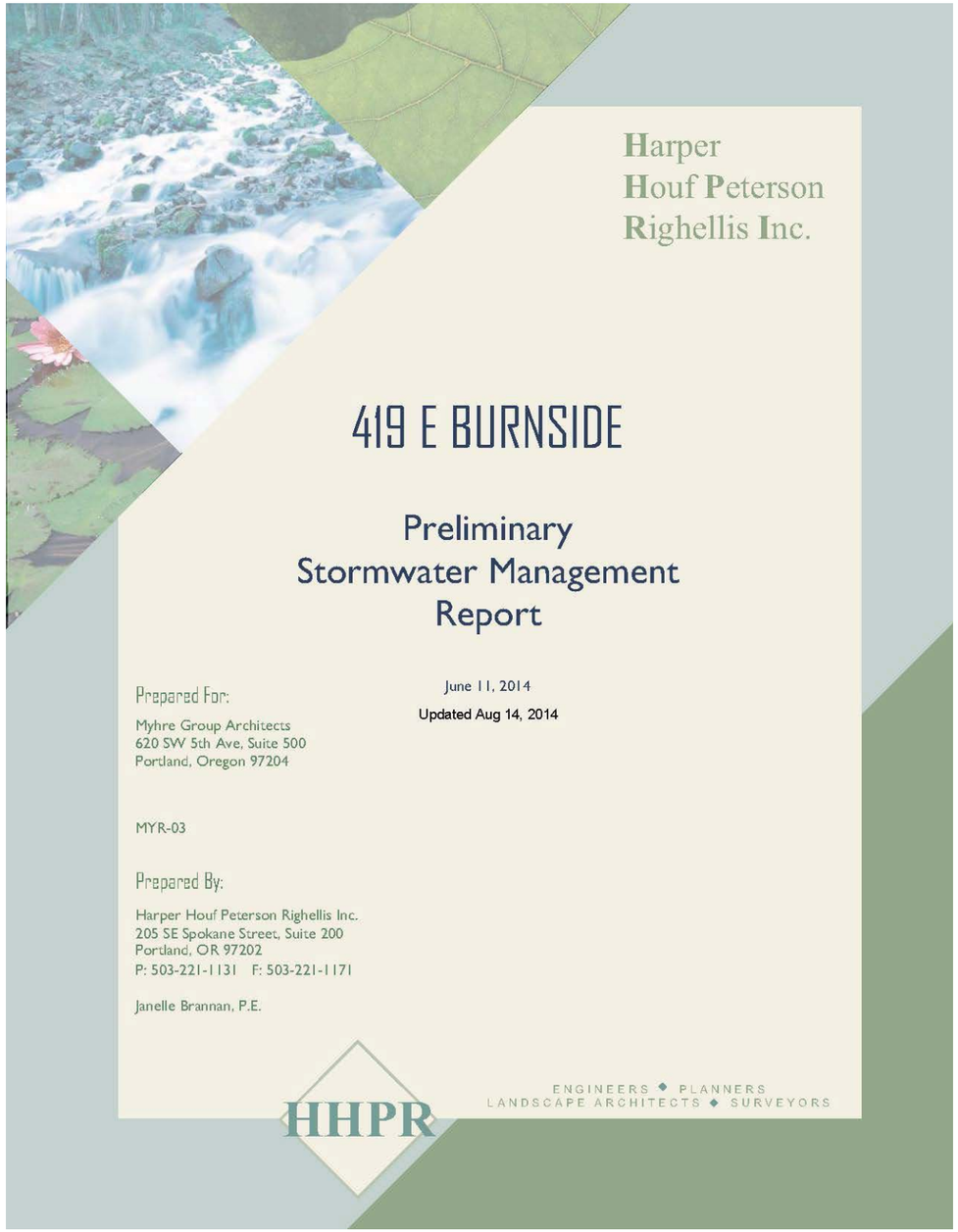
Near Term Amerilux

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Burnside	Illuminance	Fc	1.23	3.43	0.56	2.20	6.13



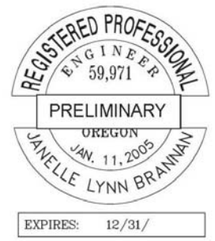
Section 4:

Supplemental Detail Information



Designer's Certification Statement

I hereby certify that this Stormwater Management Report for the 419 E Burnside development has been prepared by me or under my supervision and meets minimum standards of the City of Portland and normal standards of engineering practice. I hereby acknowledge and agree that the jurisdiction does not and will not assume liability for the sufficiency, suitability, or performance of the drainage facilities designed by me.



Section 4:

Supplemental Detail Information

Table of Contents

Project Description

The 419 E Burnside project is a ¾ block development located at E Burnside, NE Couch, NE MLK Jr Blvd and NE Grand Avenue. The proposed development includes construction of a mixed use building. Frontage improvements for the project includes reconstruction of the curb and sidewalk on the public frontages, total of 572lf.

Existing Site Conditions

The existing 0.57 acre site is an existing asphalt parking lot with a landscape at the NE ¼ of the block, and car sales lot with canopy on the southern half of the block. The existing public right-of way is developed to including curb with a concrete sidewalk behind the curb. Existing impervious area is 24,080sf, existing pervious area is 1,072sf

The Geotechnical Report has been completed for the site by KANE Environmental Inc, dated December 2, 2013. The report generally describes the soil composed of fill overlying silt. The fill was noted to a depth of about 5 feet below the ground surface, the silt was noted to be to a depth of 15ft. Groundwater was noted to be at approximately 13 to 15 feet below the existing ground surface. The groundwater level is anticipated to fluctuate in response to seasonal variations in precipitation.

Proposed Site Improvements / Stormwater Management Requirements

The proposed public and private improvements will create additional impervious areas. These impervious surfaces will need to be managed per the 2014 City of Portland Stormwater Management Manual (SWMM). Per the SWMM, the Stormwater Infiltration and Discharge Hierarchy is to be used to determine the feasibility of the stormwater option to be used for the site. The following addresses each category in the Hierarchy;

Category 1: Requires total onsite infiltration with vegetated infiltration facilities.

Total on-site stormwater infiltration will not be feasible on this site due to anticipated extremely low infiltration rates of the fill soil to a depth of 5ft. Infiltration testing on surrounding site have resulted in a 0"/hr infiltration rate at these depths.

Category 2: Requires total onsite infiltration with a vegetated facility that overflows to a subsurface infiltration facility.

The Geotechnical Report generally describes the soil composed of fill overlying silt. The fill was noted to a depth of about 5 feet below the ground surface, the silt was noted to be to a depth of 15ft. Groundwater was noted to be at approximately 13 to 15 feet below the existing ground surface.

An UIC is required to be at least 5ft above the seasonal high ground water. This would limit the depth of the drywell to 8ft in depth, and placing the drywell in the fill and silt soil layers of the site. These soil layers are anticipated to have extremely low infiltration rates. Infiltration testing on surrounding site have resulted in a 0"/hr infiltration rate at these depths.

Category 3: Requires onsite treatment and detention with vegetated facilities that overflow to a drainage way, river, or storm-only pipe.

The project is not directly adjacent to a storm-only pipe. The nearest storm-only system is located west of the project in SE 2nd Street. This existing 15" storm-only pipe does outfall to the river under the Burnside Bridge. Connecting to this pipe is not feasible because there is not public right-of-way in SE Couch between SE 3rd and SE 2nd, and the Burnside right-of-way is a bridge structure between SE 3rd and SE 2nd.

Category 4: Required onsite detention with vegetated facilities that overflow to the combined sewer system.

The project is within in a combined sewer area. The proposed stormwater management for the project will be a combination of stormwater planters located on the 2nd level terrace and green roof. These stormwater facilities are designed to treat and detain the stormwater runoff to current SWMM requirements.

Conclusion

The stormwater management for the site falls under Category 4 of the Stormwater Infiltration and Discharge Hierarchy of the 2014 City of Portland Stormwater Management Manual. Stormwater management requirements for the 0.57 acre site will be met using flow through stormwater planters and green roof. There will be a small portion of the second level terrace that will be unable to drain into the stormwater planters, a fee-in-lieu will be requested for this area.

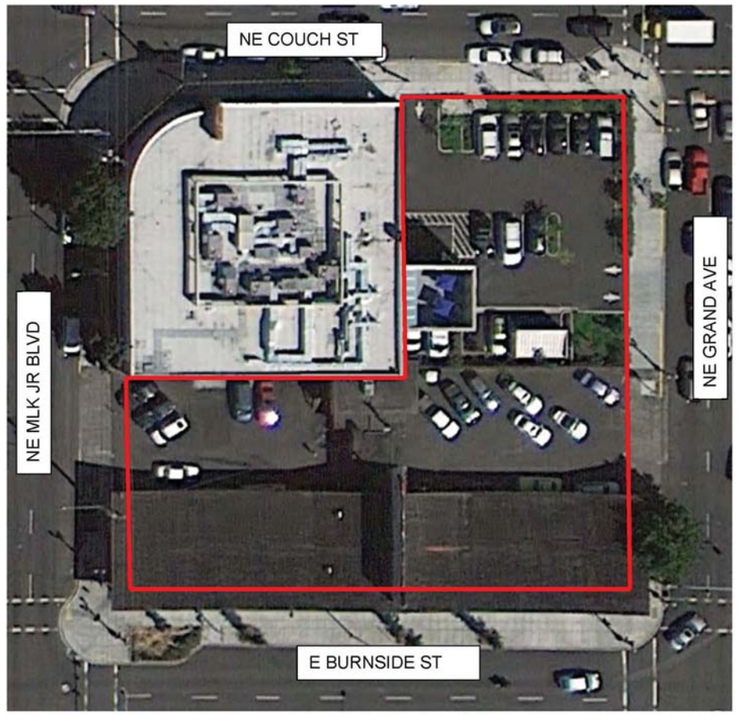
Appendix

Maps and Calculations

Section 4:

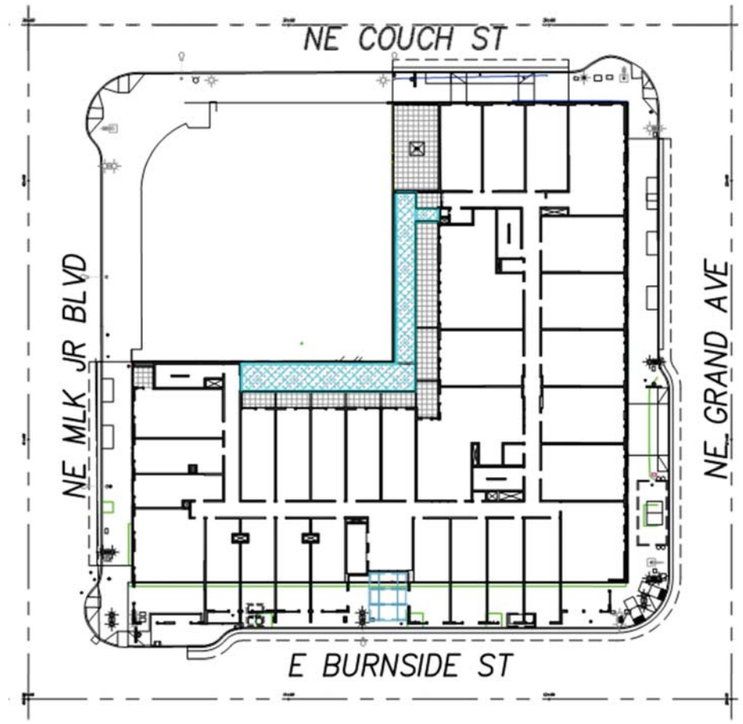
Supplemental Detail Information

Existing Conditions Aerial



EXISTING CONDITIONS
NTS

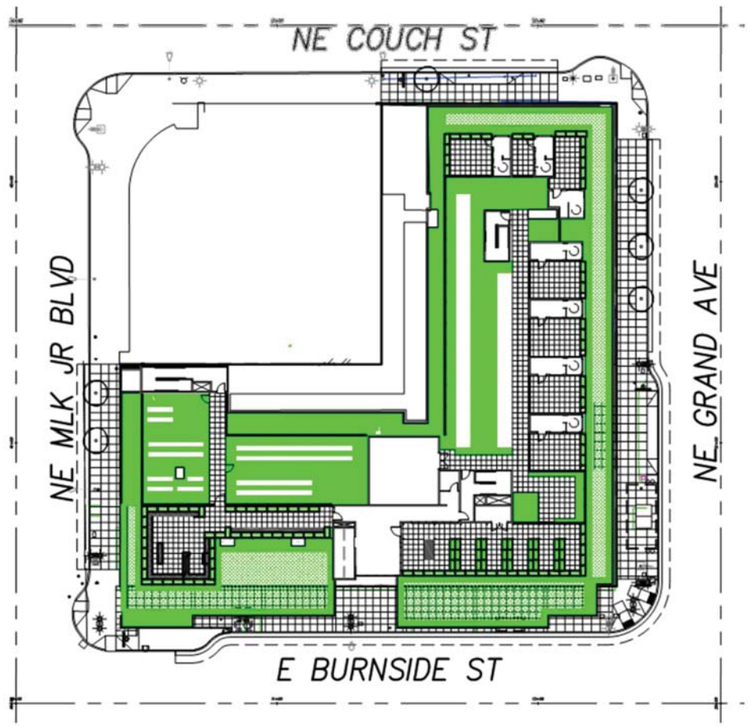
Proposed Site Plans



2nd FLOOR PLAN
NTS

Section 4:

Supplemental Detail Information



ROOF PLAN
NTS

Stormwater Management Calculations

The project is within in a combined sewer area. The proposed stormwater management for the project will be a combination of stormwater planters located on the 2nd level terrace and green roof. These stormwater facilities are designed to treat and detain the stormwater runoff to current SWMM requirements.

Building Footprint: 27,700sf
Roof - Impervious Area: 18,000sf
Roof - Green Roof and Landscape areas: 6,771sf minimum
2nd Level – Impervious Area: 1,740sf
2nd Level – Storm Planter: 1,189sf

The 2nd level impervious area (patios) will be unable to drain to the stormwater planters since the planters will sit on the 2nd level.

Flow through planter area: 1,189sf
Impervious Area to planter: 19,771sf

Using the City of Portland's PAC to calculate stormwater management requirements:

Existing 10year storm event peak flow: 0.155cfs
Developed 25year storm event peak flow: 0.422cfs

RESULTS

Pollution Reduction	Overflow Volume		
PASS	0 CF	2%	Surf. Cap. Used

Run PAC

Output File

	2-yr	5-yr	10-yr	25-yr
Peak cfs	0.055	0.055	0.074	0.151

FACILITY FACTS

Total Facility Area Including Freeboard =	1,189 SF
Sizing Ratio (Total Facility Area / Catchment Area) =	0.066

Section 4:

Supplemental Detail Information

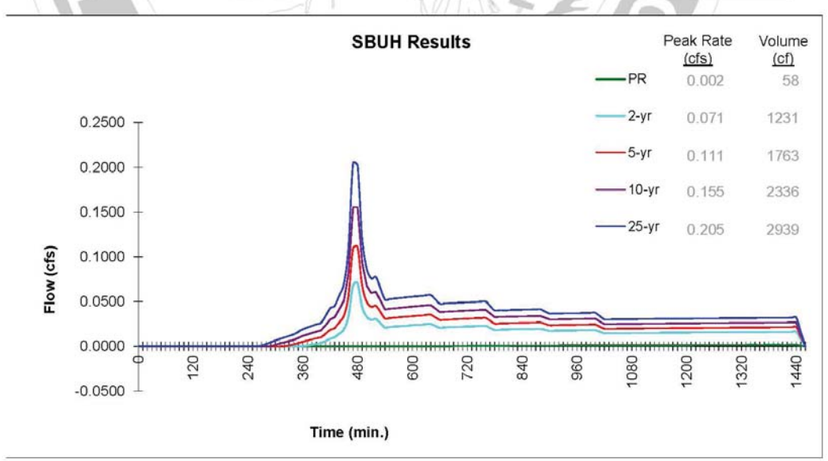
Presumptive Approach Calculator ver. 1.2

Catchment Data

Project Name:	**419 Burnside**	**Catchment ID:**	**A**
Project Address:	**419 Burnside**	**Date:**	**06/11/14**
	Portland OR	**Permit Number:**	**0**
Designer:	**JLB**	Run Time	6/11/2014 10:33:18 AM
Company:	**HHPR**		

Drainage Catchment Information		
Catchment ID	A	
	Catchment Area	
Impervious Area	18,000	SF
Impervious Area	0.41	ac
Impervious Area Curve Number, CN_{imp}	80	
Time of Concentration, Tc, minutes	5	min.
Site Soils & Infiltration Testing Data		
Infiltration Testing Procedure:	Open Pit Falling Head	
Native Soil Field Tested Infiltration Rate (I_{test}):	2	in/hr
Bottom of Facility Meets Required Separation From High Groundwater Per BES SWMM Section 1.4:	Yes	
Correction Factor Component		
CF_{test} (ranges from 1 to 3)	2	
Design Infiltration Rates		
I_{dsgn} for Native (I_{test} / CF_{test}):	1.00	in/hr
I_{dsgn} for Imported Growing Medium:	2.00	in/hr

Execute SBUH



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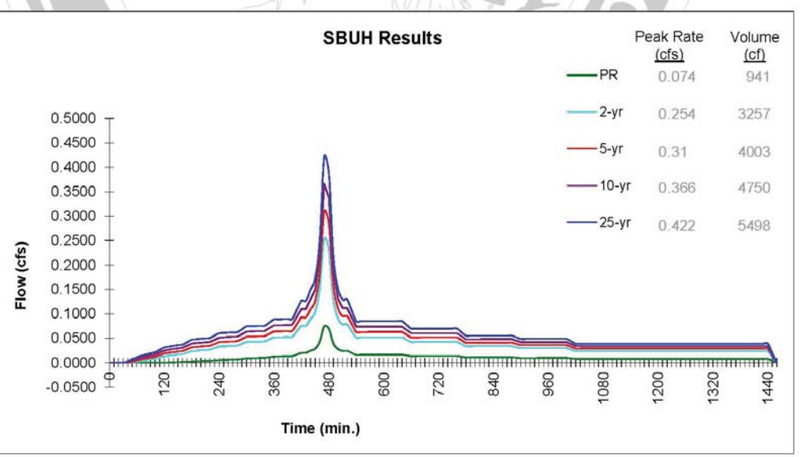
Presumptive Approach Calculator ver. 1.2

Catchment Data

Project Name:	**419 Burnside**	**Catchment ID:**	**A**
Project Address:	**419 Burnside**	**Date:**	**08/14/14**
	Portland OR	**Permit Number:**	**0**
Designer:	**JLB**	Run Time	8/14/2014 1:26:06 PM
Company:	**HHPR**		

Drainage Catchment Information		
Catchment ID	A	
	Catchment Area	
Impervious Area	18,000	SF
Impervious Area	0.41	ac
Impervious Area Curve Number, CN_{imp}	98	
Time of Concentration, Tc, minutes	5	min.
Site Soils & Infiltration Testing Data		
Infiltration Testing Procedure:	Open Pit Falling Head	
Native Soil Field Tested Infiltration Rate (I_{test}):	2	in/hr
Bottom of Facility Meets Required Separation From High Groundwater Per BES SWMM Section 1.4:	Yes	
Correction Factor Component		
CF_{test} (ranges from 1 to 3)	2	
Design Infiltration Rates		
I_{dsgn} for Native (I_{test} / CF_{test}):	1.00	in/hr
I_{dsgn} for Imported Growing Medium:	2.00	in/hr

Execute SBUH



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Section 4:

Supplemental Detail Information

Facility Design Data

Presumptive Approach Calculator ver. 1.2 **Catchment ID:** A

Run Time 8/14/2014 1:26:06 PM

Project Name: 419 Burnside **Catchment ID:** A **Date:** 8/14/2014

Instructions:
1. Identify which Stormwater Hierarchy Category the facility...
2. Select Facility Type.
3. Identify facility shape of surface facility to more accurately estimate surface volume, except for Swales and sloped planters that use the PAC Sloped Facility Worksheet to enter data.
4. Select type of facility configuration.
5. Complete data entry for all highlighted cells.

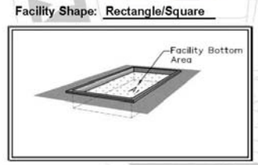
Catchment facility will meet Hierarchy Category: 4

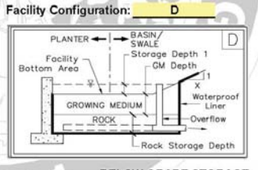
Goal Summary:

Hierarchy Category	SWMM Requirement	RESULTS box below needs to display... Pollution Reduction as a	10-yr (aka disposal) as a
4	Off-site flow to a combined sewer.	PASS	N/A

Facility Type = Planter (Flat)

Facility Shape: Rectangle/Square **Facility Configuration:** D





Calculation Guide
Max. Rock Stor. Bottom Area 1,189 SF

DATA FOR ABOVE GRADE STORAGE COMPONENT **BELOW GRADE STORAGE**

Facility Bottom Area =	1,189 sf		
Bottom Width =	7.0 ft		
Facility Side Slope =	0 to 1		
Storage Depth 1 =	11 in		
Growing Medium Depth =	18 in		
Freeboard Depth =	N/A in		
Surface Capacity at Depth 1 =	1,090 cf	Rock Storage Capacity =	cf
GM Design Infiltration Rate =	2.00 in/hr	Native Design Infiltration Rate =	in/hr
Infiltration Capacity =	0.055 cfs	Infiltration Capacity =	cfs

RESULTS Overflow Volume

Pollution Reduction: PASS 0 CF 2% Surf. Cap. Used Run PAC

Output File

	2-yr	5-yr	10-yr	25-yr
Peak cfs	0.055	0.055	0.074	0.151

FACILITY FACTS

Total Facility Area Including Freeboard = 1,189 SF

Sizing Ratio (Total Facility Area / Catchment Area) = 0.066

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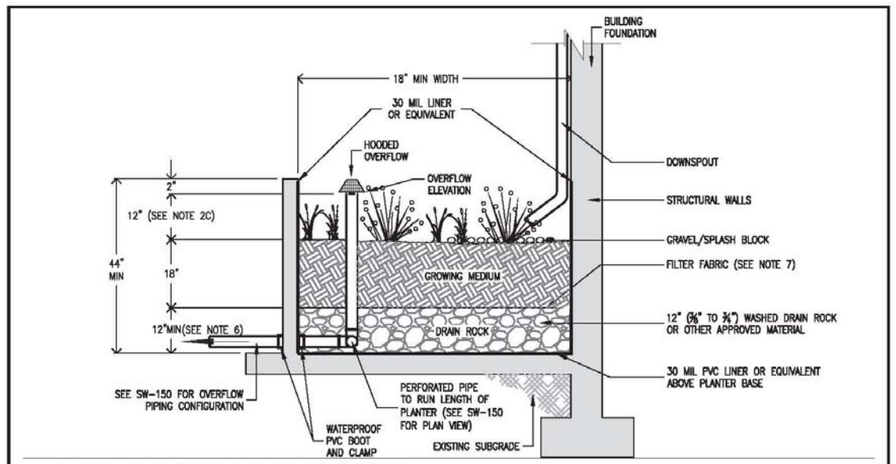


1. Provide protection from all vehicle traffic, equipment staging, and foot traffic in proposed infiltration areas prior to, during, and after construction.

2. Dimensions:
   a. Width of flow-through planter: 18" minimum.
   b. Width of infiltration planter: 30" minimum.
   c. Depth of planter (from top of growing medium to overflow elevation). Simplified: 12"; Presumptive: 6"- 18".
   d. Slope of planter: 0.5% or less.

3. Setbacks (from centerline of facility):
   a. Infiltration planters must be 10' from foundations and 5' from property lines.
   b. Flow-through planters must be less than 30" in height above surrounding area if within 5 feet of property line.

4. Overflow:
   a. Overflow required for Simplified Approach.
   b. Inlet elevation must allow for 2" of freeboard, minimum.
   c. Protect from debris and sediment with strainer or grate.

5. Piping: shall be ABS Sch.40, cast iron, or PVS Sch.40. 3" pipe required for up to 1,500 sq ft of impervious area, otherwise 4" min. Piping must have 1% grade and follow the Uniform Plumbing Code.

6. Drain rock:
   a. Size for infiltration planter: 1½" - ¾" washed
   b. Size for flow-through planter: ¾" washed
   c. Depth for Simplified: 12"
   d. Depth for Presumptive: 0-48", see calcs.

7. Separation between drain rock and growing medium: Use filter fabric (see SWMM Exhibit 2-4 Geotextile table) or a gravel lens (¾ - ¼ inch washed, crushed rock 2 to 3 inches deep).

8. Growing medium:
   a. 18" minimum
   b. See Appendix F.3 for specification or use sand/loam/compost 3-way mix.

9. Vegetation: Follow landscape plans otherwise refer to plant list in SWMM Appendix F. Minimum container size is 1 gallon. # of plantings per 100sf of facility area:
   a. Zone A (wet) 115 herbaceous plants, OR
   b. Zone A (wet) 100 herbaceous plants and 4 small shrubs.

10. Planter walls:
   a. Material shall be stone, brick, concrete, wood, or other durable material (no chemically treated wood).
   b. Concrete, brick, or stone walls shall be included on foundation plans.

11. Waterproof liner: Shall be 30 mil PVC or equivalent, for flow-through facilities.

12. Install washed pea gravel or river rock to transition from inlet or splash pad to growing medium.

13. Inspections: Call BDS IVR Inspection Line, (503) 823-7000, for appropriate inspections.

- DRAWING NOT TO SCALE -

STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Simplified / Presumptive Design Approach -

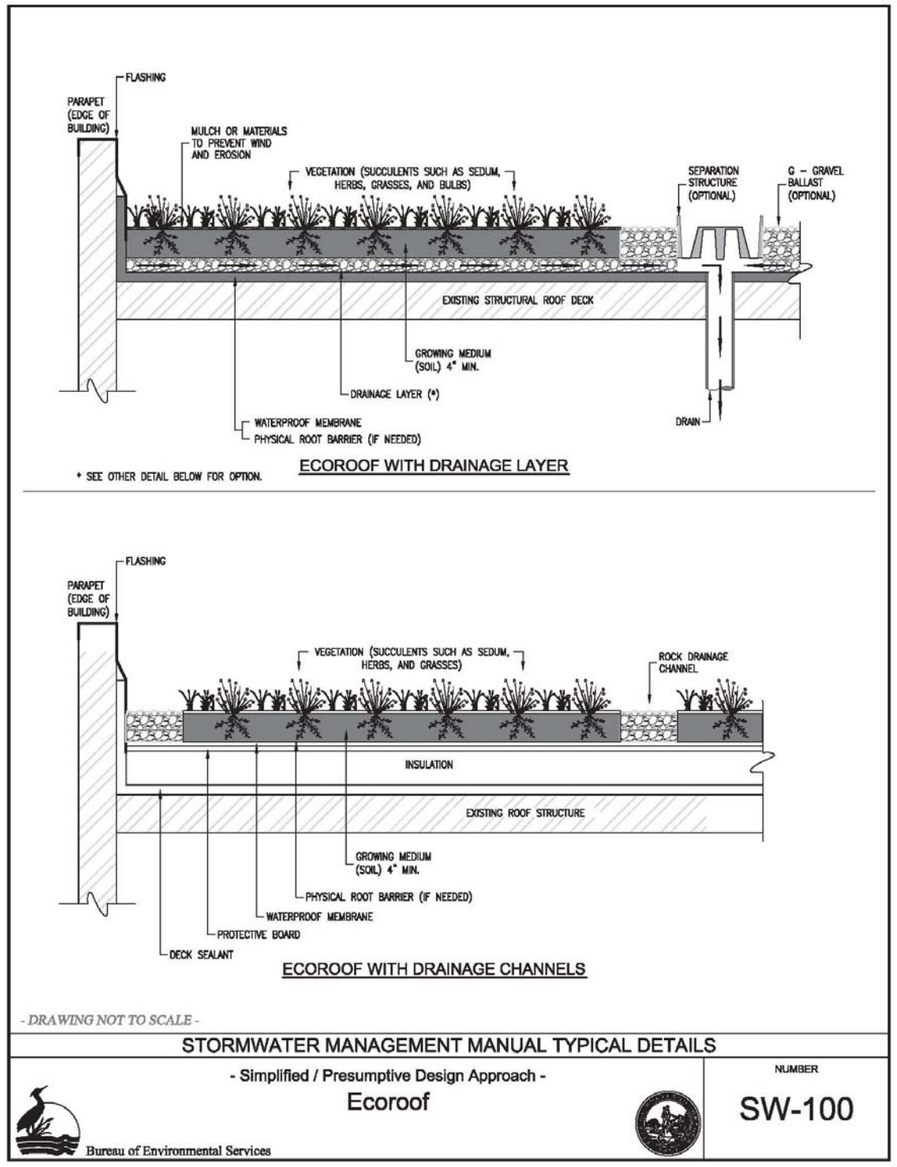
Planter

Bureau of Environmental Services

NUMBER **SW-130**

Section 4:

Supplemental Detail Information



Section 4:

Supplemental Detail Information

Regional Arts & Culture Council (RACC) letter of engagement

TRG
TRINSIC
RESIDENTIAL GROUP
BUILDING VALUE IN MULTIFAMILY REAL ESTATE

August 14, 2014

Peggy Kendellen
Regional Arts & Culture Council
411 NW Park Avenue Suite #101
Portland, OR 97209

Allison Finn
Trinsic Residential Group
605 1st Avenue Suite 100
Seattle, WA 98103

Dear Peggy,

Thanks for meeting with me to discuss the planning and implementation of a large art wall project at our new mixed-use development located at 419 E. Burnside Avenue. As discussed, this art wall will be located on the northern-facing façade of our project, visible to many pedestrians and cars travelling along southbound MLK. Pursuant to our meeting, we will be submitting an application to the Public Art Murals Program in order to collaborate with RACC on the design and implementation of the mural project. We look forward to working with RACC on this mural as it is located in a very prominent location in the creative, Central Eastside industrial district.

Regards,

Allison Finn

Allison Finn
Trinsic Residential Group

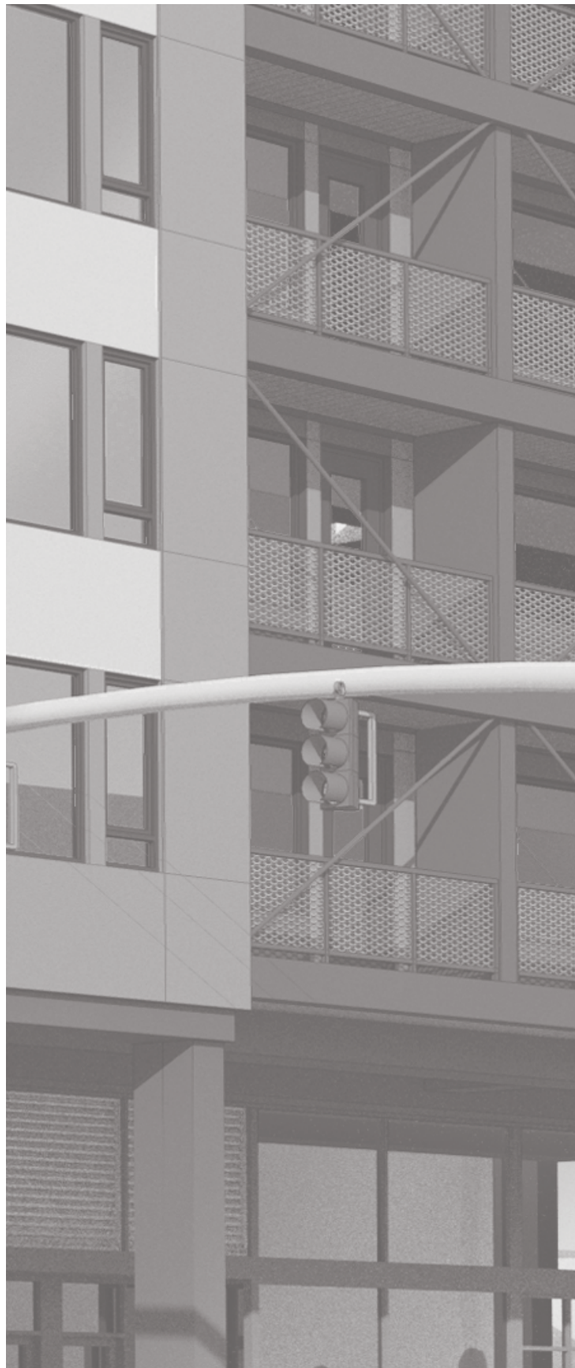
Confirmation of Receipt:

Peggy Kendellen – Public Art Manager for the Regional Arts & Culture Council

TRINSICRESIDENTIAL.COM
605 FIRST AVENUE, SUITE 100 SEATTLE, WA 98104 O 206.258.8319

Section 5:

Modifications, Exceptions,
Encroachments, & Requests



Section 5:

Modifications, Exceptions, Encroachments, & Requests

Modification Request No. 1 - Bicycle Parking Size Requirements

The applicant requests a modification to allow for reduced bicycle parking size requirements.

Zoning Code Language (Section 33.266.220):

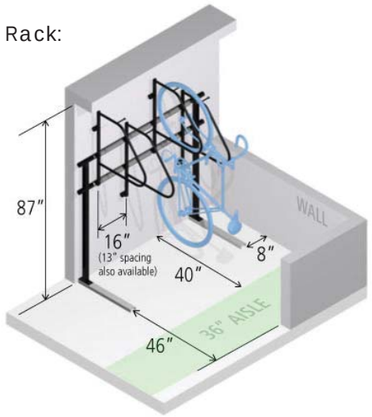
33.266.220.C.3.b *A space 2 feet by 6 feet must be provided for each required bicycle parking space, so that a bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components. See Figure 266-11.*

33.266.220.C.4.b *There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.*

Reason for Request:

The applicant is requesting a reduction in the required space per bicycle to 18"x40" consistent with many pre-engineered wall hung bike racks, at the ground floor bike storage room and at the in-unit, wall-hung bicycle parking locations. The design allows the handlebars to be staggered vertically (when installed in a group) which results in closer bike spacing. The design also allows for both the frame and one wheel to be locked with a standard U lock as required by code. In order to preserve maximum access to bikes and give plenty of room for maneuvering without causing damage, whe are not proposing a reduction in the 5' access aisle width.

Example Rack:



How will the proposed modification better meet the design guidelines?

The proposal includes approximately 85 bicycle parking stalls in a ground floor bike storage room. The remainder of the required long-term bicycle parking will be provided in the basement (21 spaces) and within the dwelling units (one long-term bicycle parking space - e.g., wall-mounted hook - will be provided at each dwelling unit). The proposed space-efficient method for storage of bicycles better meets the design guidelines because it reduces the floor area necessary for bicycle storage, which results in more floor area available for active uses at grade.

Does the proposed modification meet the purpose of the standard?

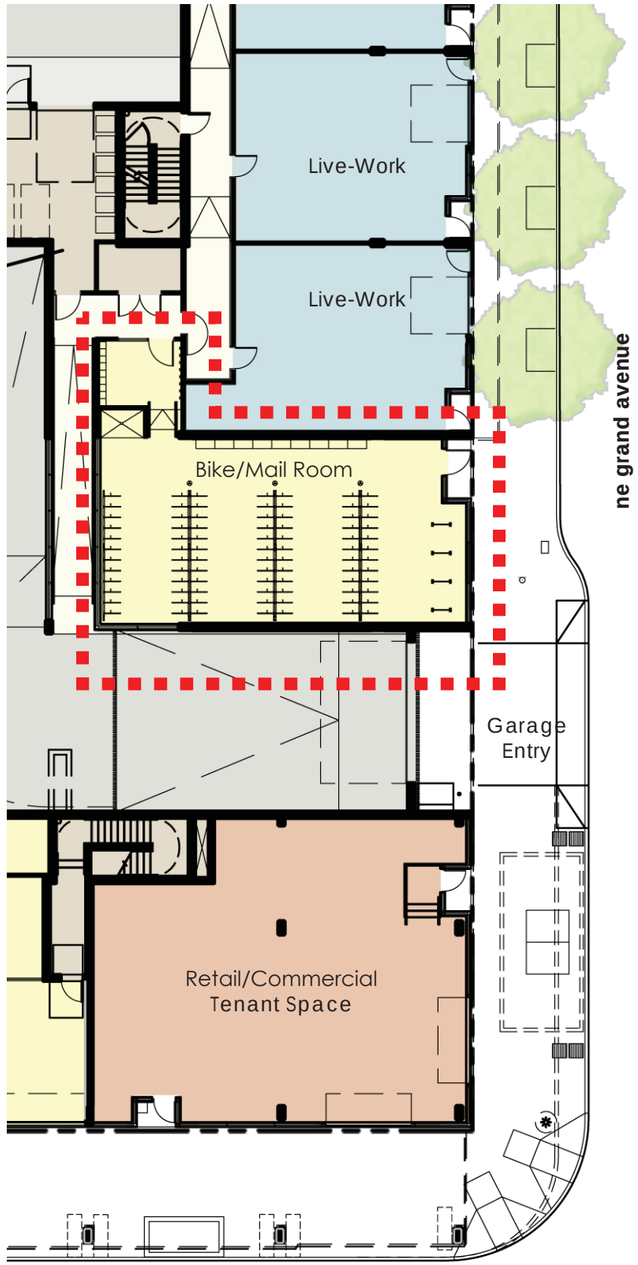
On balance, the proposal will be consistent with the purpose of the standard for which the modification is requested as described below.

Summary:

The proposal is consistent with the Development Standards listed in Section 33.266.130. The pre-engineered rack system is designed to securely, safely and conveniently store bicycles in applications such as this. In addition, the bicycle storage areas are isolated from other uses which further protects bicycles from accidental or intentional damage.

DERO
A PLAYCORE Company

Ultra Space Saver



Section 5:

Modifications, Exceptions, Encroachments, & Requests

Modification Request No. 2 - Ground Floor Windows in the EX Zone

The applicant requests a modification to allow for a reduced ground floor window requirement along the north elevation of the proposed building (NE Couch Street elevation).

Zoning Code Language (Section 33.140.230B):

33.140.230.A In the EX zone, blank walls on the ground level of buildings are limited in order to:

- Provide a pleasant, rich, and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas, or allowing public art at the ground level;
- 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.B *In the EX zone, all exterior walls on the ground level which are 20 feet or closer to a street lot line, sidewalk, plaza, or other public open space or right-of-way must have windows. The windows must be at least 50 percent of the length and 25 percent of the ground level wall area. Ground level wall areas include all exterior wall areas up to 9 feet above the finished grade. The requirement does not apply to the walls of residential units, and does not apply to the walls of parking structures when set back at least 5 feet and landscaped to at least the L2 standard.*

Reason for Request:

The proposed project has frontage on four right-of-ways. As such, the applicant has prioritized that the west, south, and east right-of-ways (NE MLK Boulevard, E Burnside Street and NE Grand Avenue, respectively) are the primary elevations and will have the majority of the ground floor windows. The applicant, along with the applicant's traffic engineer, has identified the north-facing elevation (NE Couch Street) as the preferred service entrance elevation.

The applicant is requesting a reduction in the amount required storefront glazing along one elevation of the proposed building (the north elevation facing NE Couch Street). The majority of the proposed elevation in question accommodates building services (loading). In addition, the exposed concrete wall along this elevation is a required structural shear wall that cannot have any penetrations in it. The design proposal includes ground floor windows to the maximum amount allowed within the structural constraints of the building.

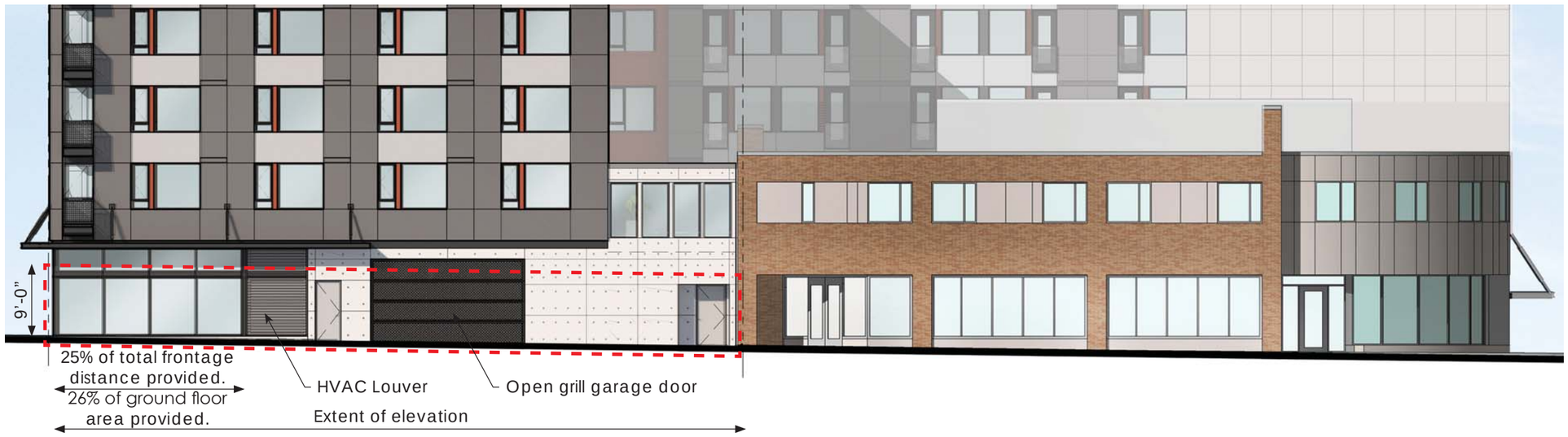
The applicant's design includes ground level windows meeting or exceeding the minimum requirements on all other frontages.

How will the proposed modification better meet the design guidelines?

The proposal includes ground level windows exceeding the required amount along the three primary and heavily-traveled (both vehicular and pedestrian) right-of-way frontages. By providing ground level windows in excess of the code required minimum that extend along and wrap the primary frontages, the project creates a vibrant streetscape (*Central City Fundamental Design Guideline A8, "Contribute to a Vibrant Streetscape"*), encourages pedestrian view opportunities (*Central City Fundamental Design Guideline B4, "Provide Stopping and Viewing Places"*), and creates active in-line and corner commercial/retail opportunities (*Central City Fundamental Design Guideline C7, "Design Corners that Build Active Intersections").* The proposed design has consolidated the building services to two locations, with the north elevation being the only non-compliant elevation in terms of ground level window area.

Does the proposed modification meet the purpose of the standard?

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



Section 5:

Modifications, Exceptions, Encroachments, & Requests

Design Exception Request No. 1 - Reduction in Required Arcade Height

The applicant requests a design exception to adjust the minimum arcade height from 17'-6", per Chapter 1, Section 7, Article B, item number 4 for of the 1982 document titled "*Encroachments in the Public Right-of-Way*." Applicant requests that the minimum arcade height be reduced to 13'-0".

Code Language (Chapter 1, Section 7, Article B, Item Number 4):

Building projections are discouraged and can only be permitted if the following additional conditions are met:

b. The building projection's clearance over the public right-of-way shall be 17 feet, 6 inches. A higher clearance can be required by the City, depending on the width and length of the project, in order to accommodate the following side-walk uses:

1) clearance for street trees
2) clearance for maintenance equipment to repair utilities located under the sidewalk

Reason for Request:

The code language cited above implies that the reason for a 17'-6" minimum arcade height requirement is to accommodate street trees and existing utilities under the sidewalk. The proposed arcade design has been located as close as possible to the back side of the curb, per PBOT's request, eliminating the opportunity for street trees. Additionally, the project team is unaware of any existing utilities under the existing sidewalk, and all planned new utilities (e.g., a water meter vault and an electrical switch vault) can be easily accessed from E Burnside Street.

As noted earlier in this package, the existing typology for arcaded buildings along E Burnside Street are 1/4 and 1/2-block frontages. As such, the existing buildings typically have less grade change to deal with. This results in a more uniform arcade height. The proposed building has a full block frontage with a grade change of 4'-6" (sloping downward from east to west), with two separate arcade elements but one contiguous second floor plate. Because stepping the floor plate is not feasible, the arcade will appear taller at the west elevation than at the east elevation.

Additionally, the applicant has an occupied roof planned for the proposed building, per the Design Commission's recommendation at earlier DAR meetings. Because the project site is sloped, and because the occupied roof deck cannot exceed 75'-0" from the lowest fire apparatus set-up point (intersection of NE MLK Boulevard and E Burnside Street) without triggering high-rise construction requirements, the overall building height and second floor level were established based on the lowest grade measurement (intersection of E Burnside Street and NE MLK Boulevard). Additionally, the prescriptive path for Type III construction to avoid using fire treated lumber, approved by the City of Portland, requires that parapets not exceed 75'-0". The current design includes parapet at 75'-0". Raising the second floor level would eliminate the occupied roof deck and significantly affect the economic viability of the project.

Staff has suggested reducing the floor-to-floor heights of the five residential levels (levels 2-6) from 10'-0" to an unspecified dimension. Reducing the floor-to-floor heights would result in portions of the dwelling units, where soffits occur, with ceilings below 7'-6" clearance. Reducing the residential floor-to-floor heights would significantly affect the livability and marketability of the dwelling units, and in turn, the economic viability of the project.

At Staff's request, the applicant cataloged the existing arcade buildings along E Burnside Street and found that the proposed design concept fell well within the average arcade height of the existing arcade structures (refer to data in column to the right). The applicant found that several of the existing buildings, including the most recently approved arcaded building (located at 524 E Burnside Street) have portions of their arcade projections at or below the applicant's lowest proposed arcade clearance.

(*NOTE: Refer to Section 4 for additional arcade-related information.*)

How will the proposed modification better meet the design guidelines?

The proposal meets the intent of *Central Eastside District Special District Special Design Guideline A5-1*. The proposed arcade heights maintain the character of the existing arcaded structures along E Burnside Street. An average height of 14.5' creates a welcoming and open air feeling, but is not too high to prevent the feeling of enclosure (Central City Fundamental Design Guideline A7). Increasing the average height will also present opportunities for additional moisture intrusion into the pedestrian realm, contradicting Central City Fundamental Design Guidelines B2 and B6.

Does the proposed modification meet the purpose of the standard?

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

Existing Arcade Height Data:

612-616 E Burnside St.
Low Point: 12.6'
High Point: 13.2'
Average Height: 12.9'

930-938 E Burnside St.
Low Point: 12.75'
High Point: 13.6'
Average Height: 13.2'

722-738 E Burnside St.
Low Point: 13.6'
High Point: 15.4'
Average Height: 14.5'

419 E Burnside St. (Proposed Building)
Low Point: ~16.3'
High Point: ~13'
Average Height: ~14.65'

1111 E Burnside St. (Rocket)
Low Point: 13.8'
High Point: 16.6'
Average Height: 15.2'

723-737 E Burnside St.
Low Point: 10.8'
High Point: 21.25'
Average Height: 16.0'

524 E Burnside St. (bSide6)
Low Point: 12.6'
Middle Point: 13.9'
High Point: 22.3'
Average Height: 16.3'

1040 E Burnside St.
Low Point: 14.5'
High Point: 21.6'
Average Height: 18.0'

Section 5:

Modifications, Exceptions, Encroachments, & Requests

Major Encroachment Request - E Burnside Street Arcade Encroachment

(Refer to Major Encroachment Review Application)

The applicant requests approval for an arcade along E Burnside Street that will encroach into the existing right-of-way.

Code Language (Section A5 of the Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan):

Guideline: *Maintain, continue and reinforce the effect of sidewalk arcaded buildings fronting on East Burnside Street.*

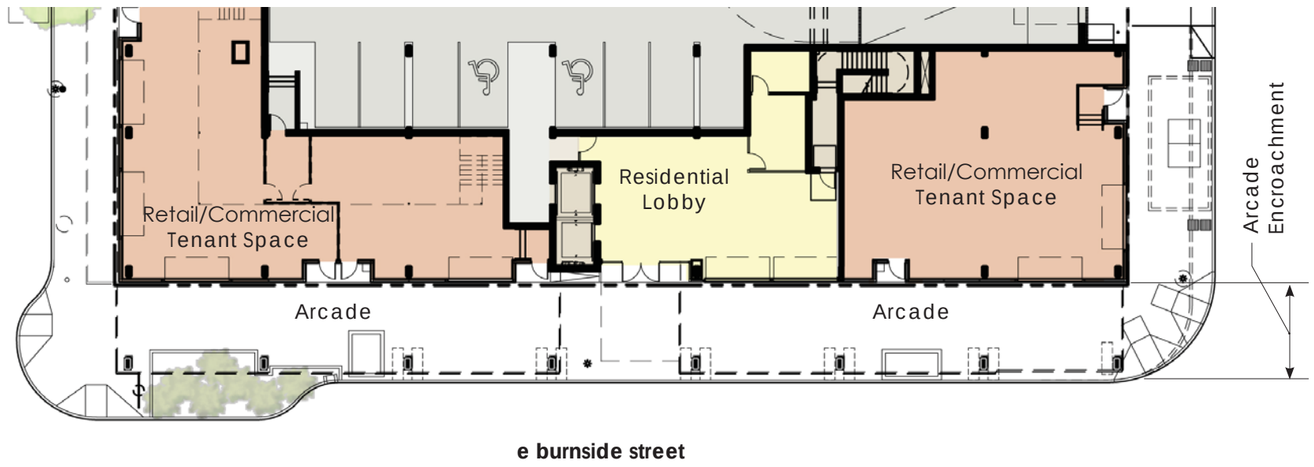
A unique characteristic of the Central Eastside District is the series of arcaded buildings over the sidewalk along East Burnside to Sandy Boulevard. The arcades were necessitated by the widening of Burnside in the late 1920's. They provide protection to the pedestrian in an auto-oriented environment. In addition, they help narrow the width of East Burnside, which is a physical and psychological obstacle to pedestrian movement. The arcading of building fronts is a beneficial tradition for pedestrians along East Burnside, and should be a continued practice.

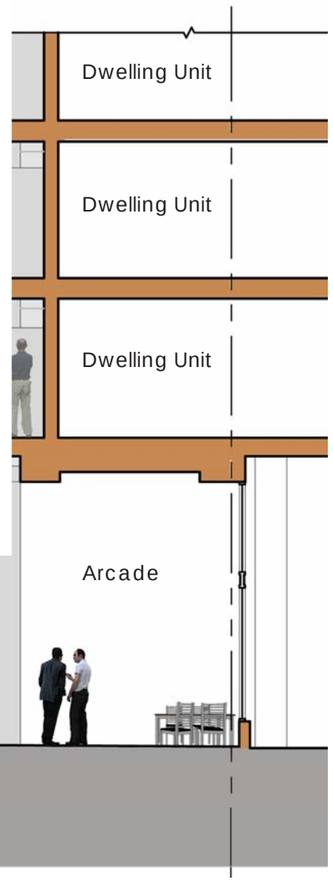
Reason for Request:

Following the recommendation of the Design Commission and Bureau of Development Staff, the applicant is seeking approval for a full-block arcade, extending over the East Burnside Street right-of-way. The proposed arcade will provide a functional, programmatic and aesthetic connection to the existing neighborhood fabric.

The proposed arcade will require that the following E Burnside Street right-of-way elements also be modified. Refer to the following pages for additional information.

1. Existing right-of-way street lighting.
2. Existing storm water facility at the southwest corner of the site.
3. Existing right-of-way highway/freeway signage.





Section 5:

Modifications, Exceptions, Encroachments, & Requests

1. E Burnside Street Lighting Changes Due To Major Encroachment Request

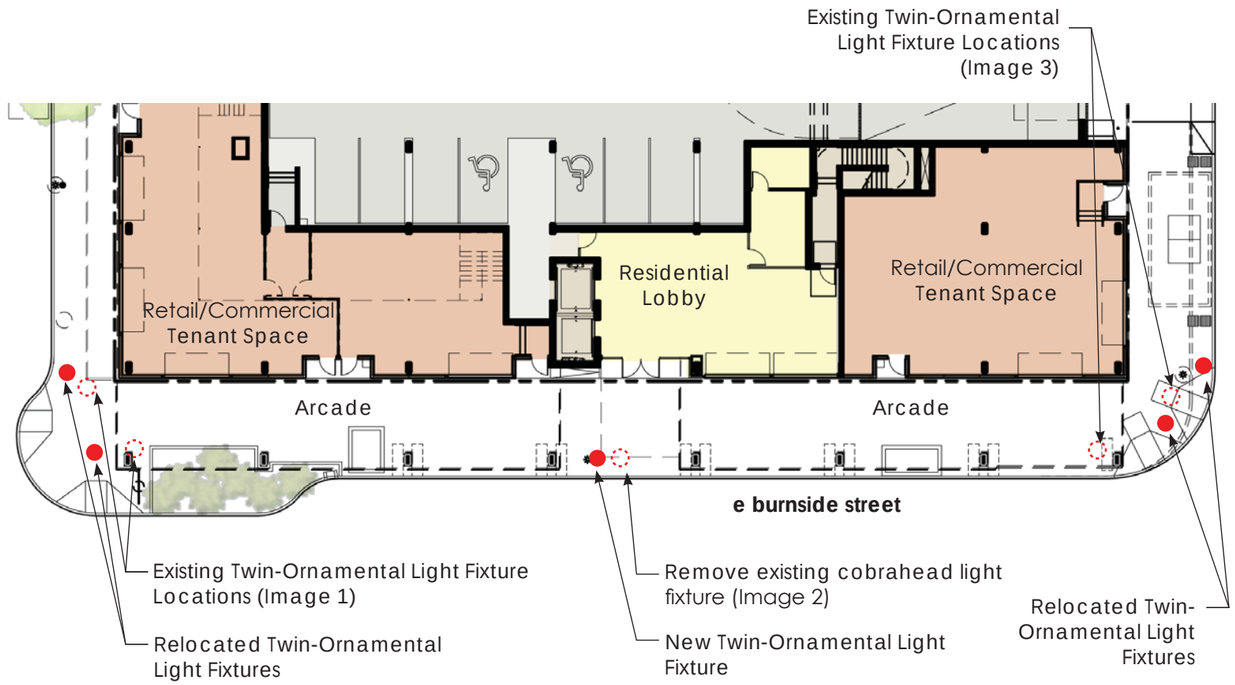
As part of the arcade encroachment, the applicant requests approval for the relocation of several existing twin ornamental light fixtures located at the southwest and southeast corners of the property, and for the removal of one existing cobrahead light fixture located on the north side of E Burnside Street at mid-block.

Reason for Request:

Following the direction of the Design Commission and Bureau of Development Services Staff, the applicant is seeking approval for a full-block arcade, extending over the East Burnside Street right-of-way. Proposed arcade column locations in the right-of-way will conflict with existing right of way lighting elements. Two (2) existing twin ornamentals at the intersection of NE MLK Boulevard and E Burnside Street (Image 1) as well as two (2) existing twin ornamental light fixtures at the intersection of E Burnside and NE Grand Avenue (Image 2) will need to be relocated.

The applicant is also proposing to permanently remove the existing cobrahead light fixture at the mid-block location along E Burnside Street (Image 3) and replace it with a new twin ornamental light fixture, matching those previously mentioned.

NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.



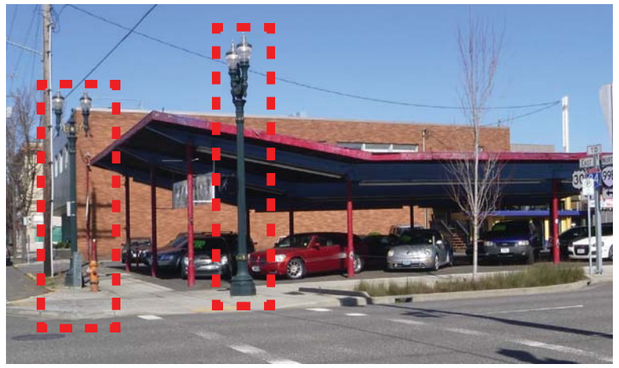


Image 1 - Corner of NE MLK Boulevard and E Burnside Street

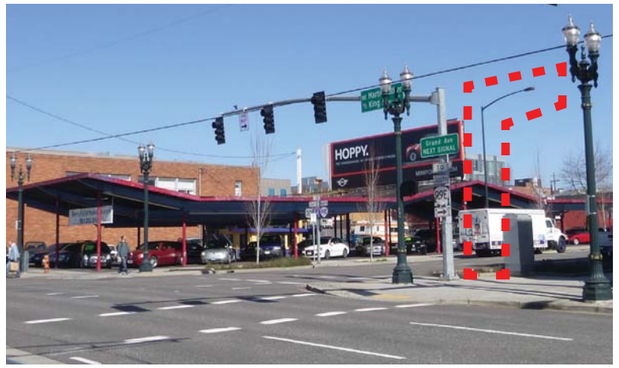


Image 2 - Corner of NE MLK Boulevard and E Burnside Street

Image 3 - Corner of NE Grand Avenue and E Burnside Street

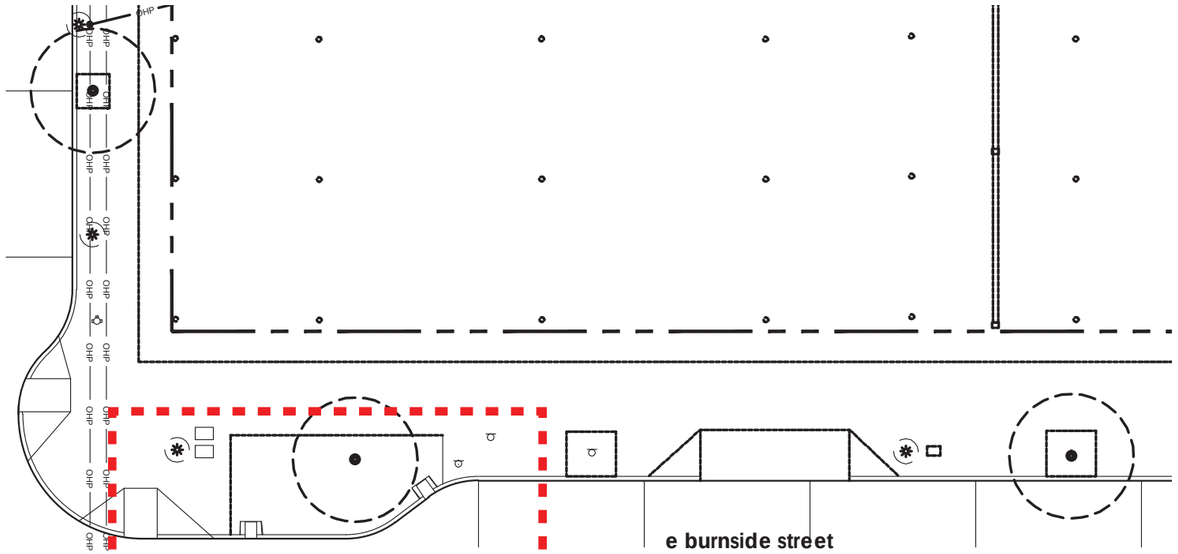
2. E Burnside Street Storm Water Facility Changes Due To Major Encroachment Request

As part of the arcade encroachment, the applicant requests approval for the re-configuration of one (1) public existing storm water facility at the southwest corner of the property.

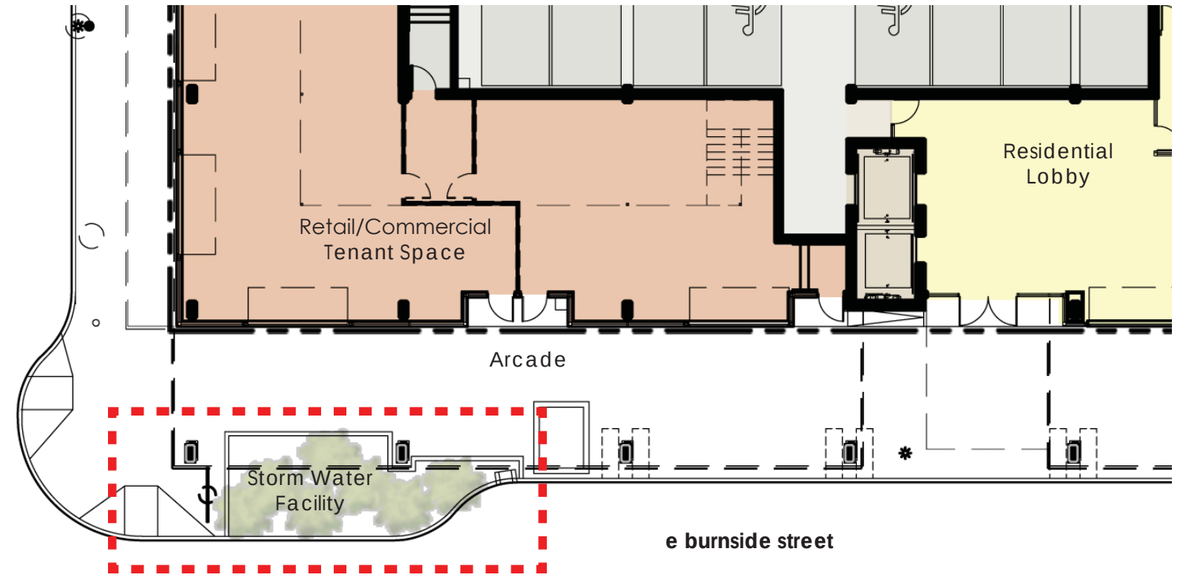
Reason for Request:

Following the request of the Design Commission and Bureau of Development Staff, the applicant is seeking approval for a full-block arcade extending over the East Burnside Street right-of-way. Proposed column locations in the right-of-way will conflict with the existing storm water facility configuration. The applicant's proposed design will maintain the same storm water facility area, but in a different shape. The facility will fit between the two southwestern arcade columns.

NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.



Existing Storm Water Facility Configuration



Proposed Storm Water Facility Re-Configuration

3. E Burnside Street Signage Changes Due To Major Encroachment Request

As part of the arcade encroachment, the applicant requests approval for the relocation of existing highway signage, currently located on the north side of the E Burnside Street right-of-way as shown below.

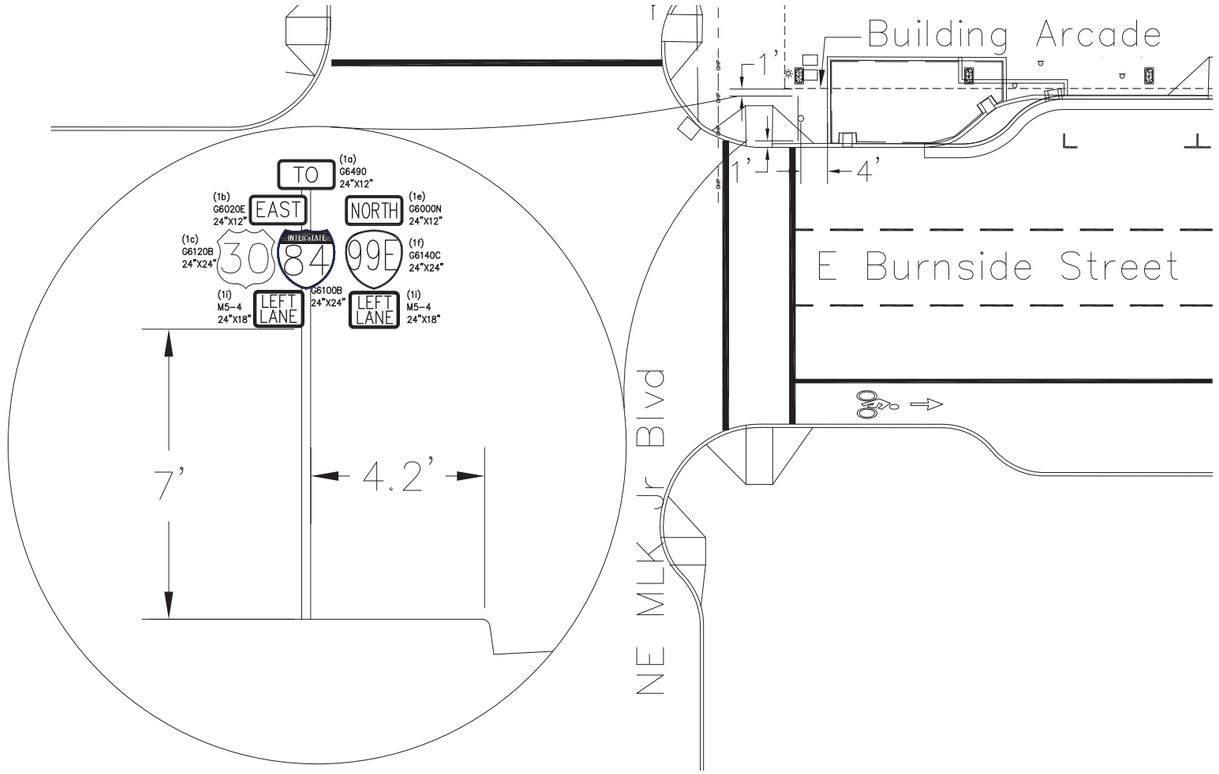
Reason for Request:

The advance route-finding sign on the north side of E Burnside Street between NE MLK Jr Boulevard and NE Grand Avenue will conflict with the proposed new building arcade. The sign directs traffic onto Highway 30, Highway 99E, and Interstate 84.

It is proposed to move the sign to the northeast corner of the intersection of NE MLK Jr Boulevard and E Burnside Street. The sign will be located approximately four feet to the west of the wall of the swale on the NE corner. A minimum one-foot clearance will be maintained between the edge of the sign and the edge of the building arcade. A minimum one-foot clearance will also be maintained between the edge of the sign and the face of curb.

Because of the proximity of the sign's new location to NE MLK Jr Boulevard, a one-way street heading south, the advance left turn arrow (MUTCD M5-1) auxiliary signs will be replaced with "LEFT LANE" (MUTCD M5-4) auxiliary signs. During construction, the sign will be maintained on a temporary sign support either in the closed parking lane adjacent to the project site, or on the sidewalk within the furnishing zone one block in advance of the project site. If the sign is placed in advance of the project site, the advance left turn arrows will be replaced with "LEFT LANE" (MUTCD M5-4) auxiliary signs.

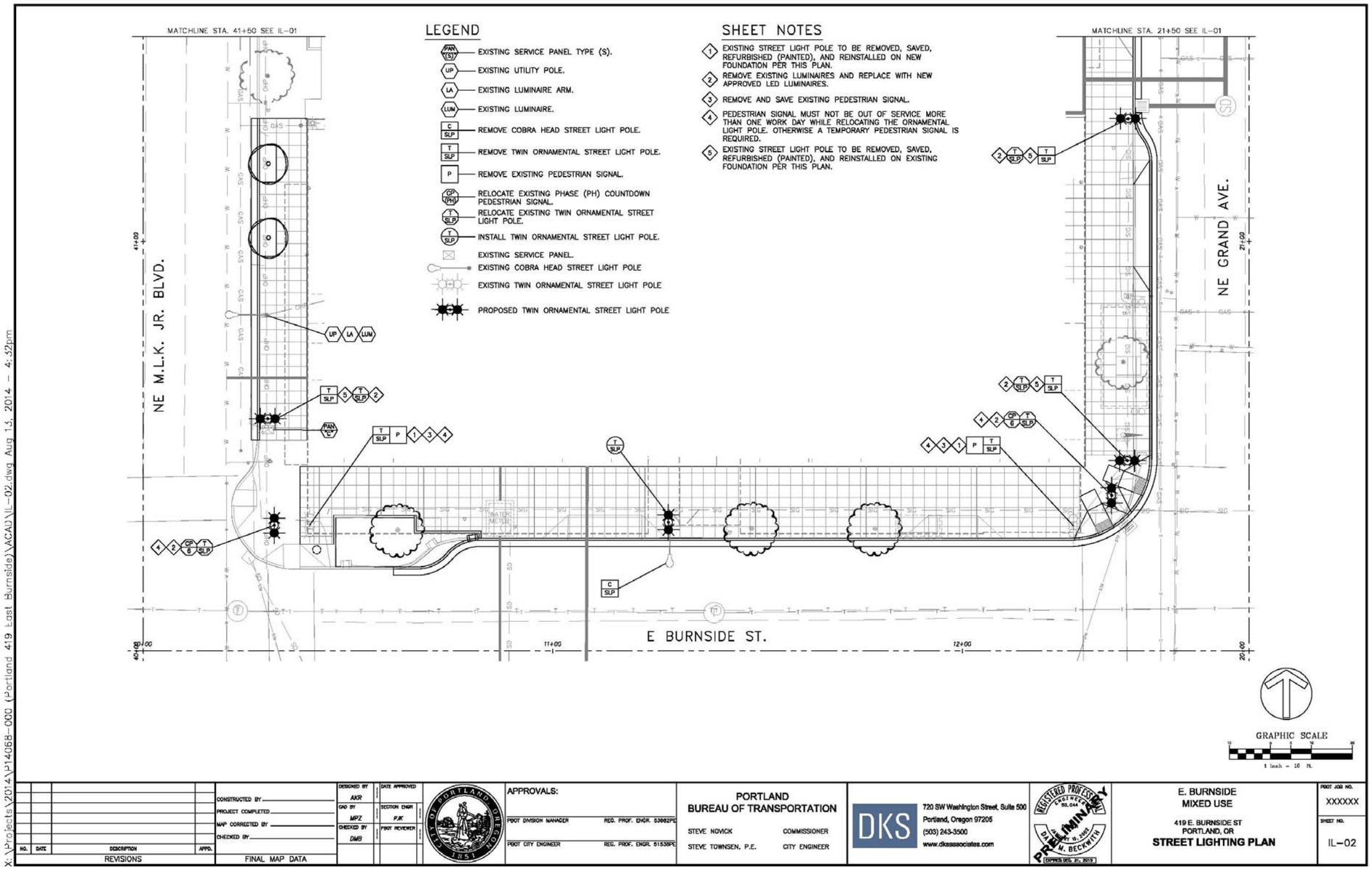
NOTE: Please refer to the applicant's Major Encroachment Review Application for additional information.



Section 5:

Modifications, Exceptions, Encroachments, & Requests

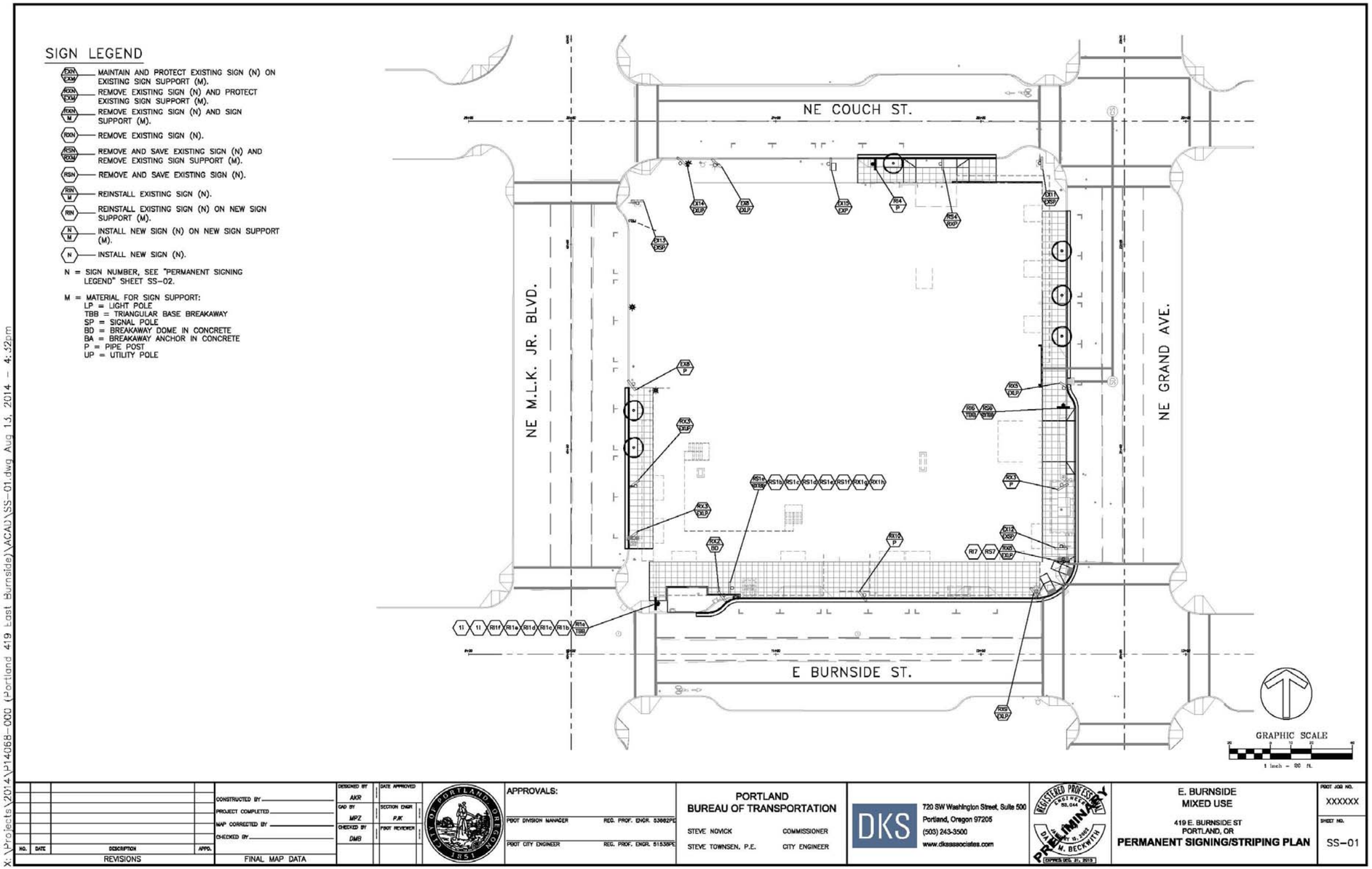
3. E Burnside Street Signage Changes Due To Major Encroachment Request (Continued)



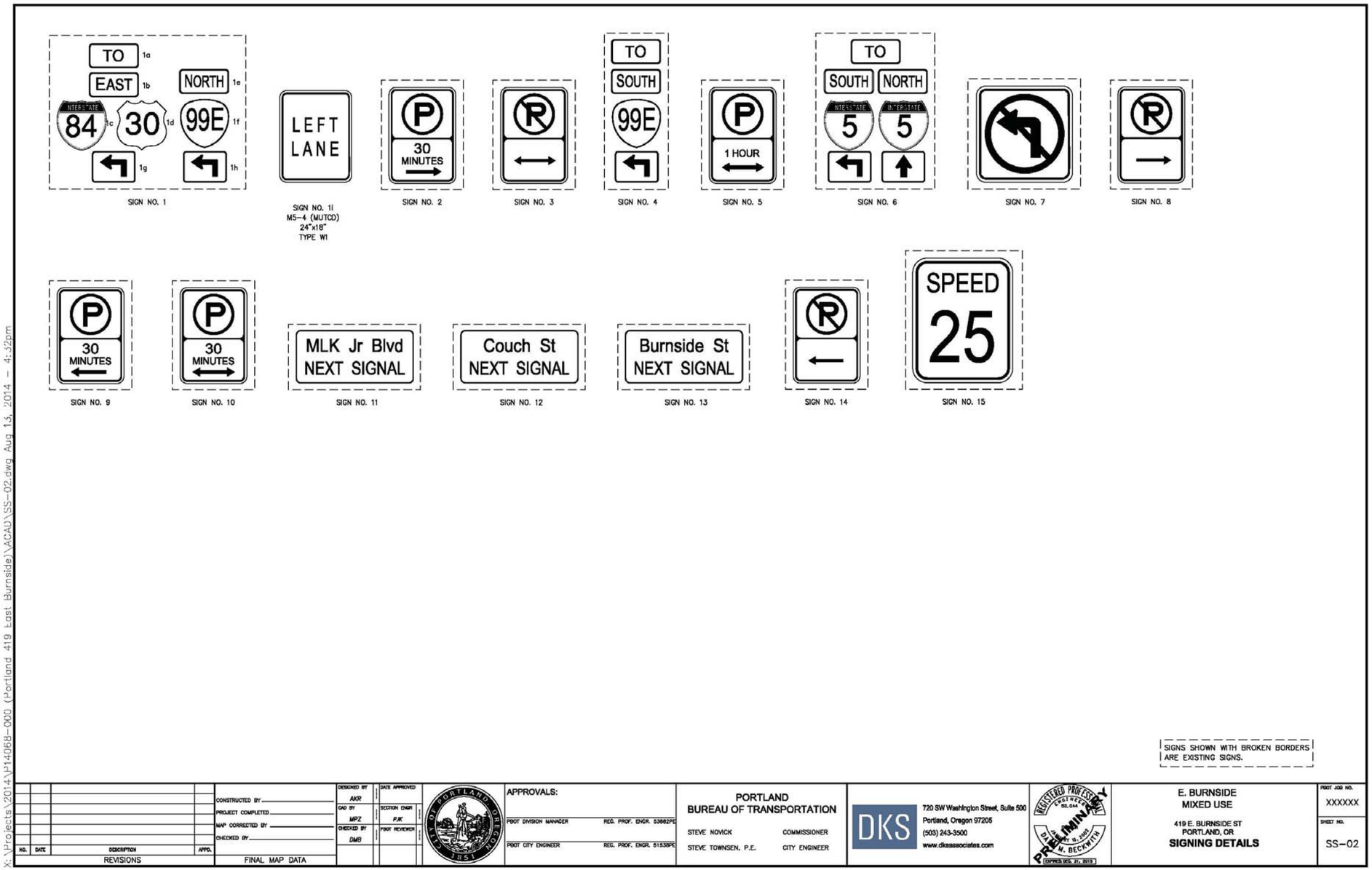
Section 5:

Modifications, Exceptions, Encroachments, & Requests

3. E Burnside Street Signage Changes Due To Major Encroachment Request (Continued)



3. E Burnside Street Signage Changes Due To Major Encroachment Request (Continued)



Request No. 1 - On-Street Loading (Not a Modification Request)

The applicant requests that one (1) on-street loading space at the mid-block location along the east side of NE Martin Luther King Boulevard, be considered by the Bureau of Transportation, in addition to the off-street loading already provided for the proposed project. The applicant proposes adding one Standard A loading space, as defined by section 33.266.310.D.a of the Parking and Loading section of the City of Portland Zoning Code, and to have loading restricted hours assigned to it.

Zoning Code Language (Section 33.266.310):

Purpose. *A minimum number of loading spaces are required to ensure adequate areas for loading for larger uses and developments. These regulations ensure that the appearance of loading areas will be consistent with that of parking areas. The regulations ensure that access to and from loading facilities will not have a negative effect on the traffic safety or other transportation functions of the abutting right-of-way.*

Size of Loading Spaces.

a. Standard A: the loading space must be at least 35 feet long, 10 feet wide, and have a clearance of 13 feet.

b. Standard B: The loading space must be at least 18 feet long, 9 feet wide and have a clearance of 10 feet.

Reason for Request:

The applicant is requesting one (1) on-street loading stall in addition to off-street loading that will be provided by the applicant's proposed building.

On-street loading would be located on NE Martin Luther King Boulevard in order to accommodate ground floor retail/commercial tenants within the proposed building, as well as future adjacent retail/commercial development. The proposed project also includes loading space, accessed from NE Couch Street, that will satisfy the project's internal off-street loading requirements. (Two (2) Standard B loading spaces will be provided.) Providing one on-street loading space, to be shared with the adjacent future developments, will provide future retail/ commercial uses in the neighborhood the ability to load and unload goods in an area that has limited on-street loading opportunities due to the bridgehead.

The applicant is proposing the mid-block location on NE Martin Luther King Boulevard based on feedback provided by PBOT in April 2014.

How will the proposal better meet the design guidelines?

The proposal would require the loss of approximately two on-street parking stalls. The proposed on-street loading location will provide additional flexibility for the proposed development and future adjacent development by others, which will enable greater opportunities for active ground floor uses. This will ultimately provide a more vibrant streetscape in the neighborhood.

Does the proposal meet the purpose of the standard?

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

Summary:

The proposal is consistent with the City of Portland's Central City and Central Eastside development standards and guidelines, which encourage active ground floor uses by providing maximum amount of active ground floor use and relocating non-active uses elsewhere.

Request No. 2 - Short-Term Bicycle Parking Requirements (Not a Modification Request)

The applicant requests paying into the Bicycle Parking Fund option for short-term bicycle parking spaces at the ground floor.

Zoning Code Language (Section 33.266.220):

Purpose. *Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.*

Bicycle Parking Fund. *This option may be used only if it is not possible to provide all of the required short-term bicycle parking on site in a way that complies with all of the standards in A.2.b.*

Reason for Request:

The applicant is requesting to not provide any short-term bicycle parking within the applicant's property, and instead to pay into the City of Portland's Bicycle Parking Fund. The proposed design is an urban building with construction tight to property lines on all sides, unless required to be setback due to entry/exiting requirements. The applicant is proposing to include short term bicycle parking within the right-of-way, located in the furnishing zones. This includes short term bicycle parking at the E Burnside Street arcade. The applicant understands that this bicycle parking will not count towards the project's short term bicycle parking requirements.

How will the proposal better meet the design guidelines?

Current code requires that the proposed project provide eight (8) short-term bicycle parking spaces to address the multi-dwelling requirement. Additionally, ground floor retail uses will require two (2) short-term bicycle parking spaces. Collectively, the project will be required to provide ten (10) short-term bicycle parking spaces at ground level within the property line.

The proposed building configuration, being a property line tight building located in an urban setting, will not allow for short-term bicycle parking within the property line under the current City of Portland bicycle parking size requirements. However, the applicant is proposing to pay into the City of Portland Bicycle Parking Fund, which is allowed per section 33.266.220.C. Additionally, the applicant is proposing short-term bicycle parking in the furnishing zones of the following right-of-ways.

E Burnside	11 spaces
NE MLK Boulevard	3 spaces
NE Grand Avenue	3 spaces
NE Couch Street	0 spaces
TOTAL	**17 spaces**

Does the proposal meet the purpose of the standard?

Yes. The intent of the standard is to provide convenient short-term bicycle parking for the public at the ground floor. Although not within the applicant's property, the applicant will be providing convenient short-term bicycle parking at all sides of the proposed project in excess of what is required, in addition to paying into the City of Portland Bicycle Parking Fund.