

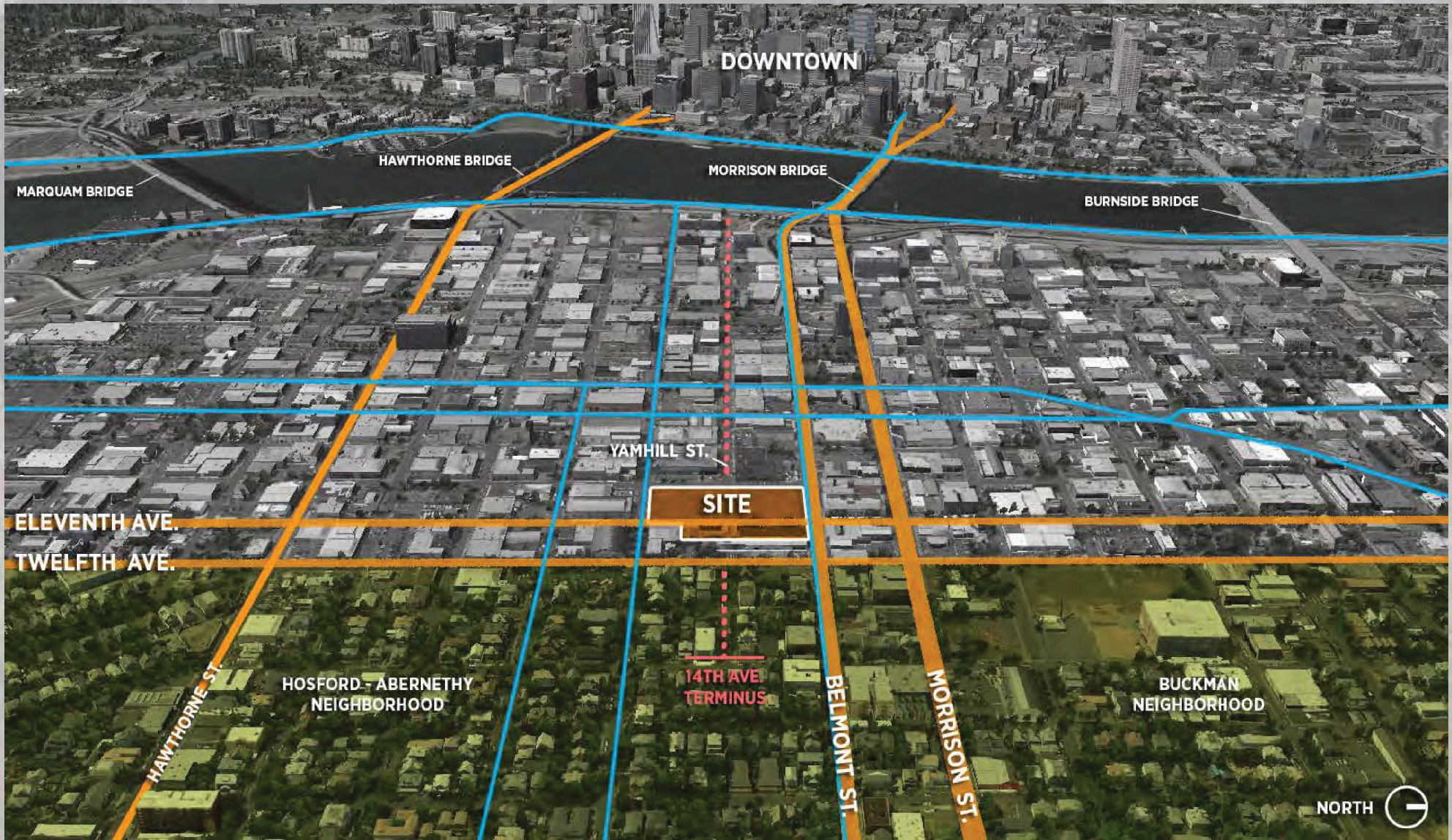


**City of Portland
Bureau of Development Services**

**Land Use Review Appeal to
City Council**

**LU 14-125908 DZM
LOCA/Goat Blocks**

Site and Vicinity



Project Summary



Central Eastside superbloc redevelopment with +96Ksf retail, 247 apartments, 385 parking spaces (246 com. + 139 res.), bike parking, and on-site public walkways & plaza interior to the superbloc.

Project Site Plan

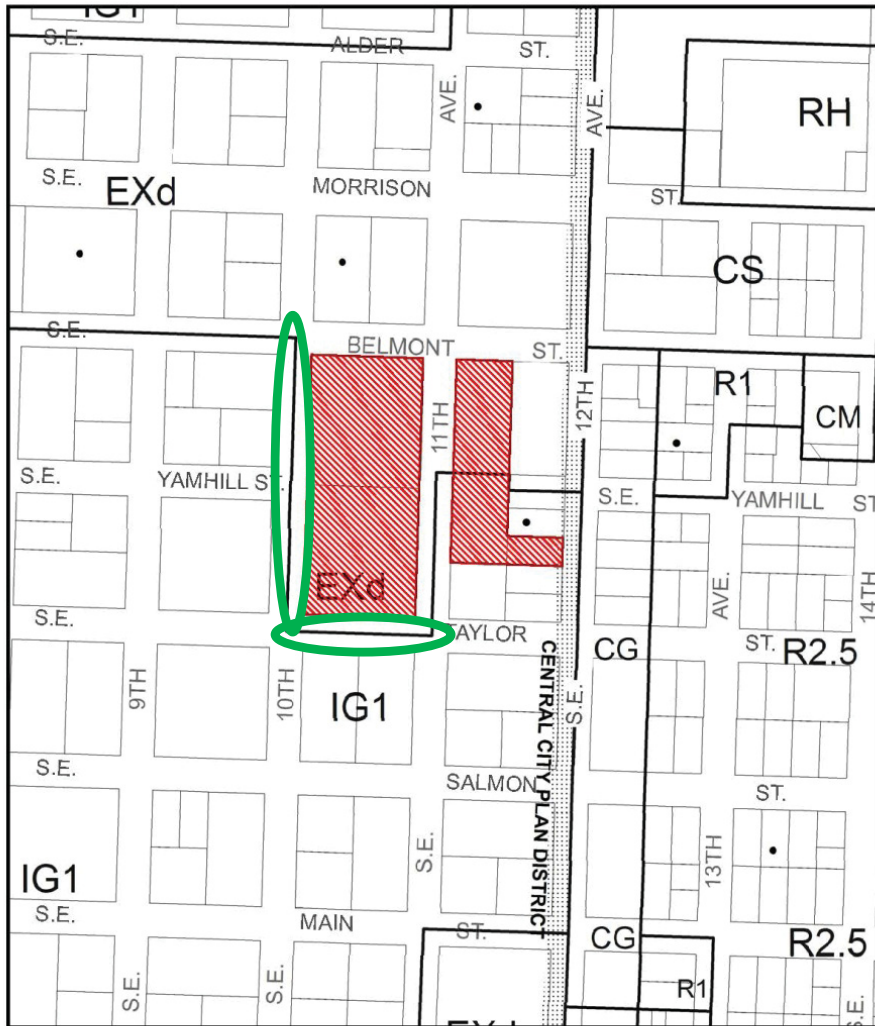




NEARBY BUSINESSES AND ORGANIZATIONS

- 1 Vivo
- 2 Cascade Brewing
- 3 Yale Union
- 4 Multnomah County Elections
- 5 A&S Marketing
- 6 Green Dragon
- 7 Bar Tur Foods
- 8 Bradshaw's Transmissions
- 9 Integrity Spirits
- 10 Gatto & Sons Fruit Co.
- 11 Hawthorne House
- 12 National Builder's Hardware
- 13 GXI Exhibit Design & Fabrication
- 14 Crossfit Magnus
- 15 Dale's Draperies
- 16 Camfil Farr Air Filter Sales
- 17 Creative Woodworking
- 18 Portland Auto Glass
- 19 Dick's Color Center Paint
- 20 Primal Screens
- 21 New Deal Distillery
- 22 Grand Central Bowl

Zoning



ZONING



Site



Historic Landmark



NORTH

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

File No. LU 14-125908 DZM AD

1/4 Section 3131

Scale 1 inch = 200 feet

State_Id 1S1E02BD 2400

Exhibit B (Mar 12, 2014)

EXd, CCPD/Central Eastside

IG1 split-zoned site (no DZ, 3Ksf max retail in IG1)

Type III Design Review

Central City Fundamental Design Guidelines

Central Eastside Design Guidelines

33.805.040.A-F, Adjustments

33.825.040, Modifications

Modifications

Ground Floor Windows (S. side South Block)

Parking Stall Width reductions

Adjustment

Parking Access Restriction on Belmont

Central City Parking Review underway separately

(LU 14-212949 PR, Incomplete)

Transportation System Plan (TSP) Classifications:

Belmont - Major Transit Priority, City Walkway

11th - Transit Access, City Walkway

Taylor & 10th – Local Service Streets/All Modes

Freight District (Entire Central Eastside to 12th)

Process

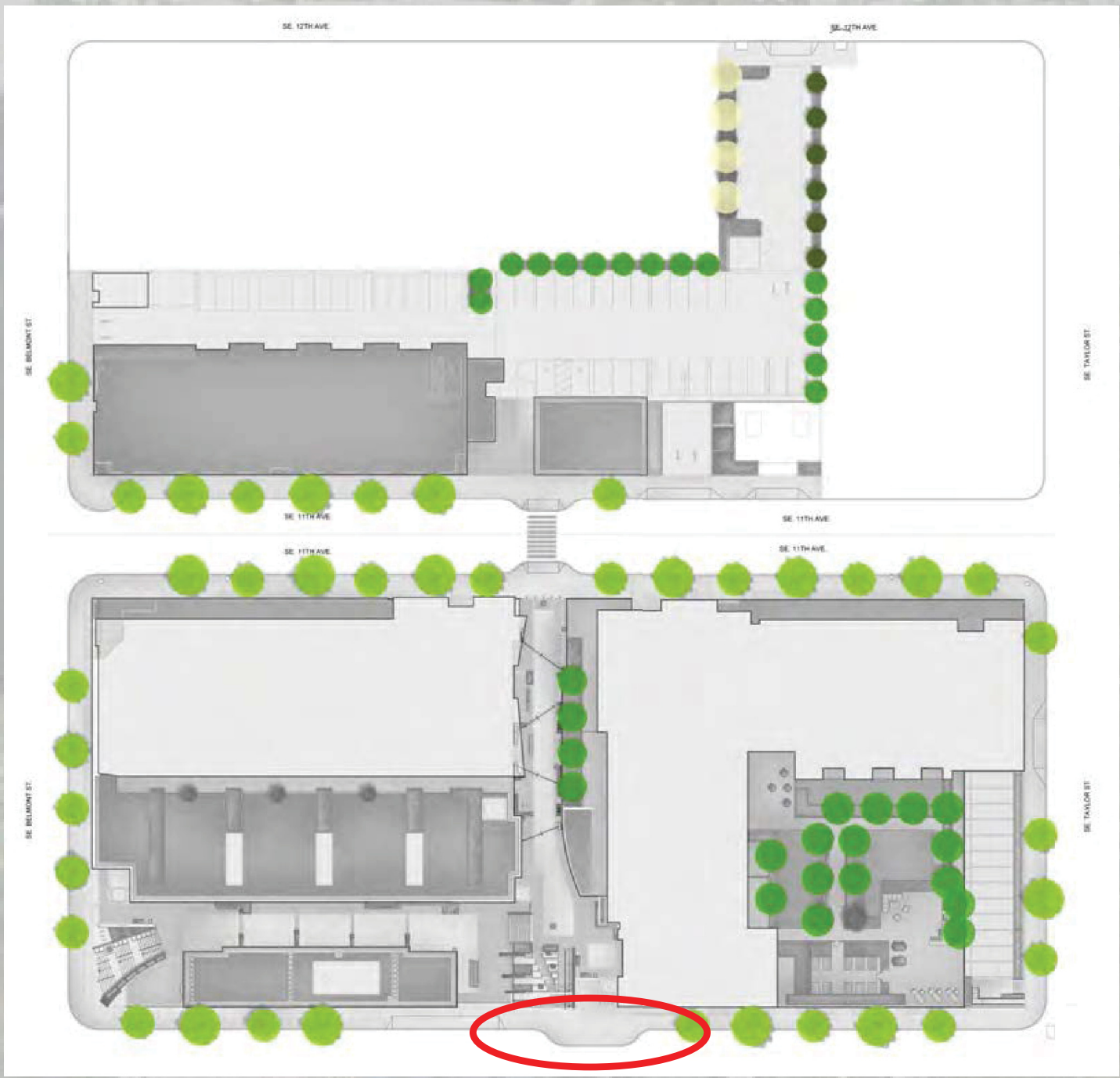
- **January 9, 2014: Design Advice Request #1**
- **February 27, 2014: Design Advice Request #2**
- March 11, 2014: Design Review Submittal
- **June 12, 2014: Design Review Hearing #1**
- **July 17, 2014: Design Review Hearing #2**
- **August 14, 2014: Design Review Hearing #3, Final Approval**
- August 27, 2014: Design Review Decision Mailing
 - Approval of Design Review, Modifications to Ground Floor Window and Parking Stall Standards, Adjustment to allow Belmont Driveway
 - Conditions of approval:
 - A. Identify case number on permit drawings
 - B. Obtain Original Art Mural permits and install murals prior to final certificate of occupancy
 - C. Referencing earlier/correct drawing for East Block rooftop equipment
 - D. SE 11th & Belmont curb cut extension and coordination with Tri-Met on bus shelter configuration to maximize available intersection sight distance
 - E. Use evergreen vines on trellis at East Block
 - F. Use clear Pentaglass roofing for 25% of trellis at East Block

Regulatory Framework & Appeal Issues

- **Design Review Approval Criteria**
 - *Central City Fundamental Design Guidelines, Central Eastside District Design Guidelines, 33.825.040 Modifications, 33.805.040 Adjustments*
 - Cited by appellant, but not the focus of appeal issues or prior testimony
 - **Land Use Review appeal findings must find a nexus to relevant design guidelines, Modification criteria or Adjustment criteria**
- **Title 17/public improvements/ROW**
 - Portland Transportation determination for necessary street improvements and any dedication of private land for public rights-of-way
 - Street cross-section, roadway width, potential modal conflicts, freight movement, loading, etc. are key issues in CEIC appeal and prior testimony
 - Not relevant to Land Use Review appeal findings or decision (*street dedications, if increased, would require another Design Review hearing process to revise massing/stairs/plaza*)
 - **Council direction, if any, should go to Kurt Krueger/PBOT separate from Land Use Review appeal findings**
- **Comprehensive Plan Goals and Policies, EXd zone purpose statements, etc. are not relevant, have no legal application in the Design Review/Building Permit process**
- **120-day waiver signed, appeal hearing is evidentiary (new information allowed)**







DESIGNING FOR TRUCK MOVEMENTS AND OTHER LARGE VEHICLES IN PORTLAND

Adopted October 8, 2008

OCTOBER, 2008
CITY OF PORTLAND
OFFICE OF TRANSPORTATION



Table 3
Recommended Lane Widths for the City of Portland

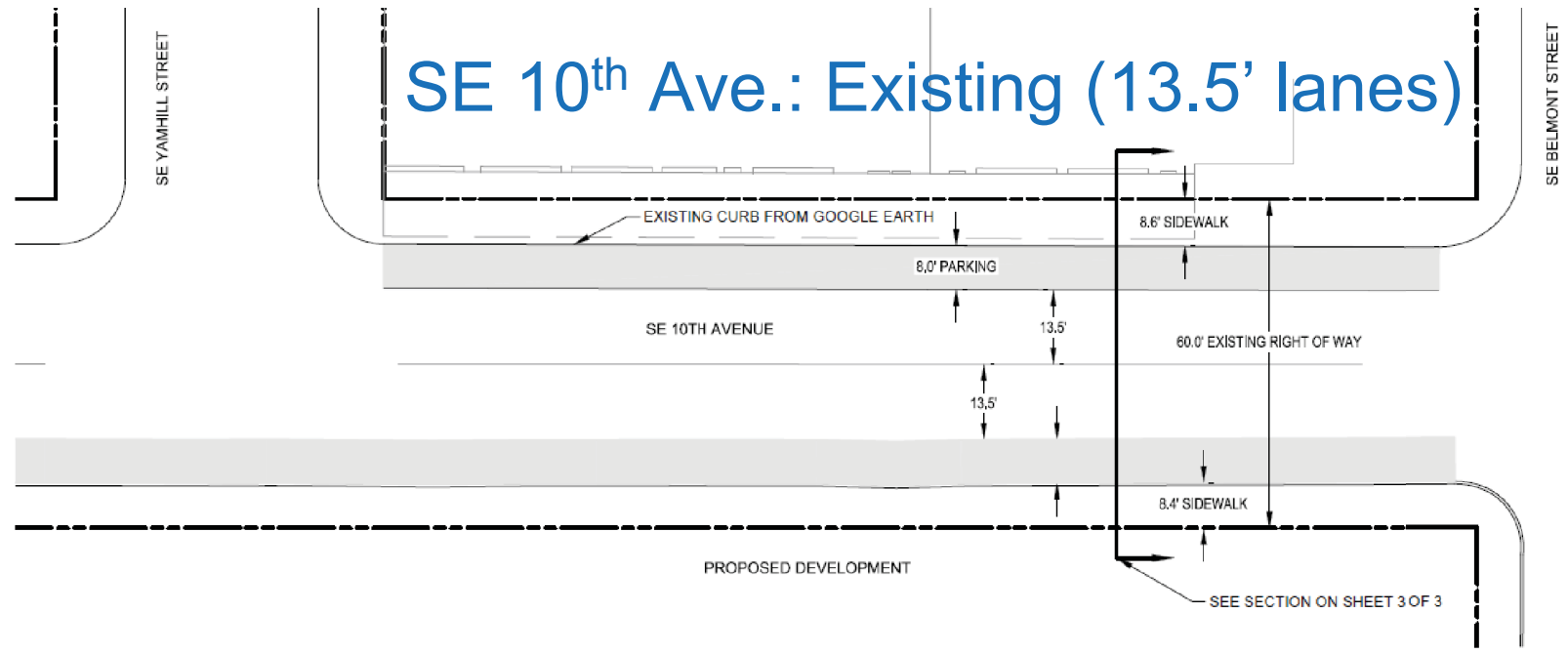
Street Classification	Preferred ¹	Acceptable ²
Regional Truckway	13'	12'
Priority Truck Street	12'	11'
Major Truck Street	12'	11'
Freight District Street	12'	11'
Truck Access Street	11'	10'
Local Service Truck Street	11'	10'

¹"Preferred" is the recommended width and should be applied for new streets and for reconstruction where physical features do not interfere.



²"Acceptable" requires the approval of the City Traffic Engineer or his/her designated representative. "Acceptable" is the width that should only be applied where various constraints, such as those resulting from inadequate or unavailable right of way, building setbacks and other physical features are present. Designing lane widths narrower than Acceptable requires a design exception.

Note: The basis for these lane widths is AASHTO– *Geometric Design of Highways and Streets, 2001*. The information provided above is for guidance purposes and should not be interpreted as fixed design standards.

SE 10th Ave.: Existing (13.5' lanes)

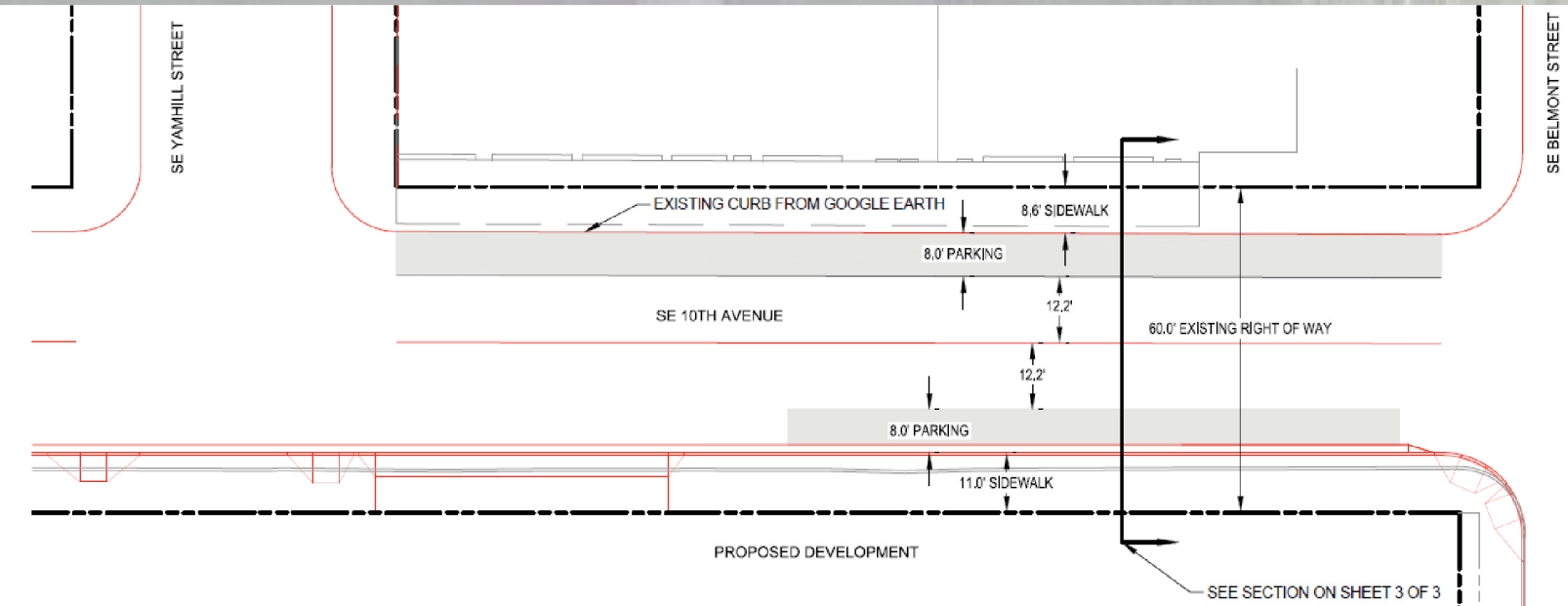


LEGEND




-  - EXISTING BOUNDARY LINE
-  - EXISTING CURB LINE



SE 10th Ave.: Proposed (12.2' lanes)



LEGEND

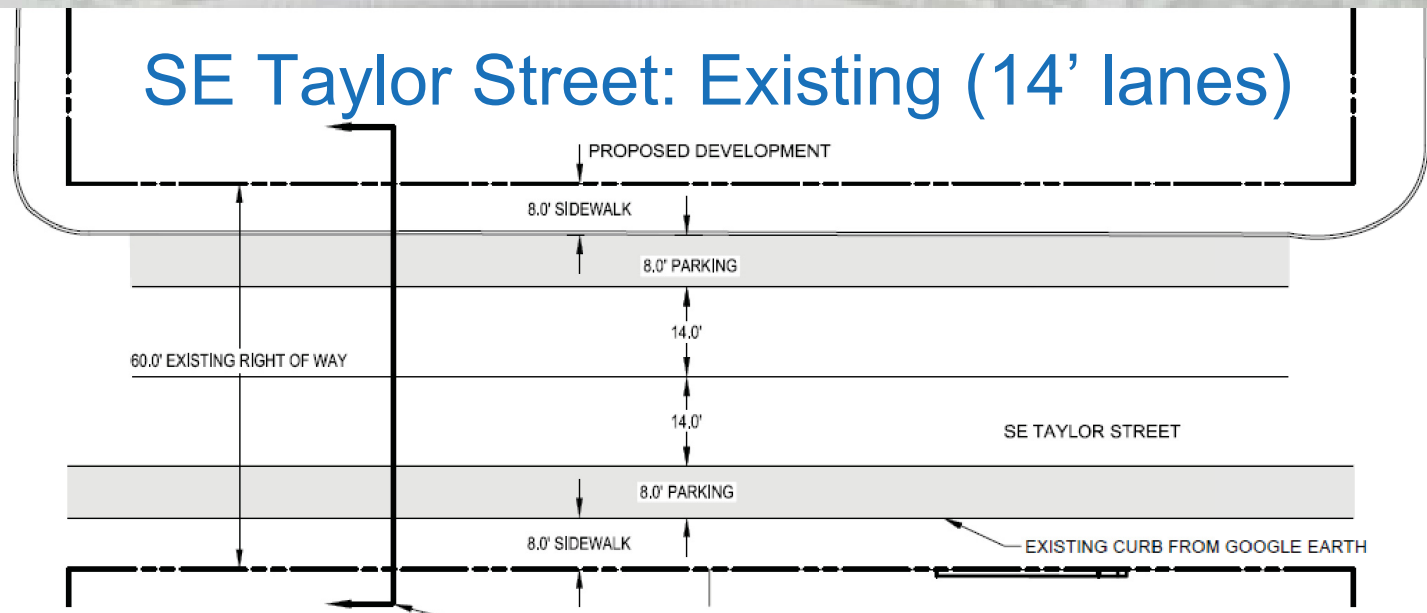
-  - PROPOSED BOUNDARY LINE
-  - EXISTING CURB LINE
-  - POST CONSTRUCTION IMPROVEMENTS



SE Taylor Street: Existing (14' lanes)

SE 10TH AVENUE

SE 11TH AVENUE



LEGEND

- PROPOSED BOUNDARY LINE
- EXISTING CURB LINE

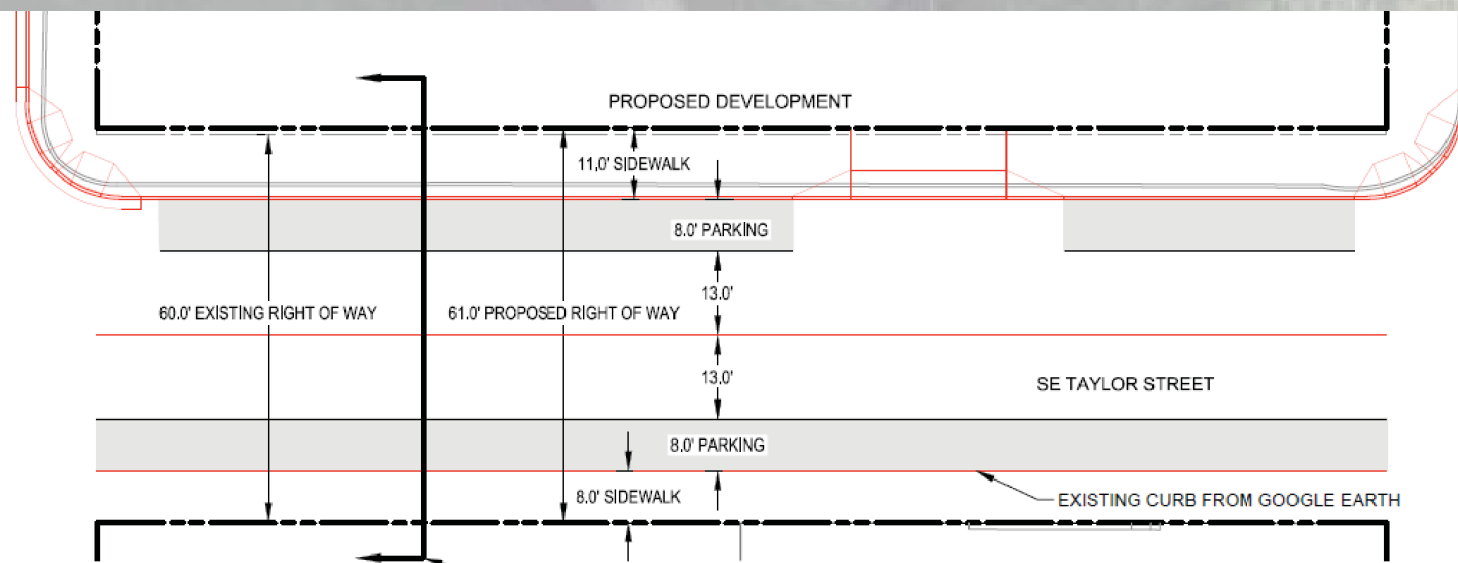
SEE SECTION ON SHEET 3 OF 3



SE Taylor St.: Proposed (13' lanes)

SE 10TH AVENUE

SE 11TH AVENUE



LEGEND

- DEDICATED BOUNDARY LINE
- PROPOSED BOUNDARY LINE
- EXISTING CURB LINE
- POST CONSTRUCTION IMPROVEMENTS

SEE SECTION ON SHEET 3 OF 3



City Council Alternatives

- **Deny the appeal, allowing the project to proceed per Design Commission's conditional approval**
 - *(with or without separate direction to PBOT regarding street cross-section or public improvements per Title 17, Public Improvements)*
- **Accept the appeal and modify the project's conditional approval** (identify unmet Title 33 approval criteria)
- **Accept the appeal and deny the project** (identify unmet Title 33 approval criteria)